



Inyo County Active Transportation Plan 2023

Prepared for



Inyo County Local
Transportation Commission



Prepared by LSC Transportation Consultants, Inc.



EXECUTIVE SUMMARY

In California, the Active Transportation Program (ATP) was signed into law in 2013. The ATP consolidated existing federal and state transportation programs, including TAP, Bicycle Transportation Account, and State Safe Routes to Schools, into a single program. The purpose of the ATP is to make California a leader in active transportation and to encourage increased use of active modes of transportation by achieving the following goals:

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

The Inyo County Local Transportation Commission (ICLTC) prepared the 2023 Inyo County Active Transportation Plan (ATP) with the goal of enhancing walking, biking and multimodal mobility throughout Inyo County. This plan identifies and prioritizes infrastructure improvements and programs that have the potential to increase the safety, access and health of residents. In particular, the plan examines equity issues that limit active transportation among disadvantaged groups, such as seniors, low-income residents, and people with disabilities and follows the guidance for an ATP for Disadvantaged Communities laid out in the 2023 ATP Guidelines. The 2023 Inyo County ATP was updated in conjunction with the 2023 Inyo County Regional Transportation Plan (RTP).

PUBLIC INVOLVEMENT AND CONSULTATION PROCESS

The ICLTC solicited public comment from a wide variety of groups, including the public, resource management agencies administering public lands, transit operators, truck traffic generators, transportation advocacy groups, tribal governments, and all surrounding counties as part of a joint ATP/RTP public involvement process. An online community survey was made available to the public using SurveyMonkey. Two pop up workshops were held in Bishop and Lone Pine to solicit input. A public workshop focused on active transportation needs was held in Tecopa that solicited feedback via survey and public comment. Survey and public outreach results are presented in Appendix C. The Draft ATP will be presented at an ICLTC meeting that is open to the public and stakeholders and the public alike will be invited to attend and comment.

REQUIRED ELEMENTS OF ATP FOR DISADVANTAGED COMMUNITIES

This ATP addresses all components required for an ATP for disadvantaged communities, per the 2023 Active Transportation Plan Guidelines: Mode Share, Description of Land Use/Destinations, Pedestrian Facilities, Bicycle Facilities, Bicycle Parking, Wayfinding, Non-infrastructure, Collision Analysis, Equity



Analysis, Community Engagement, Coordination, Prioritization, Funding, Implementation, Maintenance, and Resolution. The 2023 Inyo County ATP will be adopted by the ICLTC in late 2023.

REGIONAL CHARACTERISTICS

Inyo County is located in the easternmost portion of central California and generally spans the southeastern length of Sierra Nevada Mountains between Bishop on the north and just north of Walker Pass on the south. The county is bordered by the State of Nevada to the east, Mono County to the north, and San Bernardino and Kern Counties to the south. Although Tulare and Fresno Counties technically border Inyo County to the west, the Sierra Nevada Mountains form a geographic barrier to surface transportation. The only incorporated city is the City of Bishop. Census designated places include Big Pine, Independence, Lone Pine, and Shoshone.

DEMOGRAPHICS AND ECONOMICS

According to the 2020 US Census, Inyo County has a total population of 19,016. This is a 2.5 percent increase from the 2010 Census recorded population for Inyo County and 6.3 percent greater than the 1980 census. Of the 2020 total, 3,819 people live in the City of Bishop. Overall, the Inyo County population has had a low growth rate over the past 40 years.

The California Department of Finance (DOF) estimates that by 2045, the Inyo County population will be 17,204, representing a 9.5 decrease in total county population from 2020. Just over 23 percent of the population in Inyo County was age 65 and older in 2020 (American Community Survey), however the percentage of the total Inyo County population aged 65 and older is projected to increase significantly from 29.8 percent in 2025 to 34.7 percent in 2045. The growth of the elderly population is an important consideration in terms of public transit needs and accessible walking paths.

According to the 2017-2021 American Community Survey, the largest employment industries in Inyo County are educational services, health care and social assistance, public administration, and arts/entertainment/recreation/accommodation/food services. Major employers include the land management agencies, school districts, hospitals, Inyo County, and City of Los Angeles. Recreation and tourism draw a significant number of people to the region each year.

CONSISTENCY WITH LOCAL PLANNING DOCUMENTS

The ATP is consistent with other local and regional planning documents, in particular the Inyo County RTP. Active transportation improvement projects identified in this plan have been incorporated into the Action Element of the RTP.

EXISTING NON-MOTORIZED FACILITIES

Existing bicycle and pedestrian facilities and identified needs are well documented in this document. Bicycle facilities are concentrated in the City of Bishop, although facilities also exist in Wilkerson, Death Valley, and Tecopa. Sidewalks are generally limited to those streets within a block of US 395 and along US 395 through the center of Inyo County communities. Documented bicycle parking facilities are limited to the Bishop area.



Recreational facilities are an important aspect of active transportation infrastructure in Inyo County. While the majority of trails and trailheads are on land owned by other public agencies, ICLTC coordination with managing agencies continues to be critical to maintaining and improving access and multimodal connectivity.

Safe Routes to Schools are identified and mapped in this Plan for several Inyo County communities. Safe Routes to Schools aims to provide information on how to walk, bike, or roll to school in the safest manner by using bicycle and pedestrian facilities, such as sidewalks and crosswalks.

PROPOSED NON-MOTORIZED FACILITIES

This ATP identifies numerous bicycle and pedestrian facility needs, such as bike lanes, continuous sidewalks, ADA improvements, and safer crosswalks in project lists included in Chapter 8. Active transportation improvement projects identified in the Plan were evaluated on feasibility, support, and how well each project met the goals of the Active Transportation Program. All proposed ATP projects are also identified in the RTP.

Numerous projects identified in this Plan increase multimodal connectivity and active transportation equity. The majority of identified projects benefit disadvantaged communities.

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Inyo County
Active Transportation Plan
2023

Prepared for

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RECREATIONAL ROUTE PROJECTS***



ACRONYMS AND TERMS

ADA – Americans with Disabilities Act
ATP – Active Transportation Plan
BLM – Bureau of Land Management
COSA – Conservation and Open Space Area
CTC – California Transportation Commission
DOF – Department of Finance
EPA – Environmental Protection Agency
ESTA – Eastern Sierra Transit Authority
FTA – Federal Transit Administration
GHG – Greenhouse Gas Emissions
ICLTC – Inyo County Local Transportation Commission
LADWP – Los Angeles Department of Water and Power
LORP – Lower Owens River Project
LTC – Local Transportation Commission
MHI – Median Household Income
RTIP – Regional Transportation Improvement Program
RTP – Regional Transportation Plan
SWITRS – Statewide Integrated Traffic Record System
TIMS – Transportation Injury Mapping System
USFS – United States Forest Service



INTRODUCTION

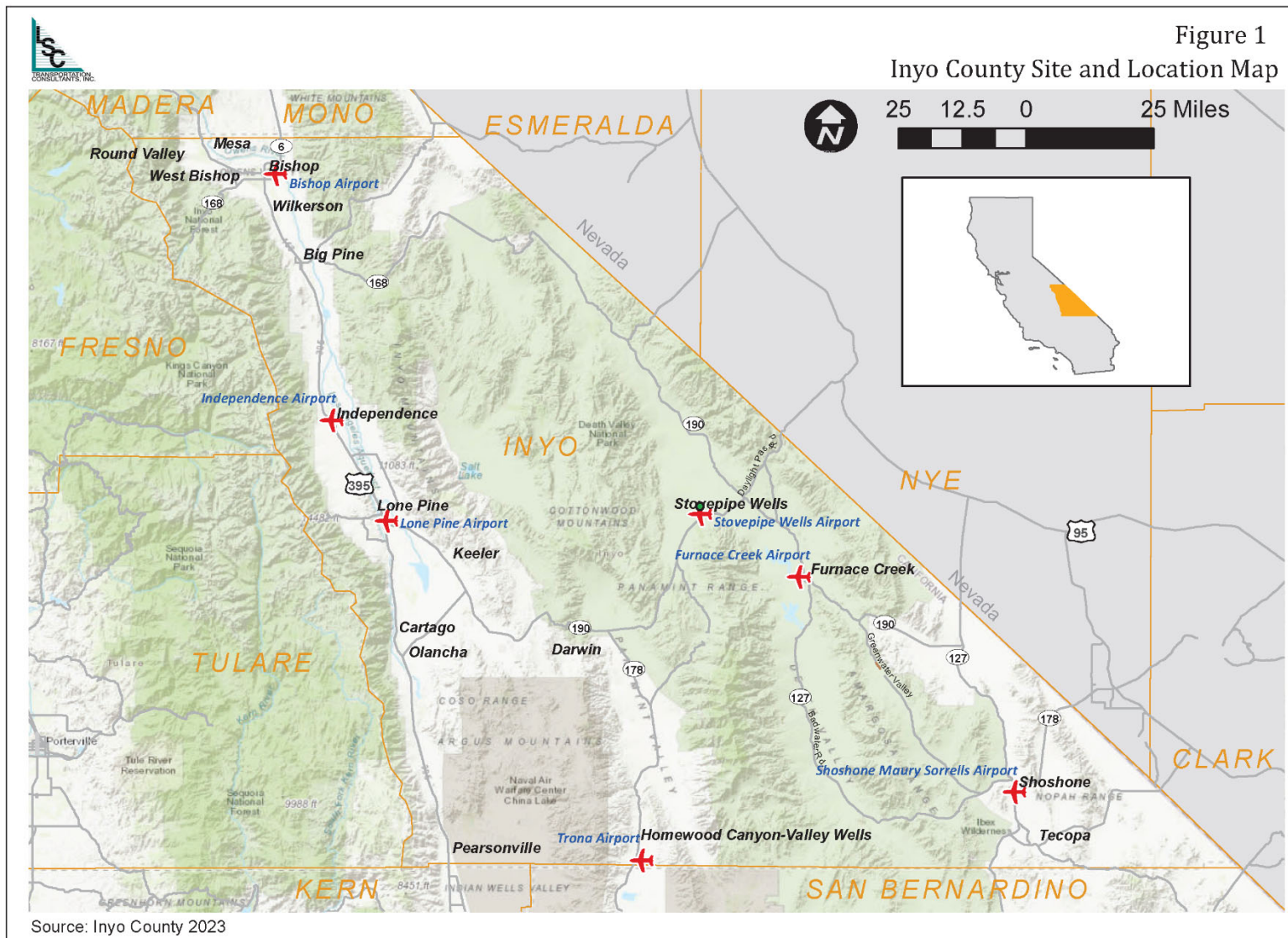
Inyo County is located in the southeast quadrant of California and is the second-largest county by geographic area in the state. The resident population of the county is concentrated along the US 395 corridor although there are many small communities and tribal lands (Figure 1). The City of Bishop is the only incorporated city in the county. US 395 is the primary north/south transportation route through Inyo County and links the region with the greater Los Angeles area to the south and Mammoth Lakes and the Reno/Sparks area to the north. Several other state highways (SR 127, 136, 178, 190, and US 6) link smaller Inyo County communities. Bishop Airport provides commercial passenger service. There is no passenger or freight service. Roughly 98 percent of the land within the county is owned by public agencies.

Inyo County is known for outdoor recreational activities including climbing, skiing, bicycling, hiking, fishing, horseback riding, and hunting. While the region provides various opportunities for recreational activities, the county's rural communities generally lack safe walking and bicycling infrastructure for their residents and visitors. The Inyo County Active Transportation Plan (ATP) is a planning effort with the goal of enhancing walking, biking, and multimodal mobility throughout Inyo County. This plan will identify and prioritize infrastructure improvements and programs that have the potential to increase the safety, access, and health of residents. In particular, the plan examines the equity issues that limit active transportation among disadvantaged groups, such as seniors, low-income residents, and people with disabilities.

BACKGROUND AND PURPOSE

In California, the Active Transportation Plan (ATP) (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354) was signed into law on September 26, 2013. The ATP consolidated existing federal and state transportation programs, including TAP, Bicycle Transportation Account, and State Safe Routes to Schools, into a single program. The purpose of the ATP is to make California a leader in active transportation and to encourage increased use of active modes of transportation by achieving the following goals:

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





ORGANIZATION OF THE PLAN

This plan first presents the context for the ATP by reviewing existing planning efforts that coincide with and have intersecting goals of the ATP. The plan includes design standards which are the basis of planning the infrastructure improvements and provides an overview of the community participation critical to ensuring the plan reflects local goals and feedback.

Following this introduction, the plan provides an overview of existing conditions by examining the demographics of the area with a particular focus on disadvantaged communities, as well as cataloging the walking, biking, and transit infrastructure and connectivity. With a clear understanding of the area's conditions, barriers to active transportation can be identified and transportation capital improvement project lists for improving access to active transportation throughout the county are developed.

CONSISTENCY WITH OTHER PLANS

It is important to understand the institutional framework in which the ATP is being developed and how this plan intersects with past and concurrent planning efforts. Below are highlights of such plans and a brief description of their relevance to the current effort.

Inyo County Collaborative Bikeways Plan (2008)

The Inyo County Collaborative Bikeways Plan, adopted in 2008 and revised in 2011, provides a comprehensive assessment of existing bicycle facilities and infrastructure in Inyo County, obstacles to higher levels of bicycle travel, and strategies to increase bicycle use. The ATP acts as an update to the Bikeways Plan. Specific policy goals of the Bikeways Plan include:

- Facilitate safe, efficient, and convenient access of bicyclists to workplaces and businesses.
- Facilitate safe, efficient, and convenient access for student bicyclists to schools.
- Facilitate bicycling through the transportation planning process.

Inyo County General Plan Circulation Element (2001)

The Inyo County General Plan Circulation Element provides structure in decision-making as it relates to the countywide transportation system consisting of roads, transit, bicycle, pedestrian, and aviation modes of travel. The Circulation Element covers the movement of people and goods and identifies goals, policies, and implementation measures.

The document identifies major goals as they relate to transportation, including the following:

- A transportation system that is safe, efficient, and comfortable, which meets the needs of people and goods and enhances the lifestyle of the County's residents.
- Encourage and promote greater use of non-motorized means of personal transportation within the region.

The document also identifies specific critical issues as they relate to general circulation, roadway transportation, public transit, airports, and non-motorized transportation, including the following:



- Improved bicycle and pedestrian access within and between communities, and between activity points (i.e., parks, campgrounds, etc.).
- Expansion of services and facilities at County-owned and operated facilities (near communities of Bishop, Independence, Lone Pine, and Shoshone).
- Promote safe, convenient, and enjoyable cycling by establishing a comprehensive system of bikeways that link Inyo County to other communities and the county's many tourist opportunities.

City of Bishop General Plan Mobility Element (2012)

The Mobility Element of the City of Bishop General Plan outlines goals and implementation strategies for transportation within and around the city by car, bike, walking, public transportation, and air. The Mobility Element will:

- Coordinate transportation systems with planned land uses.
- Promote the safe and efficient transport of goods and the safe and effective movement of all populations.
- Make efficient use of existing transportation facilities.
- Protect environmental quality and promote the wise and equitable use of economic and natural resources.

Downtown Bishop Specific Plan and Mixed Use Overlay (2022)

The Downtown Bishop Specific Plan and Mixed Use Overlay is intended to strategically guide the development of the Bishop downtown area to promote higher density mixed-use development, non-motorized modes of transportation (such as cycling and walking), and to maintain town character. The Plan and Overlay outlines three major goal areas:

- Growth Management and Housing: to allow and encourage a broader range of uses in the downtown, with a specific emphasis on affordable housing and higher-density residential development.
- Mobility Enhancements: to create opportunities for and encourage alternative modes of transportation (pedestrian and bicycle) downtown.
- Downtown Character: to ensure that future development downtown maintains the authentic character of the City.

A range of implementation strategies are provided that address administrative oversight, housing development, mobility for non-motorized transportation, and funding. Identified implementation strategies include:

- Improve and expand pedestrian and bicycle facilities along the priority corridors identified in this plan.
- Coordinate with Caltrans District 9 to provide enhanced active transportation facilities along Caltrans-owned rights-of-way.



Bishop Reservation Pedestrian and Bicycle Safety Plan (2007)

The Bishop Reservation Pedestrian and Bicycle Safety Plan evaluates existing conditions of pedestrian and bicycle facilities on the Bishop Paiute Reservation and provides concrete areas for improvement that will both expand facilities on tribal land and improve connections to Inyo County and City of Bishop non-motorized facilities. This plan, developed as a compliment to the 2008 Inyo County Collaborative Bikeways Plan, aims to:

- Improve the livability of the Bishop Reservation by enabling safe and efficient transportation by foot or by bicycle on the Reservation and to/from nearby destinations.
- Provide equal support for walking and bicycles as means of transportation.

Towards an Active California State Bicycle and Pedestrian Plan (2017)

The Caltrans Towards an Active California State Bicycle and Pedestrian Plan provides a framework to realize and implement specifically the active transportation goals of the California Transportation Plan 2040. This Plan provides the following vision statement: “By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs.” Four overarching objectives are identified:

- Safety – strive to make bicycling and walking safer through capital improvements, education, data, and enforcement.
- Mobility – expand connected multimodal transportation networks and focus on efficient land use.
- Preservation – continually maintain active transportation facilities.
- Social Equity – invest in disadvantaged communities through community engagement and providing access to funding.

Caltrans District 9 Active Transportation Plan (2021)

The Caltrans District 9 (which encompasses Inyo County) Active Transportation Plan builds on the goals of the 2017 Towards an Active California Plan by identifying objectives and implementation strategies that fit with the statewide plan at the local district level. The District 9 Active Transportation Plan emphasizes the importance of understanding how bicyclists and pedestrians use the state highway system and identifying opportunities for future capital improvements to increase safe and equal access to highways for active transportation users.

COMMUNITY PARTICIPATION

This plan implemented a variety of community engagement activities including online community surveys, stakeholder interviews, and on-site public pop-up events in Bishop, Lone Pine, and Tecopa. The results of the outreach efforts are summarized below.



Online Community Survey

An eight-question community survey to address general transportation improvement needs and active transportation needs was developed and posted online. The survey was available in both English and Spanish. A direct link to the survey was emailed to a wide variety of groups for further distribution including Native American Tribes, County Health and Human Services, Superintendent of Schools, bicycle advocacy groups, recreation groups, disabled advocacy groups, private transportation providers, Chamber of Commerce, natural resource agencies, LTC commissioners and medical facilities. Additionally, notice of availability of the survey was advertised in local news outlets, on social media, and by partner agencies. A total of 238 responses were received. Appendix C presents detailed results of the responses to the survey along with the distribution list and advertising materials. Below is a summary of input:

- A little over half of respondents live in the Bishop Area, followed by Big Pine, Lone Pine, and Independence. Under 10 percent of respondents live elsewhere in the County and only a few live outside the County.
- Similarly, the majority of respondents work in the Bishop Area. Several of the respondents were retired.
- Respondents use a personal car for the vast majority of trips, followed by walking, biking, and using the bus. Almost half of the respondents walk some or all the time, one-quarter bike some or all the time, and 6 percent take the bus some or all the time.
- When asked to allocate \$100 to transportation improvements, on average, respondents spent the most on maintaining and reconstructing existing streets and roads, followed by improving and expanding pedestrian and bicycle facilities.
- Out of a variety of transportation issues, respondents are the most concerned about unsafe intersections on state highways and not enough or insufficient crosswalks and sidewalks. Many specifically identified US 395 intersections within community centers as a safety concern and the reduction of speeding as a top priority.
- When asked what would encourage them to walk and bike more, respondents highlighted separated bike paths and increased safety for children walking and biking to school. Many respondents spoke about improving and expanding bike paths and bike lanes and improving crosswalks. There are high levels of concern about the safety of crossing US 395, even when designated crosswalks already exist.

Stakeholder Input

A wide spectrum of stakeholders was contacted to provide input and to ensure that the ATP includes accurate and up-to-date data on active transportation throughout Inyo County. Key stakeholders that provided input include the City of Bishop, unified school district staff, representatives from federal land management agencies, and tribal representatives.



Community Outreach Events

Two pop-up workshops were held in Bishop and Lone Pine to engage with community members around the RTP and ATP process, better understand the transportation improvement priorities of individuals, and gather detailed feedback on identified active transportation projects. Appendix C presents a detailed summary of the pop-up workshops along with any comments received. The workshops highlighted the following:

- When community members were asked to allocate \$100 among five types of transportation improvements: roads, airports, bicycle facilities, pedestrian facilities, and public transit. In Bishop, the largest percentage of funds were allocated to bicycle facilities (32 percent of the total) while in Lone Pine, the largest percentage of funds were allocated to roads (42 percent). Pedestrian facilities ranked second for both Bishop and Lone Pine participants, making up 26 percent and 23 percent of the total, respectively.
- A common theme among comments received in Bishop is the need for better bike lanes and paths on busy roadways in the greater Bishop area, specifically on US 395 (Main Street) in downtown Bishop.
- Several comments received in Lone Pine identified the need for increased and improved sidewalks throughout Lone Pine.

Additionally, an in-person community meeting was held in Tecopa, where community members were provided the opportunity to participate in an active transportation survey and engage in discussion around improvement needs. The community meeting and the associated survey identified the following:

- The vast majority of respondents walk, bike, or roll to improve their health or to be outside.
- The lack of complete sidewalks, bike lanes, or off-street trails, the weather, and too much traffic or dangerous driving behavior were the top reasons identified as why respondents don't walk, bike, or roll more often.
- The top priority bicycle and pedestrian improvements for respondents are new separated bike paths and lanes on roadways.

COORDINATION

As indicated above, the ATP planning process included close coordination with a wide variety of stakeholders and community members. The goals and policies listed in this plan are consistent with the Regional Transportation Plan (RTP), General Plans, and Tribal Transportation Plans. Table 1 outlines the joint public participation process for the RTP/ATP update. This plan supports efforts by the State of California to reduce greenhouse gas emissions and vehicle miles traveled and is consistent with statewide strategic plans, including the California Transportation Plan 2040.

The location of residential and commercial developments was considered in developing project lists. Inyo County generally has good air quality and the projects in this plan will only help to improve air quality. The school district, Senior Services, Health and Human Services organizations, and transit operators were all sent direct links to the community online survey along with a follow-up request to provide input.



Table 1: Participation Process During RTP Development

Participant	Activity	Date
Project Advisory Committee	Project Kick-off Meeting	August 24, 2022
Tribal Governments (NAHC, Benton Paiute, Big Pine Paiute, Bishop Paiute, Fort Independence, Lone Pine Paiute-Shoshone, Timbisha Shoshone)	Contacted Requesting Input and Sent Survey	December 2022 - April 2023
Natural Resource Agencies (BLM, USFS, NPS, CA Fish & Game, WQCB, APCD, LADWP)	Contacted Requesting Input and Sent Survey	December 2022 - April 2023
Private Sector Truck traffic generators (FW Aggregates, Inc. and Crystal Geyser), private transportation operators (Sierra Shuttle Service and East Side Shuttle Service)	Contacted Requesting Input	12/1/2022
Adjacent RTPAs Mono LTC, Kern COG, SBCTA, Nye County	Contacted Requesting Input	December 2022 - April 2023
Public and Human Service Transportation Operators ESTA, IMHA, ESAAA	Contacted Requesting Input and Invite to Public Workshop	December 2022
Survey Distribution Transportation Advocacy Groups, Human Service Agencies, Medical Services, Natural Resource Agencies, Tribes, Local Agency Staff	Sent Survey	December 2022 - January 2023
Public Hearing Draft RTP and Proposed Negative Declaration	ICLTC Meeting	September 2023



SETTING AND EXISTING CONDITIONS

REGIONAL CONTEXT

Located in the southeast quadrant of California, Inyo County is the second largest county by area in the state and is characterized by geographic and climate extremes. The county is bordered by the State of Nevada to the east, Mono County to the north, and San Bernardino and Kern Counties to the south. Although Tulare and Fresno Counties technically border Inyo County to the west, the Sierra Nevada Mountains form a geographic barrier to surface transportation. Inyo County's elevation ranges from the low desert of Death Valley National Park to the highest point in the contiguous United States, Mount Whitney, and is a major outdoor recreation destination for California residents as well as international travelers. The summer climate of Inyo County is generally dry with average summertime high temperatures ranging from 63 degrees Fahrenheit on Mount Whitney to 115 degrees Fahrenheit in Death Valley. The winter climate is characterized by sporadic precipitation and average wintertime highs that range from 18 degrees on Mount Whitney to 37 degrees in Death Valley.

Throughout the more desert-like eastern portion of the county, OHV activities, hiking, bicycling, and sightseeing are common. Points of interest include the White Mountains, the Ancient Bristlecone Pine Forest, and Death Valley National Park. The western portion of the county includes the Sierra Nevada Mountains, famous for hiking, climbing, and fishing. From Inyo County trailheads, recreationists can access Kings Canyon National Park, Sequoia National Park, and multiple Wilderness Areas. During the winter months, the majority of visitors to the Mammoth Mountain Ski Area in Mono County access the ski resort through Inyo County on US 395 from Southern California. Roughly 98 percent of the land within the county is owned by public agencies.

LAND USE PATTERNS AND DESTINATIONS

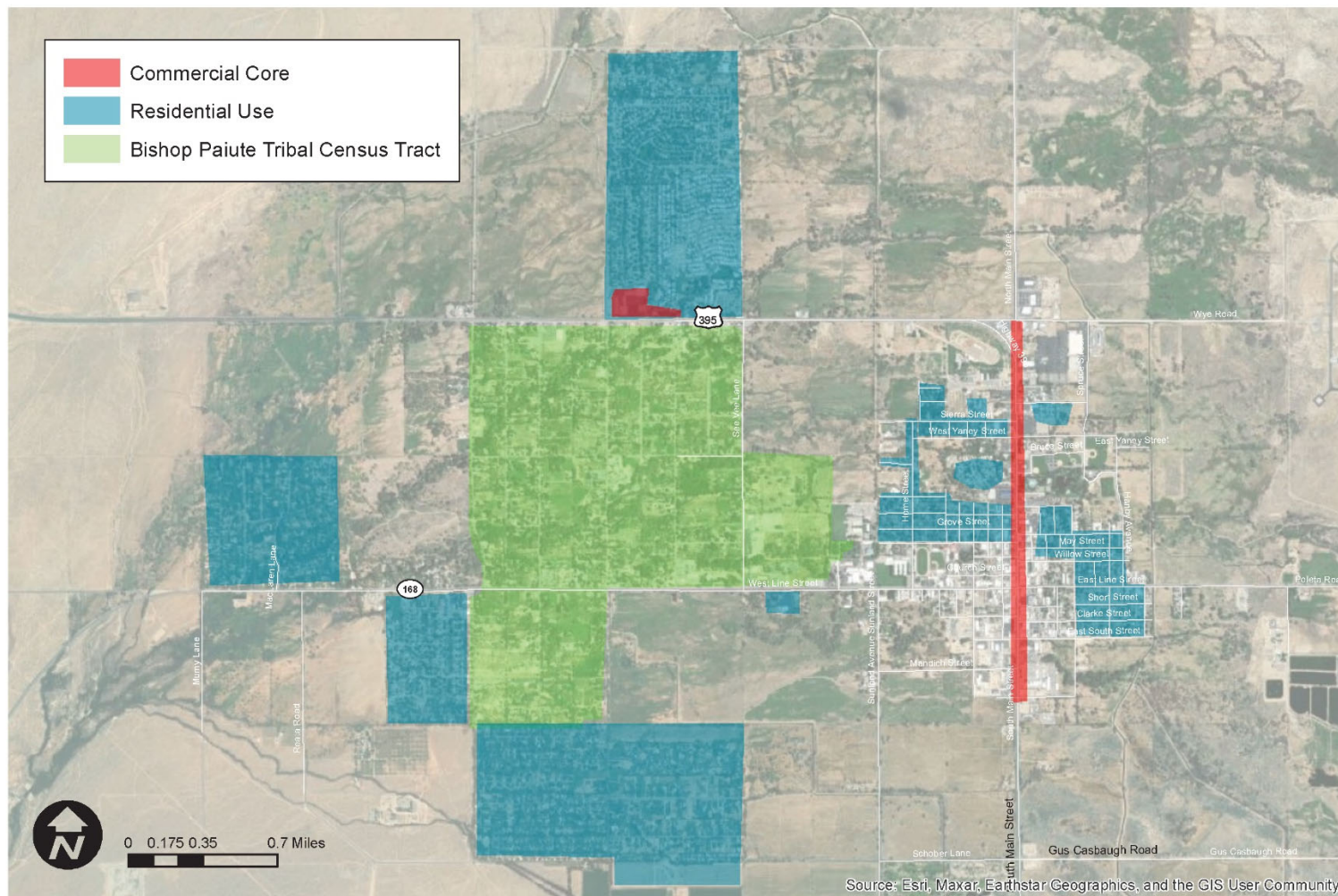
Inyo County consists of many separate small communities. Each community has its own active transportation and connectivity needs. Figures 2 - 10 display land uses and destinations and are referred to and discussed throughout the ATP document.

Bishop Area

The Bishop area, as shown in Figure 2, includes both the incorporated City of Bishop, Bishop Paiute Tribal Census Tract, and unincorporated areas of West Bishop and Dixon Lane – Meadow Creek. US 395 acts as Main Street in Bishop and serves as the commercial core along the US 395 corridor generally between Jay Street and Wye Road. The Dixon Lane – Meadow Creek area also includes commercial and employment opportunities. The majority of shopping, hotels, and employment opportunities are located in the commercial core. Within incorporated Bishop, residential neighborhoods lie in clusters on both sides of US 395 and West Line Street, just outside the commercial core. Downtown Bishop is shown in Figure 3. The Bishop Paiute Tribal Census Tract is identified in Figures 2 and 3 and includes mainly residential uses with the addition of the Paiute Palace gas station and casino on the north end of the reservation.



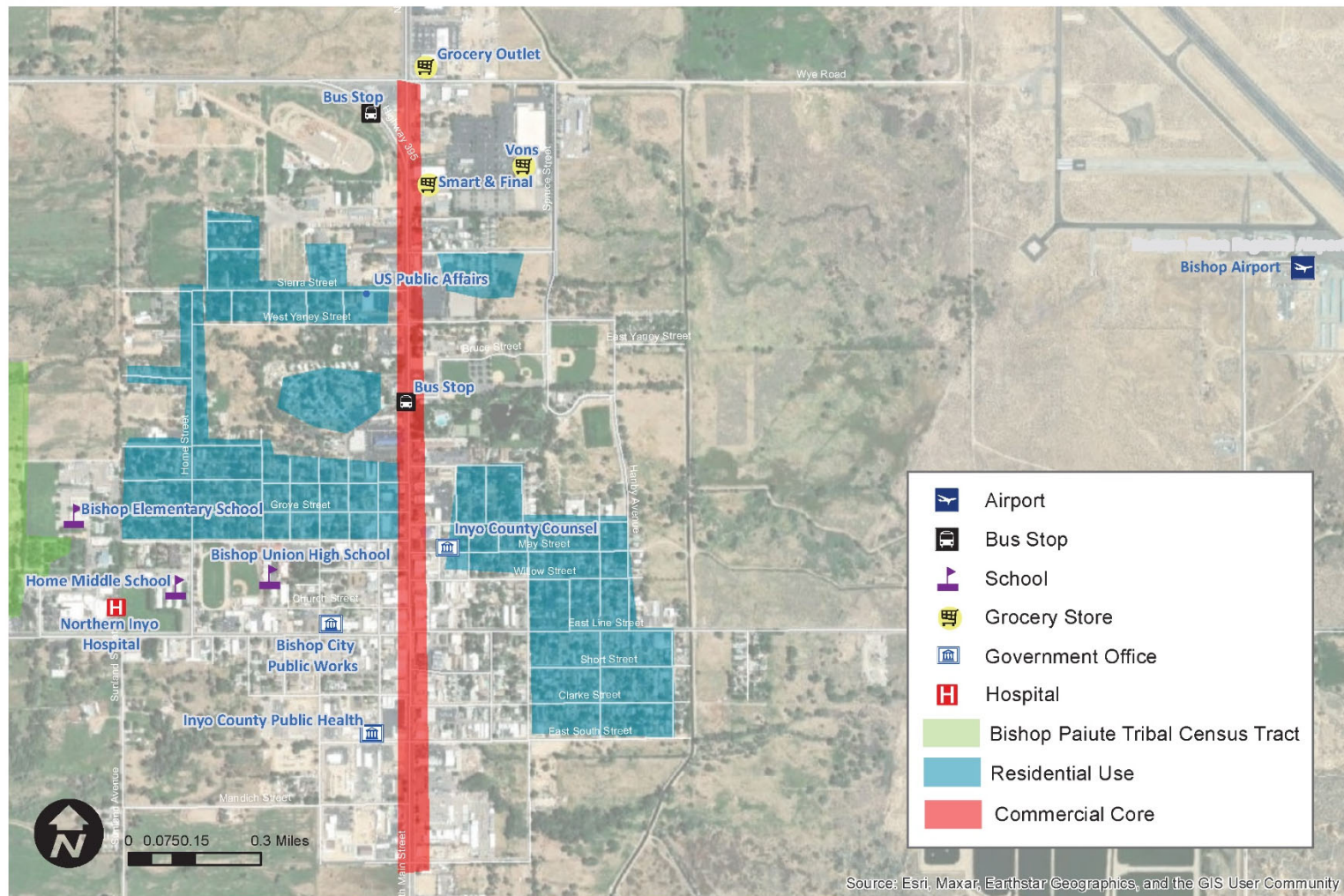
Figure 2
Bishop Area Land Use



Source: County of Inyo, 2023



Figure 3
Downtown Bishop Land Use





Unincorporated Bishop residential neighborhoods are located north of US 395 between Barlow Lane and Cherry Lane (Dixon Lane-Meadow Creek) and on both sides of SR 168 west of US 395 (West Bishop). The elementary, middle, and high schools are all located generally between the Paiute reservation and the City of Bishop near Home Street.

Wilkerson

Located five miles south of Bishop (as shown in Figure 4), Wilkerson is a small residential community connected to Bishop by Gerkin Road and US 395.

Big Pine

As shown in Figure 5, the commercial core of the community of Big Pine is located along the US 395 corridor between Blake and Poplar Street. The Big Pine Reservation lies east and south of the commercial core while non-tribal residential neighborhoods are located west of the commercial core. US 395 separates non-tribal neighborhoods and some tribal neighborhoods from the Big Pine School District.

Independence

As shown in Figure 6, the Tribal Community of Fort Independence is separated from services and schools in the unincorporated Inyo County community of Independence by over two miles of state highway. In Independence, residential areas generally surround the commercial core, and the schools are located towards the eastern edge of town.

Lone Pine

As shown in Figure 7, in Lone Pine, the schools are located east of the US 395 commercial core area with residential neighborhoods located on both sides of the highway. The Lone Pine Reservation is located south of the commercial center.

Shoshone

The small community of Shoshone, shown in Figure 8, is located in the eastern portion of the county south of Death Valley National Park at the junction of SR 178 and 127. There is minimal residential and commercial development in the community. Death Valley Academy, the high school for Death Valley Unified School District, is located on the west side of SR 127.



Figure 4
Wilkerson Land Use

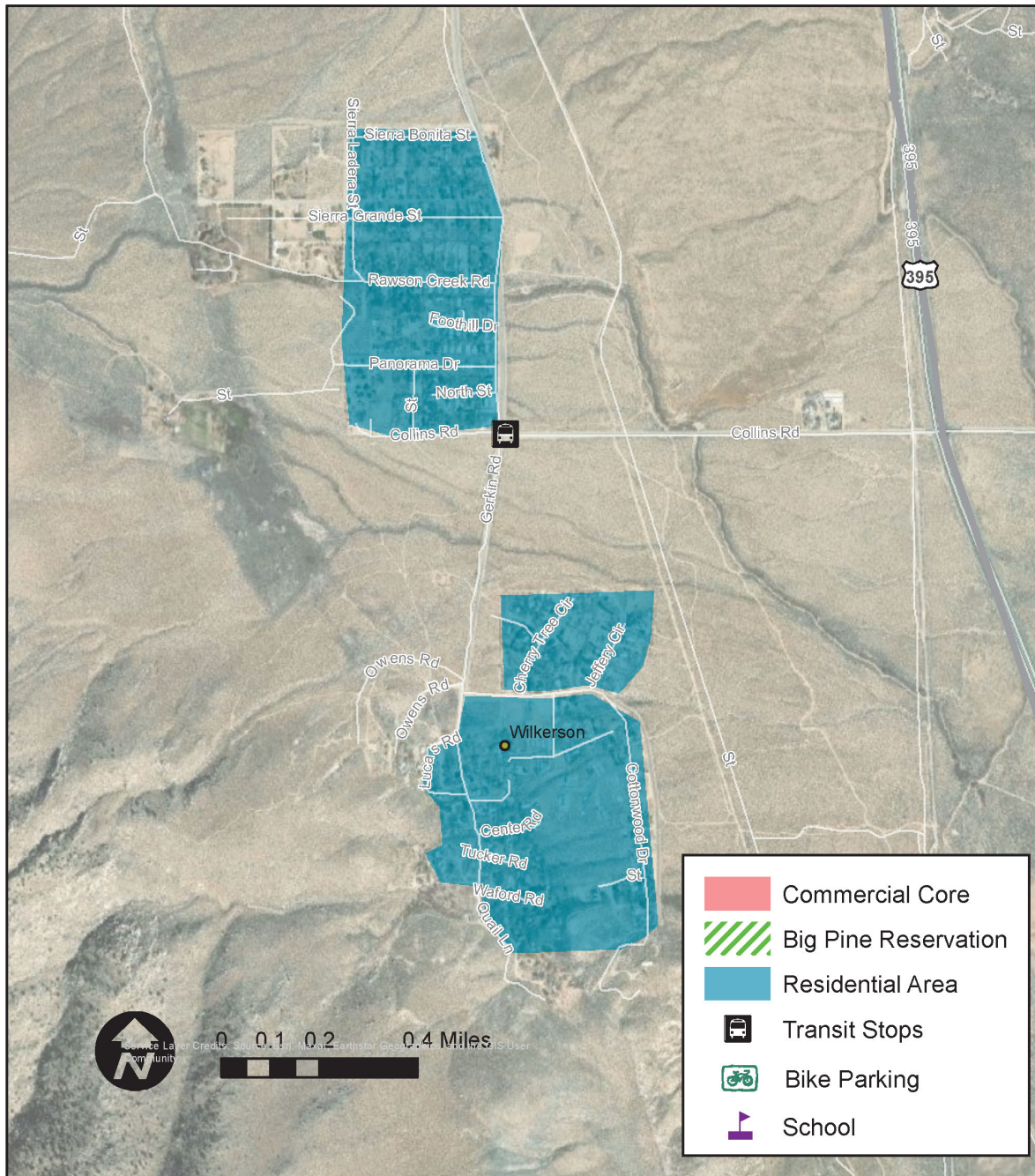




Figure 5
Big Pine Land Use

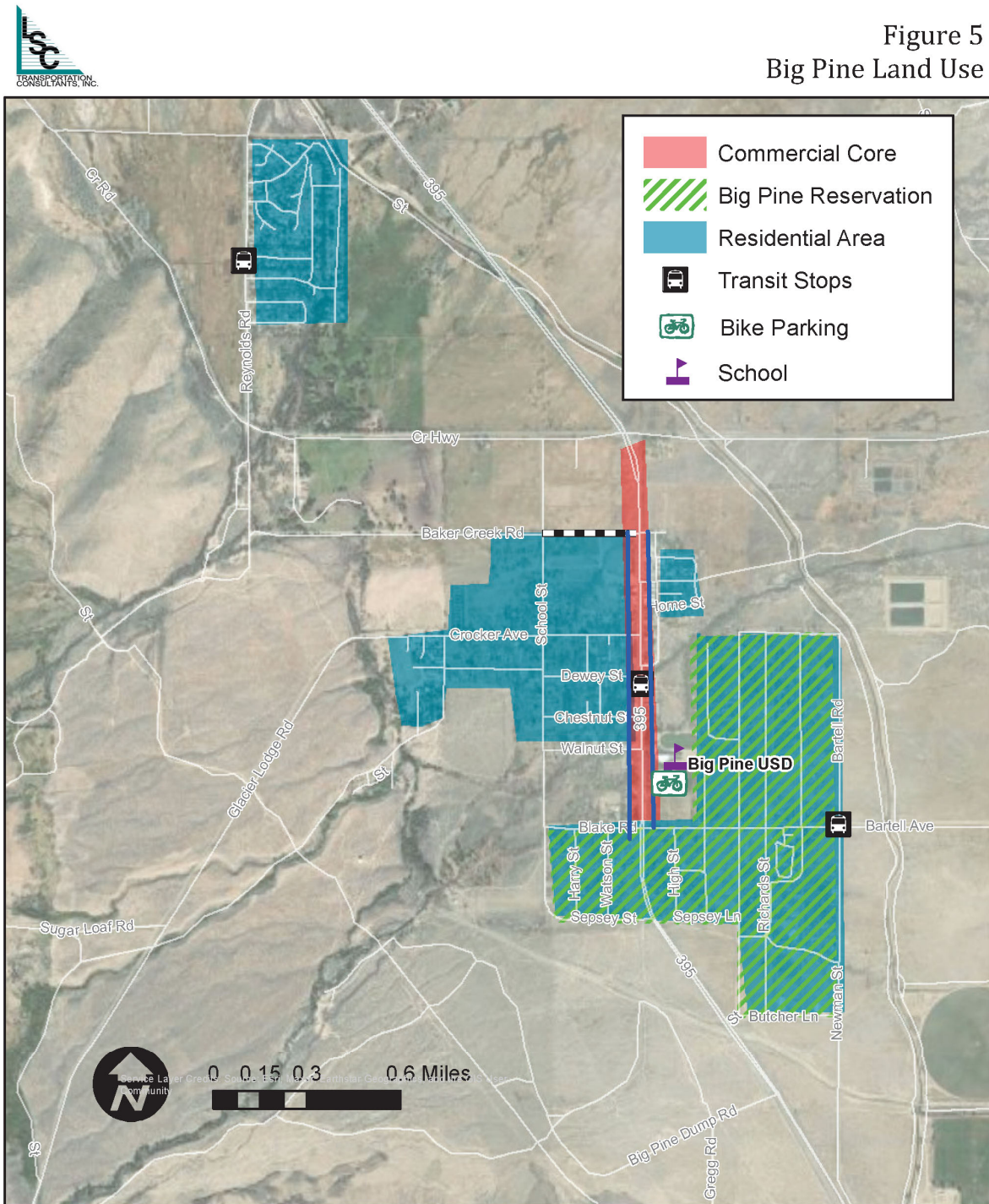
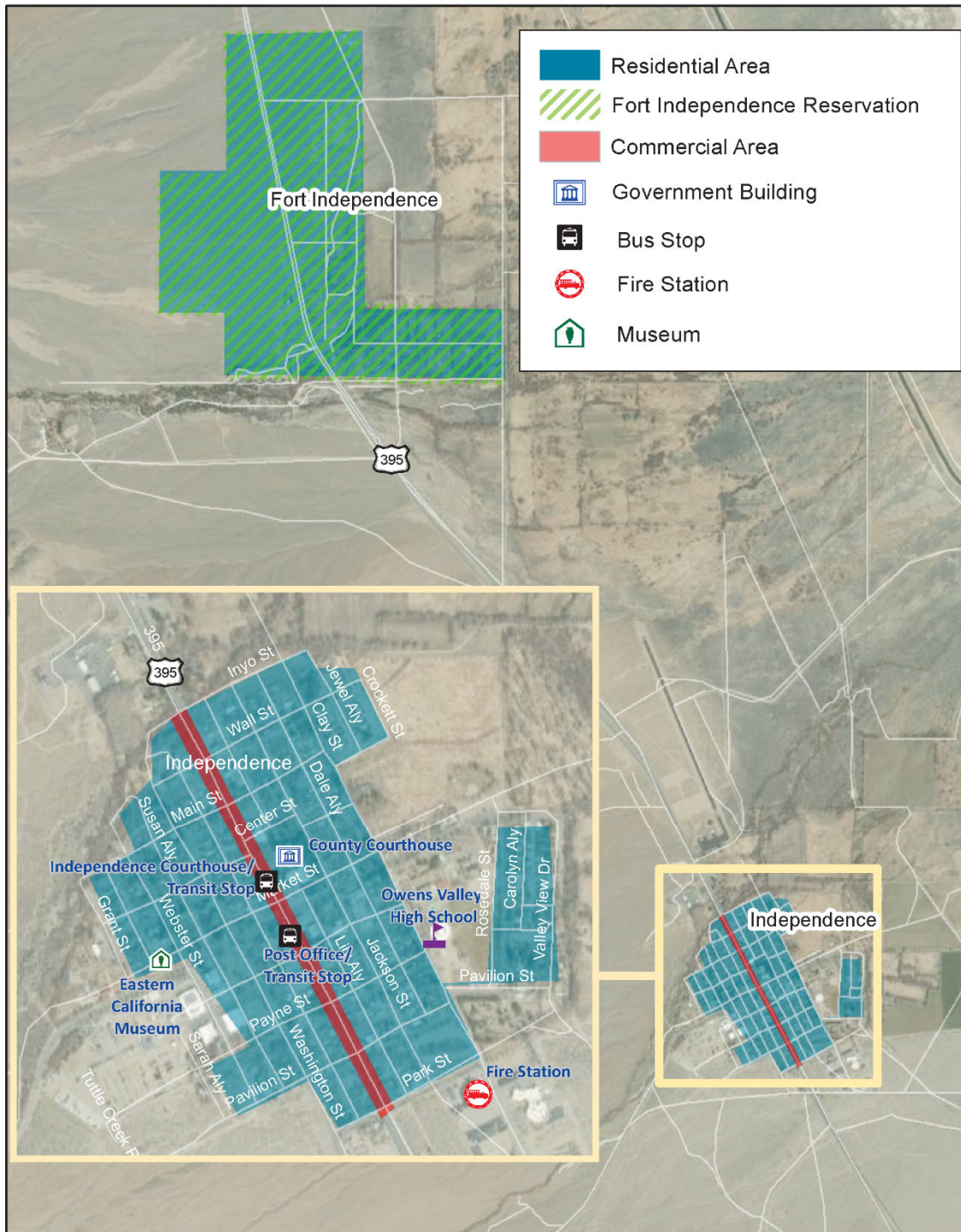




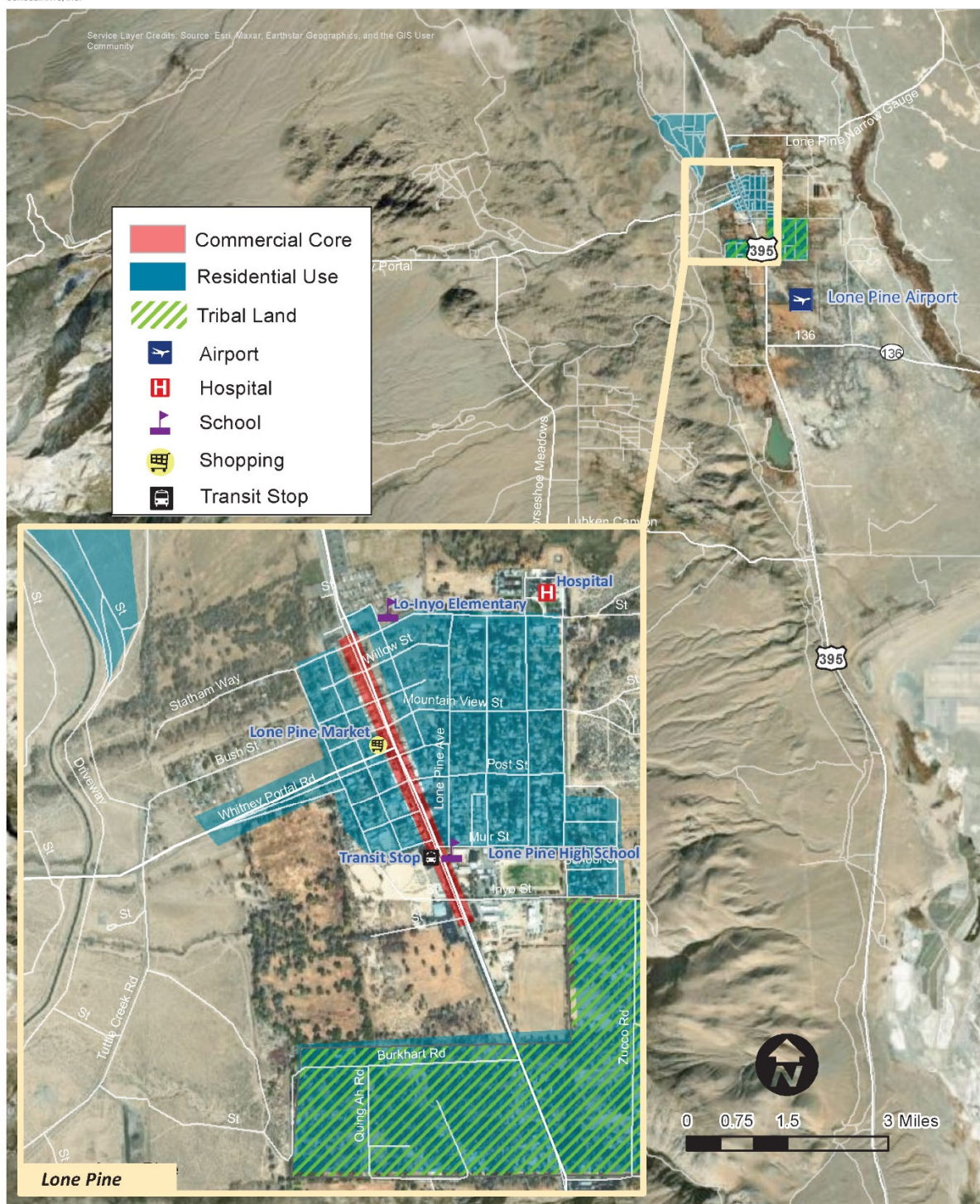
Figure 6
Independence Land Use

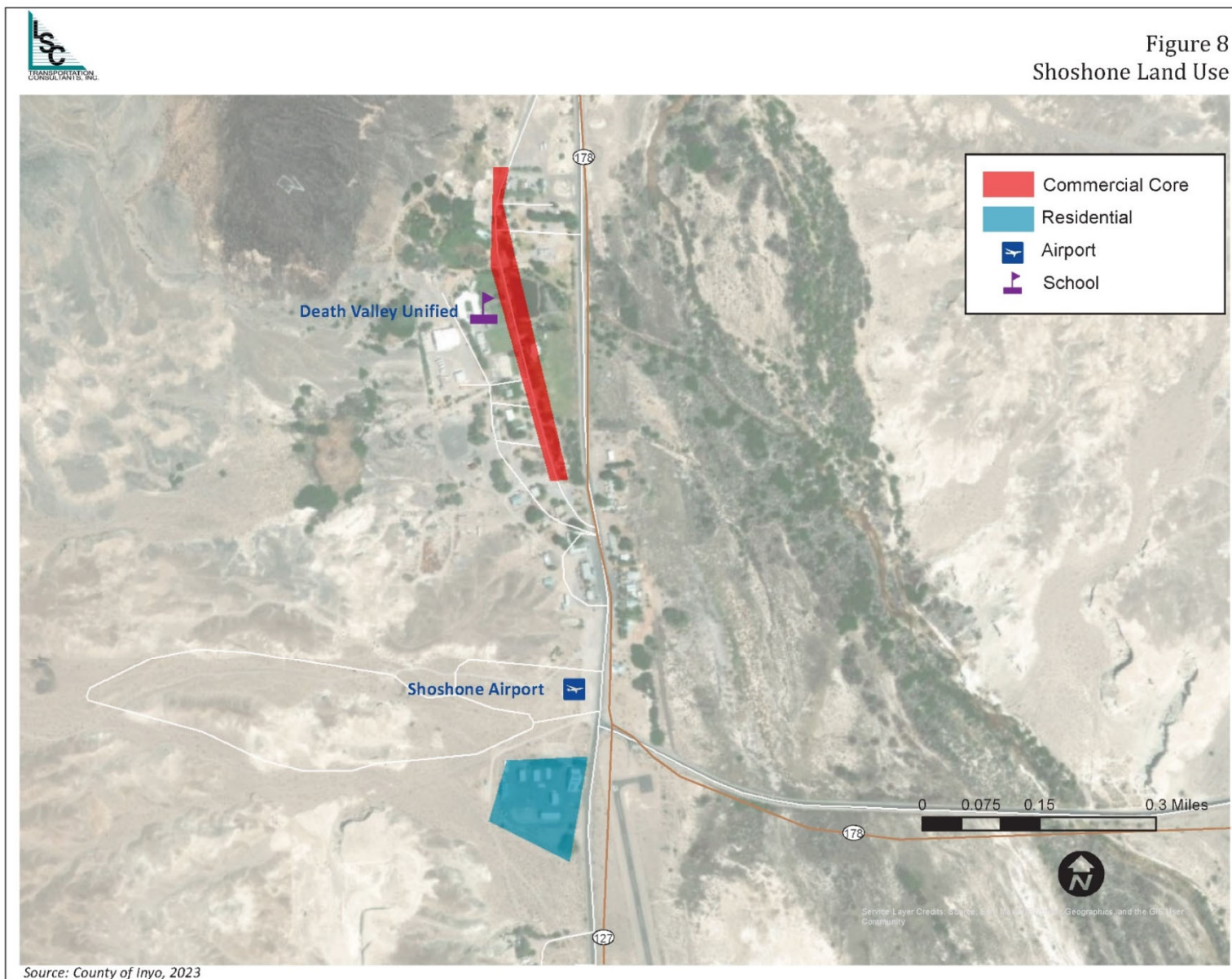


Source: County of Inyo 2023



Figure 7
Lone Pine Land Use







Tecopa

Shown in Figure 9, Tecopa is a small community located in the southeastern corner of the county, located near the junction of SR 127 and Old Spanish Trail Highway. Tecopa is approximately 9 miles south of Shoshone. Tecopa Hot Springs Road runs north out of Tecopa and connects to Tecopa Hot Springs and Furnace Creek Road.

Furnace Creek Area

Death Valley National Park covers an expansive area, as shown in Figure 10. The Furnace Creek area is located in the middle of the park and includes Death Valley Park Headquarters, Furnace Creek Inn, Furnace Creek Ranch/Resort, Visitor Center, campgrounds, the Timbisha –Shoshone Village, Park Village, and Death Valley Elementary School.

PROPOSED LAND USES

The high proportion of Inyo County land owned by public agencies, combined with the extreme terrain and geography, will not allow for significant population growth over the next twenty years. Few major development projects are planned in Inyo County over the next few years. Any future developments will be concentrated in the already existing communities and tribal lands.

Fort Independence Indian Reservation is planning for the development of a 13-acre travel plaza, a hotel complex, a Tesla Supercharger station, an expanded dispensary, a golf course, and a zip line and recreation area. This development would expand the existing travel plaza, casino, and dispensary on tribal land along US 395. Expanded sidewalks and Class I paths are being planned.

The City of Bishop adopted the Bishop Specific Plan and Mixed Use Overlay in 2022 with a goal of encouraging infill development and redevelopment in downtown Bishop, specifically fronting Main Street and Line Street. Along with promoting mixed-use development, this Plan aims to expand pedestrian and bicycle facilities in and around downtown. Although this Plan will not expand the footprint of Bishop, the following are anticipated development projects within the planning period:

- Multi-family residential development at the intersection of MacIver Street and Spruce Street,
- Mixed-use multi-family residential development at Main Street and Jay Street, and
- Development of a large parcel west of Main Street, facing West Yaney Street and Home Street, including the formalization of an existing path running along the northern parcel boundary.

POPULATION

The study provides detailed demographic data broken down by Census Tract and Census Designated Place (CDP) to provide an understanding of current conditions, population trends, and locations of transit-dependent persons. Inyo County population data and estimates were obtained from the 2020 US Census and the US Census American Community Survey 2016-2020 5-year estimates.

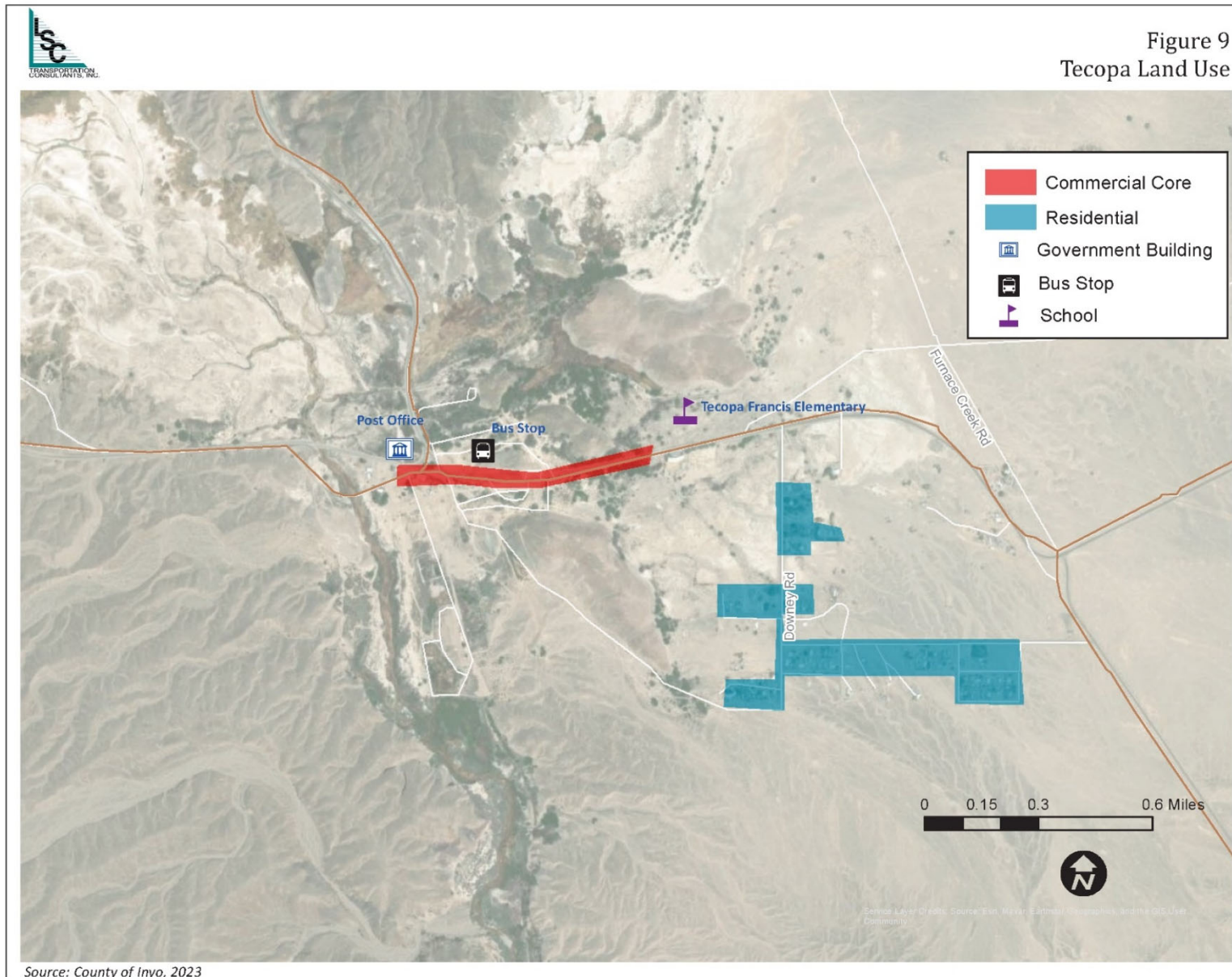
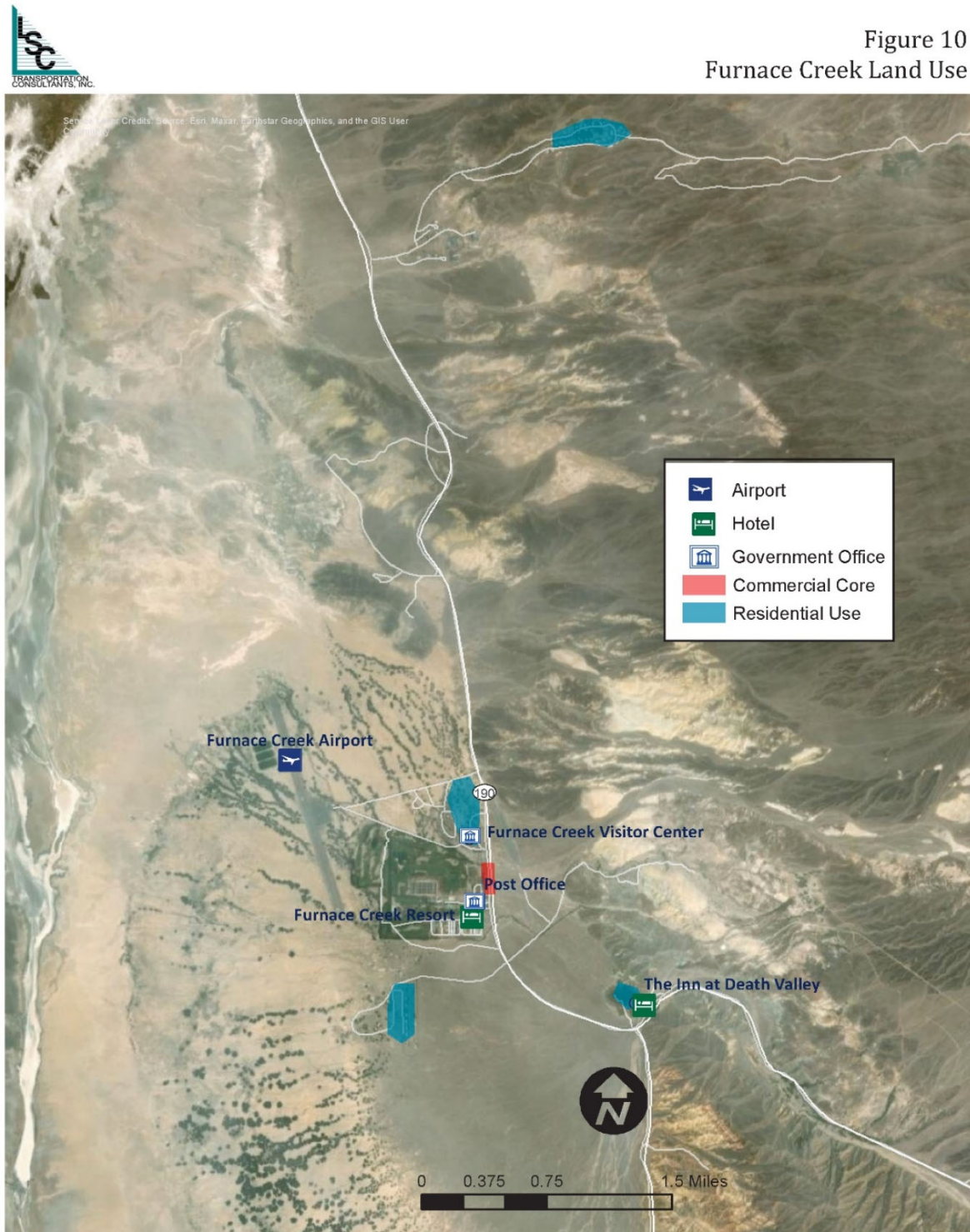




Figure 10
Furnace Creek Land Use





Current Population

The total population of the County in 2020 was 19,016, with 3,819 people (20.1 percent) residing in the incorporated City of Bishop. Populations by census tract and block group are shown in Table 2. Figure 11 displays the location of the six census tracts within Inyo County. Most of the population is concentrated along the US 395 corridor. The population density of the region as a whole is less than two people per square mile.

Youth aged 10 to 17 are old enough to bicycle or walk by themselves to school or other everyday activities. This age group represents just under 10 percent of the total population. Census tracts with the greatest proportions of youth are Census Tract 1 (which includes Polenta Road and Dixon-Meadow Creek) at 13.5 percent and Census Tract 3 (which includes West Bishop and the South Barlow Lane neighborhood in Southwest Bishop) at 9.5 percent.

Typically, persons with limited means are more likely to travel by foot or by bicycle. Approximately 10.8 percent of Inyo County residents were living below the poverty level in 2021. For the City of Bishop, that figure is approximately 6.5 percent. The census also tracks the number of households with no vehicle available. Around 4.8 percent of Inyo County households (384 households) fit into this category. In Census Tract 4 (including the Bishop Paiute Reservation and downtown Bishop), an estimated 9.5 percent of households have zero vehicles available (250 households). In the City of Bishop, 10.3 percent of households have zero vehicles available.

Historical and Projected Population

Overall, the Inyo County population has had a low growth rate over the past 40 years. The population has increased 2.5 percent from 2010 to 2020 and 6.3 percent from 1980 to 2020, according to the US Census.

The California Department of Finance (DOF) provides population projections for California cities and counties. The California DOF estimates that Inyo County population will decrease annually over the next 22 years (Table 3). By 2045, the Inyo County population is forecast to be 17,204, a 9.5 decrease in total county population from 2020. This is a change from the 2019 CA DOF projections that pointed to a 0.02 percent rate of population increase annually through 2037. It is important to note that the DOF projections typically struggle with population estimates for Inyo County, likely because of the lack of privately owned land and unusual geographical constraints.

Even as the total population is forecast to decrease, the number of Inyo County individuals aged 65 and older will increase from 4,699 in 2020 to 5,967 in 2045 or by roughly 27 percent (CA DOF). The comparison between projected change in total population and individuals aged 65+ and 85+ is shown in Table 3. As shown, the percentage of the total Inyo County population aged 65 and older is projected to increase significantly from 29.8 percent in 2025 to 34.7 percent in 2045. Just over 23 percent of the population was aged 65 and older in 2020 (American Community Survey). The population of individuals aged 85 and older is projected to increase by 208 percent by 2045, from 3.5 percent of the total county population in 2025 to 9.3 in 2045. The overall population of youth (0-17 in age) is projected to decrease over the 20-year planning period (kidsdata.org).



Table 2: Inyo County Population Characteristics by Census Tract

Census Tract	Block Group	Area Description	Total Population ⁽¹⁾	Total Households	Youth (10-17)		Elderly (65+)		With Disability ⁽²⁾		Median House-hold Income by Census	% of State-wide Median Income	Healthy Places Index ⁴ Percentile	Zero Vehicle Households	
					#	%	#	%	#	%				#	%
1	1	Bishop Airport, Polenta Rd, Meadow Creek, Laws	1,712	807	214	12.5%	388	22.7%	415	14.1%	\$56,607	72%	57.6%	13	1.1%
1	2	Meadow Creek, Brockman	1,231	355	178	14.5%	211	17.1%	--	--	--	--	--	--	--
2	1	Round Valley, Rovana, Alta Vista, & Starlight Estates	1,052	498	73	6.9%	199	18.9%	167	9.8%	\$81,750	104%	52.8%	0	0.0%
2	2	Wilkerson and Keough Hot	646	223	37	5.7%	187	28.9%	--	--	--	--	--	--	--
3	1	West Bishop, Mtn View Rd, Manor Market	1,321	351	154	11.7%	207	15.7%	206	7.8%	\$100,313	128%	85.2%	18	2.0%
3	2	Southwest Bishop, South	1,321	542	96	7.3%	503	38.1%	--	--	--	--	--	--	--
4	1	Bishop Paiute Indian	1,907	597	208	10.9%	194	10.2%	992	17.1%	\$60,556	77%	59.9%	250	9.5%
4	2	Downtown Bishop west of US 395 and South Bishop	1,665	900	179	10.8%	541	32.5%	--	--	--	--	--	--	--
4	3	Downtown Bishop northwest of US 395, J	1,310	753	100	7.6%	289	22.1%	--	--	--	--	--	--	--
4	4	East Line St and 2nd St	910	384	0	0.0%	97	10.7%	--	--	--	--	--	--	--
5	1	Fort Independence,	736	380	65	8.8%	195	26.5%	367	14.1%	\$55,426	70%	50.9%	84	8.0%
5	2	Big Pine	1,870	668	116	6.2%	330	17.6%	--	--	--	--	--	--	--
8	1	Furnance Creek, Stovepipe Wells, Tecopa, Shoshone	856	497	23	2.7%	195	22.8%	543	16.3%	\$45,223	57%	46.9%	19	1.3%
8	2	Cartago, Pearsonville	451	343	64	14.2%	231	51.2%	--	--	--	--	--	--	--
8	3	Lone Pine east of US 395	1,034	312	53	5.1%	155	15.0%	--	--	--	--	--	--	--
8	4	Alabama Hills, Lone Pine	994	344	112	11.3%	250	25.2%	--	--	--	--	--	--	--
City of Bishop			3,819	2,037	279	7.3%	923	24.2%	843	22.1%	\$64,949	83%		210	10.3%
INYO COUNTY			19,016	7,954	1,672	8.8%	4,172	21.9%	2,690	14.1%	\$66,646	85%	58.9%	384	4.8%

Note 1: Total Population from 2020 US Decennial Census

Note 2: Disabilities

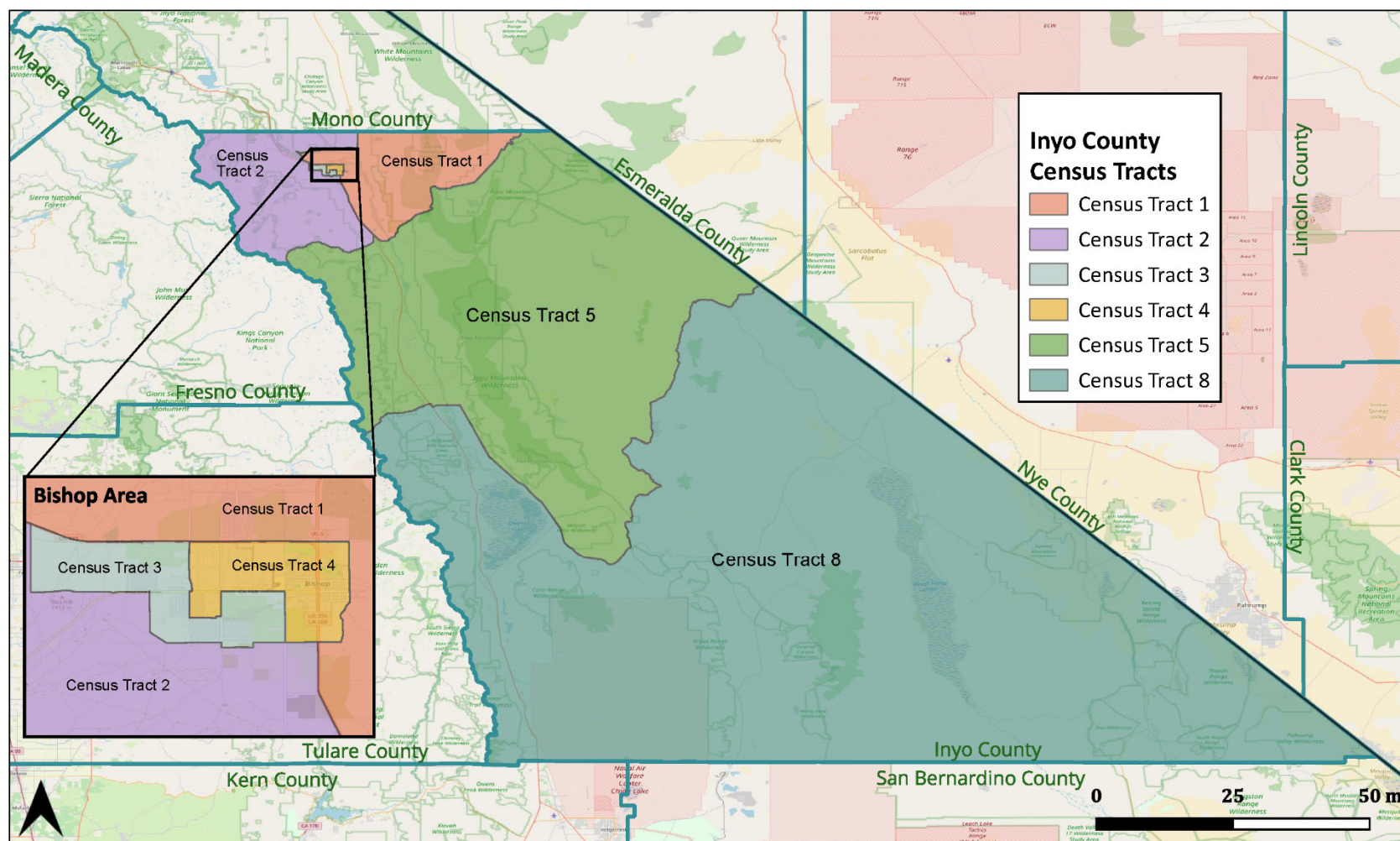
Note 3: Census tracts (or cities with populations under 15,000) where median household income (MHI) is less than 80% of the statewide MHI (less than \$62,938) are considered low income and qualify as disadvantaged for Active Transportation Plan Projects.

Note 4: California Healthy Place Index (2022) is a composite score; those lower than the 25th percentile qualify as disadvantaged communities.

Source: U.S. Census American Community Survey 2020 5-Year Estimates



Figure 11
Inyo County Census Tracts



Source: US Census Bureau



Table 3: Historical and Projected Inyo County Population Estimates

Age Groups	2010	2015	2020	2025	2030	2035	2040	2045
Preschool (0 - 4 Years)	1,070	1,071	904	865	862	879	871	832
School Age (5 - 19 Years)	3,211	3,220	3,183	3,095	2,925	2,752	2,711	2,711
College Age (20 - 24 Years)	852	935	970	899	988	986	833	798
Working Age (25 - 64 Years)	9,910	9,452	8,673	7,814	7,361	7,212	7,126	6,896
Young Retirees (65 - 74 Years)	1,810	2,283	2,874	3,142	3,024	2,549	2,277	2,283
Mature Retirees (75 - 84 Years)	1,160	1,174	1,304	1,613	2,142	2,502	2,412	2,078
Seniors (85 + Years)	534	500	521	627	718	984	1,322	1,606
Total Population	18,547	18,635	18,429	18,055	18,020	17,864	17,552	17,204
<i>65 Years and Older</i>	<i>3,504</i>	<i>3,957</i>	<i>4,699</i>	<i>5,382</i>	<i>5,884</i>	<i>6,035</i>	<i>6,011</i>	<i>5,967</i>

Total Population Change			
	#	%	Annual %
Growth from 2020 - 2030	-409	-2.2%	-0.4%
Growth from 2030 - 2040	-468	-2.6%	-0.2%

Source: California Department of Finance, 2020.

COMMUTE PATTERNS

The US Census Bureau’s Center for Economic Studies Longitudinal Employer Household Dynamics dataset offers the most recent commute pattern data statistics (2019). This data reflects all persons reporting their work location, regardless of how often they commute. Because of this, this data source can be misleading in that it includes persons who only report to their work location infrequently. However, it is the best commute data available for Inyo County.

Table 4 shows that 51.8 percent of employed people who live in Inyo County also work in the County. 805 Inyo County residents (9.9 percent of residents) travel north to Mono County to work, while another 336 (5.2 percent of workers within Inyo County) travel from Mono County to work in Inyo County. There are around 291 Inyo County residents who commute to Kern County (3.6 percent). As there are no roadways traveling directly from Inyo County to Fresno County, it is likely that the 403 Inyo residents working in Fresno County (5 percent) work for a land management agency with a corporate address in Fresno. A fair number of Kern County (235) and San Bernardino County (132) residents travel to Inyo County for work.



Table 4: Inyo County Commute Patterns

# Persons % of Total			# Persons % of Total		
Census Place of Employment for Inyo County Residents			Census Place of Residence for Inyo County Workers		
Bishop, CA	2,408	29.6%	Bishop city, CA	1,026	16.0%
Mammoth Lakes, CA	623	7.7%	West Bishop CDP, CA	740	11.5%
Lone Pine CDP, CA	243	3.0%	Dixon Lane-Meadow Creek CDP, CA	713	11.1%
Fresno City, CA	237	2.9%	Big Pine CDP, CA	278	4.3%
West Bishop CDP, CA	204	2.5%	Lone Pine CDP, CA	248	3.9%
Independence CDP, CA	183	2.2%	Pahrump CDP, NV	175	2.7%
Big Pine CDP, CA	139	1.7%	Independence CDP, CA	129	2.0%
Dixon Lane-Meadow Creek CDP, CA	139	1.7%	Wilkerson CDP, CA	120	1.9%
Bakersfield City, CA	127	1.6%	Round Valley CDP, CA	97	1.5%
Sacramento, CA	127	1.6%	Ridgecrest city, CA	83	1.3%
All Other Locations	3,705	45.5%	All Other Locations	2,816	43.8%
<i>Total Number of Persons</i>	<i>8,135</i>		<i>Total Number of Persons</i>	<i>6,425</i>	
County of Employment for Inyo County Residents			County of Residence for Inyo County Workers		
Inyo County, CA	4,216	51.8%	Inyo County, CA	4,216	65.6%
Mono County, CA	805	9.9%	Mono County, CA	336	5.2%
Fresno County, CA	403	5.0%	Kern County, CA	235	3.7%
Kern County, CA	291	3.6%	Nye County, NV	198	3.1%
Sacramento County, CA	229	2.8%	Clark County, NV	141	2.2%
Santa Clara County, CA	212	2.6%	San Bernardino County, CA	132	2.1%
Tulare County, CA	180	2.2%	Los Angeles County, CA	124	1.9%
Monterey County, CA	140	1.7%	Fresno County, CA	121	1.9%
San Joaquin County, CA	130	1.6%	Tulare County, CA	92	1.4%
Washoe County, NV	119	1.5%	Riverside County, CA	63	1.0%
All Other Locations	1,410	17.3%	All Other Locations	767	11.9%
<i>Total Number of Persons</i>	<i>8,135</i>		<i>Total Number of Persons</i>	<i>6,425</i>	
CDP = Census Data Place Source: LEHD On the Map - Work and Home Destination Analysis, 2019					

The City of Bishop is the most common census place of employment for Inyo County residents (2,408 or 29.6 percent of all residents). If the census places of Dixon-Lane/Meadow Creek and West Bishop are included, a total of 2,751 Inyo County residents (33.8 percent) work in the Bishop area. Another 623 (7.7 percent) work in Mammoth Lakes and 243 (3 percent) work in Lone Pine. The largest concentration of Inyo County employees lives in the Bishop area (2,479 or 38.6 percent of workers). Other concentrations of Inyo County employees, yet much smaller, live in Big Pine (278), Lone Pine (248) and Pahrump, Nevada (175). Commute patterns shown by the US Census Bureau's Center for Economic Studies Longitudinal Employer Household Dynamics dataset have not changed significantly in the last 8 years.



Table 5 shows the commute patterns for Census Tract 8, which is the particularly remote southern portion of the County. Lone Pine is the most common census place of employment for Tract 8 residents (26.2 percent of residents), followed by Olancha (4.2 percent). The largest concentration of persons employed within Census Tract 8 live in Lone Pine (17.8 percent of all employed persons) and Pahrump, NV (11.4 percent).

The 2021 American Community Survey 5-Year Estimates conducted by the US Census Bureau provide additional commute data for Inyo County, including means of transportation to work and travel times. According to the survey, 69.3 percent of workers drove alone, 11.9 percent carpooled, 6.9 percent worked from home, 5.9 percent walked, 0.3 percent used public transportation, 4.1 percent bicycled, and 1.6 percent used taxicab or other means. This represents a slight decrease in the proportion of residents who carpooled and an increase in the percentage of residents who worked from home. There was a slight decrease in the proportion of residents who walked, used public transit, or bicycled. The 2017-2021 American Community Survey data show that average commute times are significantly shorter for Inyo County workers than the California average as a whole. The mean travel time to work in Inyo County was 15.5 minutes, compared to an average travel time of 29.5 minutes for California. The City of Bishop is relatively compact and, therefore, has a higher proportion of bicycle commuters (10.7 percent) and those that walk to work (9.7 percent).

Table 5: Southern Inyo County Commute Patterns

# Persons % of Total			# Persons % of Total		
Census Place of Employment for Census Tract 8 Residents			Census Place of Residence for Census Tract 8 Workers		
Lone Pine CDP, CA	180	26.2%	Lone Pine CDP, CA	210	17.8%
Olancha CDP, CA	29	4.2%	Pahrump CDP, NV	135	11.4%
Fresno city, CA	22	3.2%	Ridgecrest city, CA	79	6.7%
Independence CDP, CA	20	2.9%	Las Vegas city, NV	56	4.7%
Bishop city, CA	19	2.8%	Big Pine CDP, CA	23	1.9%
Big Pine CDP, CA	16	2.3%	Olancha CDP, CA	23	1.9%
Tecopa CDP, CA	15	2.2%	Los Angeles city, CA	18	1.5%
Bakersfield city, CA	12	1.7%	North Las Vegas city, NV	18	1.5%
Ridgecrest city, CA	11	1.6%	Henderson city, NV	17	1.4%
San Francisco city, CA	9	1.3%	West Bishop CDP, CA	13	1.1%
All Other Locations	353	51.5%	All Other Locations	588	49.8%
<i>Total Number of Persons</i>	686		<i>Total Number of Persons</i>	1,180	
CDP = Census Data Place					
Source: LEHD On the Map - Work and Home Destination Analysis, 2019					



Chapter 3

BICYCLE ELEMENT

The Inyo County Collaborative Bikeways Plan was adopted in 2008 and revised in 2011. The plan includes a thorough overview of bicycle needs and an extensive list of proposed bikeway projects. The 2015 Active Transportation Plan (ATP) acted as a minor update of the Bikeways Plan, with the specific goal of meeting the guidelines for bicycle projects in the ATP Guidelines. The continued intent of this Bicycle Element is to conduct an update of the Bikeways Plan by addressing sections of the Collaborative Bikeways Plan that require updating.

PLANNING AND DESIGN STANDARDS

Bikeway Design Standards

Several different types of bikeways including shared routes, lanes, and paths could be constructed in Inyo County. Each style serves different needs and has requirements such as minimum width. The Caltrans Highway Design Manual sets standards for bikeway design, as outlined below. However, other design guidelines may be followed, including the Federal Highway Administration (FHWA) Small Town and Rural Design Guide and the Urban Bikeway Design Guide by the National Association of City Transportation Officials. These resources allow planners and engineers some flexibility to address unique situations and include progressive design ideas.

Class I Bikeways - Bike Paths

A Class I path is a paved trail with space for both walking and bicycling, with an exclusive right-of-way. Design standards require at least 8 feet of path width, 2 feet of shoulder width on each side of the path, and 8 feet of vertical clearance. Class I bike paths are typically located in parks and greenways and alongside rural roadways and railroads.

It should be assumed that bike paths will be used for two-way travel except for rare situations where one direction of travel is necessary.

A Class I path should include the following:

- Minimum 8 feet paved width for a two-way bike path, with 10 feet preferred.
- Minimum 5 feet paved width for a one-way bike path.
- Minimum 2 feet of shoulder, and 3 feet where feasible.
- Minimum 2 feet of horizontal clearance from the paved edge of a bike path to obstructions, and 3 feet should be provided when feasible.
- Vertical clearance to obstructions across a bike path shall be a minimum of 8 feet and 7 feet over the shoulder. Where practical, a vertical clearance of 10 feet is desirable.



Class II Bikeways - Bike Lanes

Class II bikeways (bike lanes) are located within the roadbed, immediately adjacent to a traffic lane and separated by striping. A buffered bike lane may also be established within the roadbed, separated by a marked buffer between the bike lane and the traffic lane or parking lane. A bikeway located behind on-street parking, physical separation, or barrier within the roadway is a Class IV bikeway (separated bikeway), not a Class II bikeway.

Bike lanes are designed for bicycle travel in the same direction as adjacent vehicle traffic, although exceptions are allowed on one-way streets.

The minimum Class II bike lane width shall be 4 feet, except where:

- Adjacent to on-street parking, the minimum bike lane should be 5 feet.
- Posted speeds are greater than 40 miles per hour, the minimum bike lane should be 6 feet, or;
- On highways with concrete curbs and gutters, a minimum width of 3 feet measured from the bike lane stripe to the joint between the shoulder pavement and the gutter shall be provided.

Class III Bikeways - Bike Routes

Class III bikeways (bike routes) are intended to provide continuity to the bikeway system. Bike routes are established along through routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeways (normally bike lanes). Class III facilities are facilities shared with motor vehicles on the street, which may be indicated by placing bike route signs along roadways. Additional enhancement of Class III facilities can be provided by adding shared roadway markings along the route.

Bike routes should offer a higher degree of service to bicyclists than alternative streets. Routes should only be signed if they meet criteria such as providing through and direct travel or having removed street parking.

Class IV Bikeways – Separated Bikeways / Cycle Tracks

A Class IV bikeway is a bikeway separated from vehicle traffic behind on-street parking, physical separation, or a barrier within the roadway. Some Class IV bikeways are raised vertically to sit above the roadway, while others are separated by parked vehicles, painted buffers, or objects such as curbs or planter boxes. Class IV Bikeways are generally located in urban areas. Separated bikeways typically operate as one-way bikeway facilities in the same direction as vehicular traffic on the same side of the roadway. However, two-way separated bikeways can also be used in specific settings.

BICYCLE FACILITIES

The Inyo County Collaborative Bikeways Plan provides a detailed description of existing bicycle facilities, obstacles to bicycle travel, and bicycling needs. Therefore, only a brief overview of existing facilities is provided in this chapter. Figures 12-18 graphically show existing and proposed bicycle and pedestrian facilities for various communities.



Figure 12
Bishop Area Non-motorized Facilities

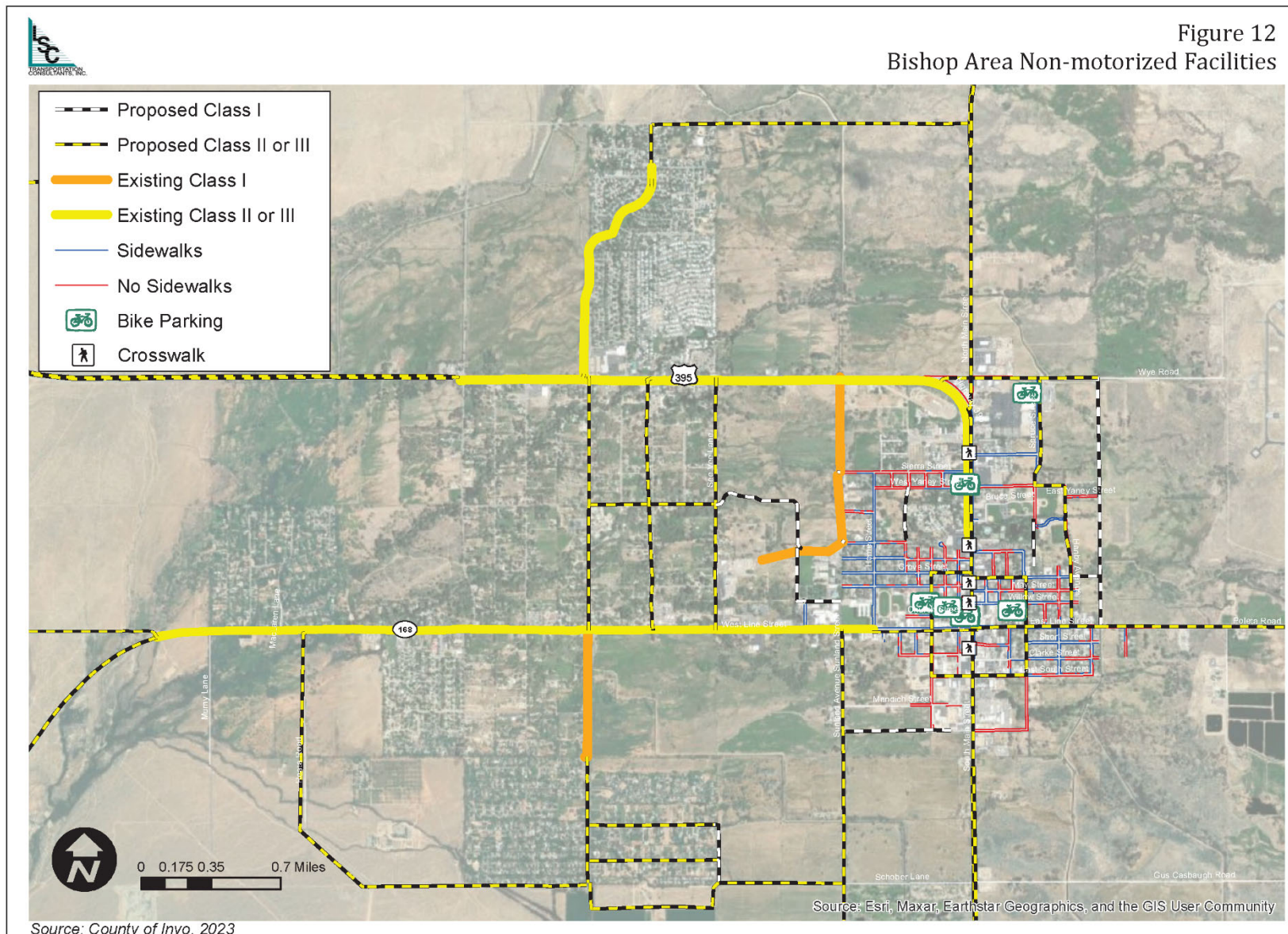




Figure 13
Downtown Bishop Non-Motorized Facilities

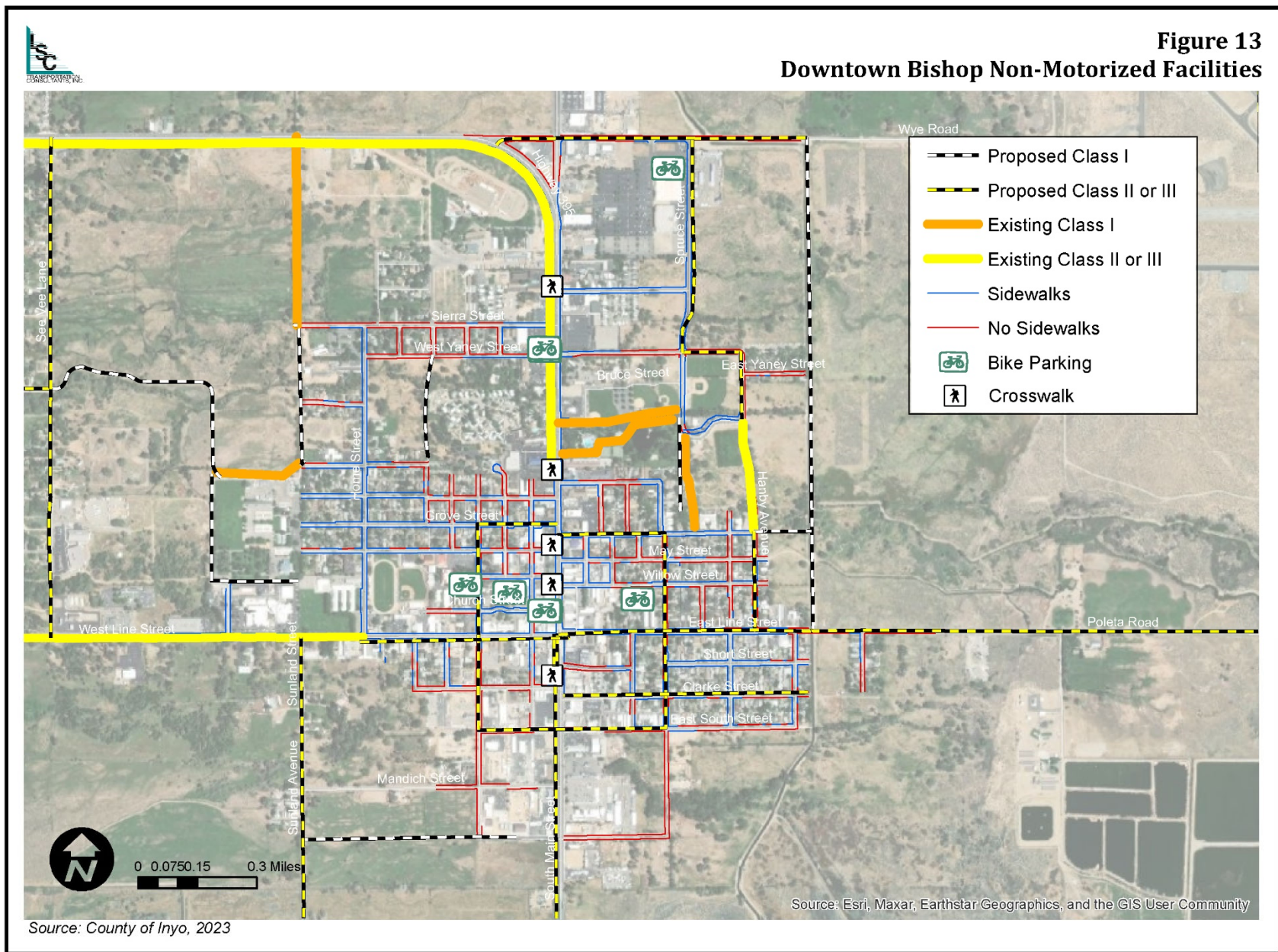




Figure 14
Big Pine Non-Motorized Facilities





Figure 15
Independence Non-Motorized Facilities



Source: County of Inyo 2023



Figure 16
Shoshone Non-Motorized Facilities



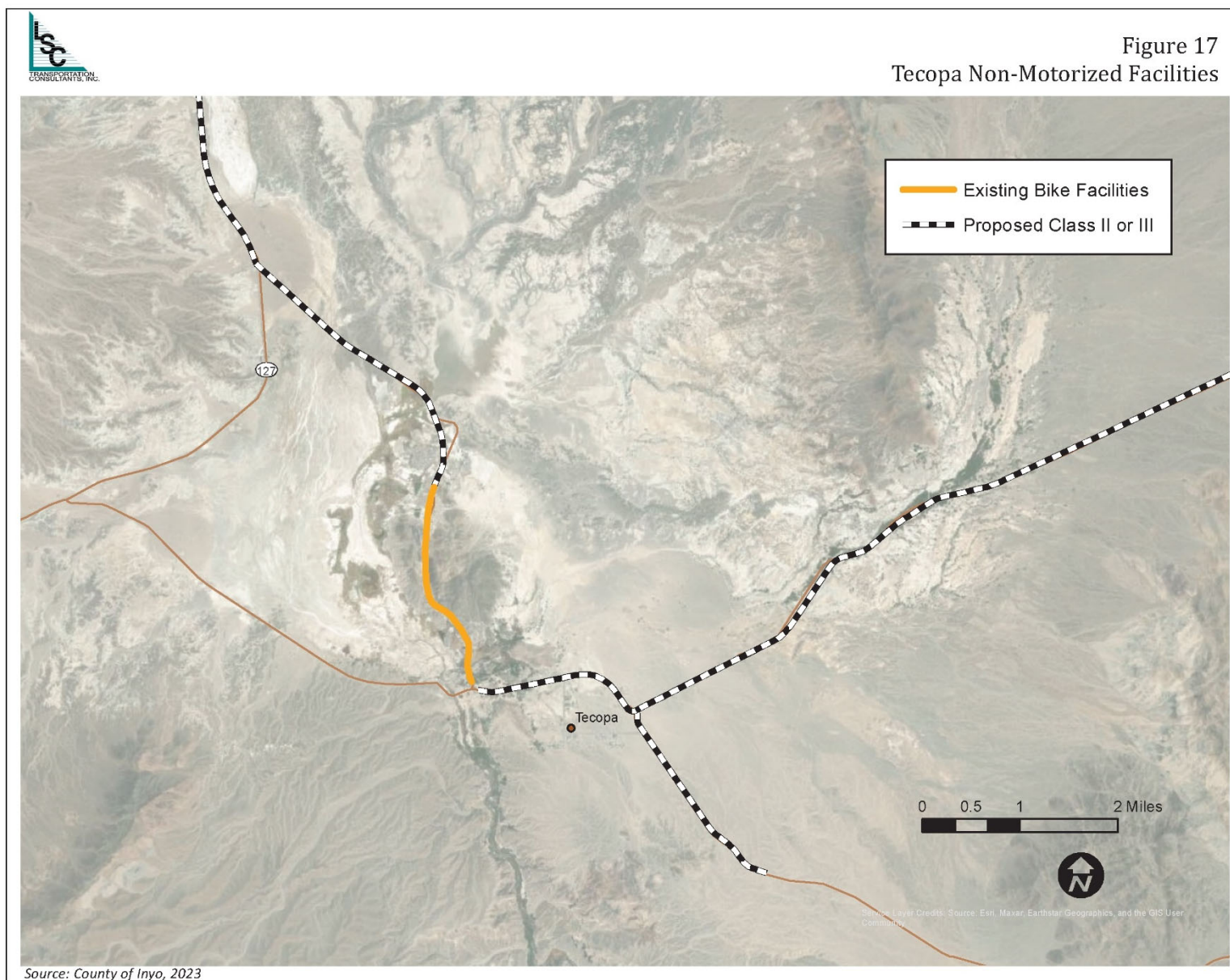
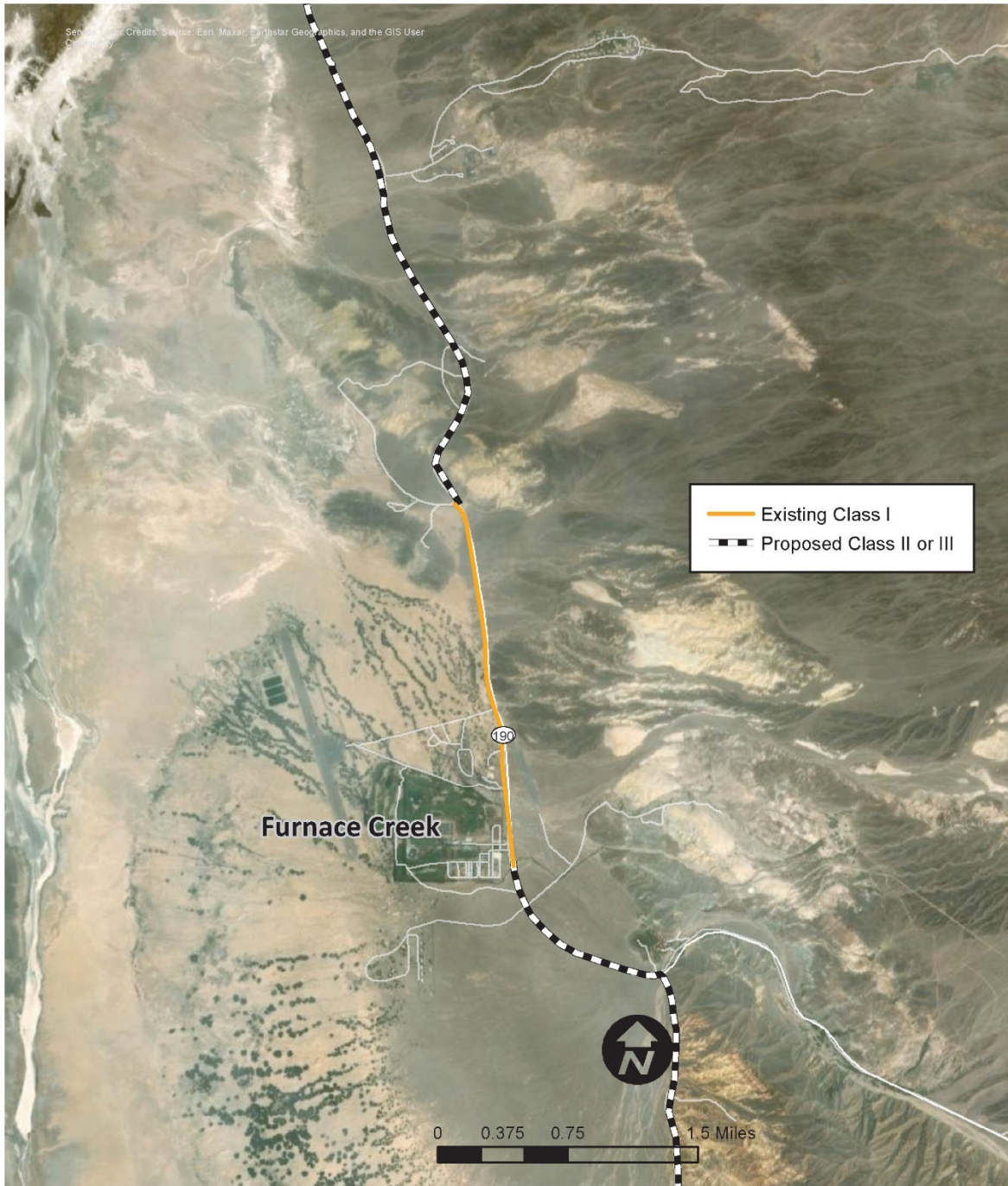




Figure 18
Furnace Creek Non-Motorized Facilities



Source: County of Inyo, 2023



Existing Bicycle Facilities

Existing bicycle facilities in Inyo County and the City of Bishop consist of the following:

Bishop Area

Class I

- Sierra St. Path - 0.4 miles from the end of Sierra Street northward to US 395.
- South Barlow Lane - 0.5 miles south of SR 168 along Barlow Lane.
- Seibu to School Bike Path – 0.26 miles from the west end of Keough Street to the Bishop Paiute Reservation and Bishop Elementary School.
- Pine to Park Path – Connects Pine Street to City Park, Hanby, and Spruce.

Class II or III

- Hanby Avenue – 0.2 miles between Spruce Street and Pine Street.
- Spruce Street – 0.3 miles between East Yaney Street and Hanby Avenue.
- North Barlow Lane and Saniger Lane run 0.9 miles from US 395 north to Juniper Street.
- SR 168 - 2.8 miles between Home Street and Red Hill Road.
- US 395 – 2.7 miles between Elm Street (southbound), City Park (northbound) and Brockman Lane.
- Sunland Drive from US 395 to SR 168.
- Ed Powers Road from US 395 to SR 168.

Wilkerson

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

Death Valley

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

Tecopa

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

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

Proposed Bicycle Facilities

Proposed bicycle infrastructure projects to address safety and mobility issues for cyclists were identified in the Inyo County Collaborative Bikeways Plan and are displayed in Figures 12 – 18. As many of the capital improvements proposed in this plan identify improvements for multiple modes of transportation,



all active transportation projects are identified in Tables 15-17. (located in Chapter 8). The majority of projects identified in the tables have been identified in previous and complimentary planning efforts, notably the Bikeways Plan. Some new potential projects were added based on input received from the public and stakeholders as part of the ATP process. Given the limited funding available for active transportation projects, many projects are listed as financially unconstrained with an unknown implementation date. Top priority bicycle facility projects are summarized in Chapter 7.

US Bicycle Route 85

The US Bicycle Route System (USBRS) is a national designated network of bicycle routes, including Class I-III bicycle facilities. US Bicycle Route 85, which would pass through Inyo County on county-maintained roadways, is currently under development and is anticipated to become an official route in the USBRS during the planning period. This official designation may increase bicycle traffic along the route.

BICYCLE PARKING AND SUPPORT FACILITIES

As identified in the Collaborative Bikeways Plan, bicycle support facilities are an important part of a regional bikeway system. Support facilities include bicycle parking/storage, lighting, destination signs, trailhead facilities, and maps. Bicycle parking is sorted into two general categories: long-term, including sheltered secure parking facilities or bicycle lockers, and short-term, including bicycle racks or bicycle corrals.

Existing Bicycle Parking and Support Facilities

Inyo County currently has limited bicycle support facilities. Tables 6 and 7 and Figures 19 and 20 identify existing bicycle parking facilities in Inyo County and the City of Bishop, respectively, identified in the 2008 Inyo County Collaborative Bikeways Plan.

TABLE 6: Bicycle Parking Facilities in Bishop Area				
Map ID	Site	Description	# Bikes	Type
City of Bishop				
1	Warren Street	On the street	15	Hoops/Wave
2	Bishop Elementary School	Front of building	10	Rack
3	Inyo County Admin Office	4 hooks, front entrance	4	Cables only
4	Amigos Restaurant, Main Street	Side of building	3	Wave Rack
5	Main Street, east side	Front of parking lot near	6	Wave Rack
6	Cottonwood Plaza, Main Street	In parking stall near stairs	10	Park-Ride (x)
7	Bishop City Hall	Back parking lot entrance	6	Comb (X)
8	Burger King, Main Street	Side of building	10	Comb (X)
9	Inyo County Free Library	In front of library	4	Hoop
Bishop Paiute Reservation				
10	Paiute Palace Casino	Front of building	4	Comb (X)
11	Tribal Administration Building, 50 Tu Su	Courtyard	10	Comb (X)
Note: X indicates the rack type does not enable locking the bicycle's frame, except at the end of the rack, without awkward movements.				
Source: Inyo County 2008 Collaborative Bikeways Plan, City of Bishop				



TABLE 7: Bicycle Parking Facilities in Inyo County

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

Eastern Sierra Transit Authority (ESTA) does not currently provide bicycle storage lockers, secure bicycle storage enclosures, or bicycle racks at its stops, however, ESTA buses are equipped with bike racks. Several transit stops are located at businesses that provide bike racks. Examples in Bishop include the K-Mart/Vons stop, and city bike racks along Main Street downtown.

Proposed Bicycle Parking and Support Facilities

Currently, there are no specific plans for more bicycle parking facilities, however, a need for expanded bicycle parking facilities was identified through the community survey and is included as a priority in the 2022 Downtown Bishop Specific Plan and Mixed Use Overlay.

Bicycle Support Facility Policies

The 2022 Downtown Bishop Specific Plan and Mixed Use Overlay provides policy guidance on bicycle parking facilities for downtown Bishop as follows:

- All residential buildings comprised of three or more units shall provide at least one long-term bicycle parking spot for every three dwelling units.
- All residential buildings comprised of three or more units shall provide at least one short-term bicycle parking spot for every five residential dwelling units or two spots, whichever is more.
- Businesses should provide one enclosed bicycle storage unit for every new retail employee, up to 10 percent of the number of planned personnel. Businesses should provide onsite parking for four bicycles or parking for one bicycle for every 5,000 square feet of retail space, whichever is more.

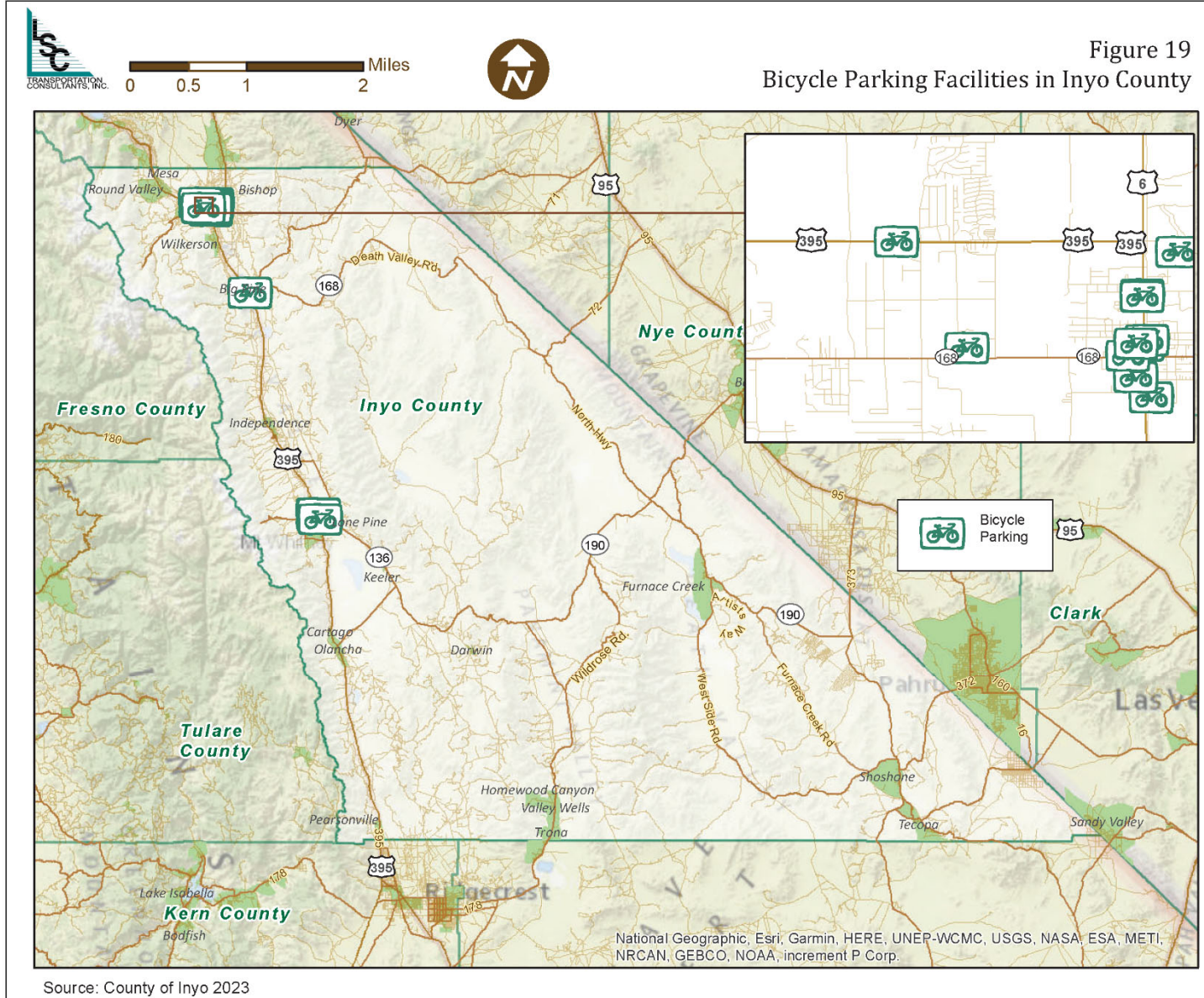
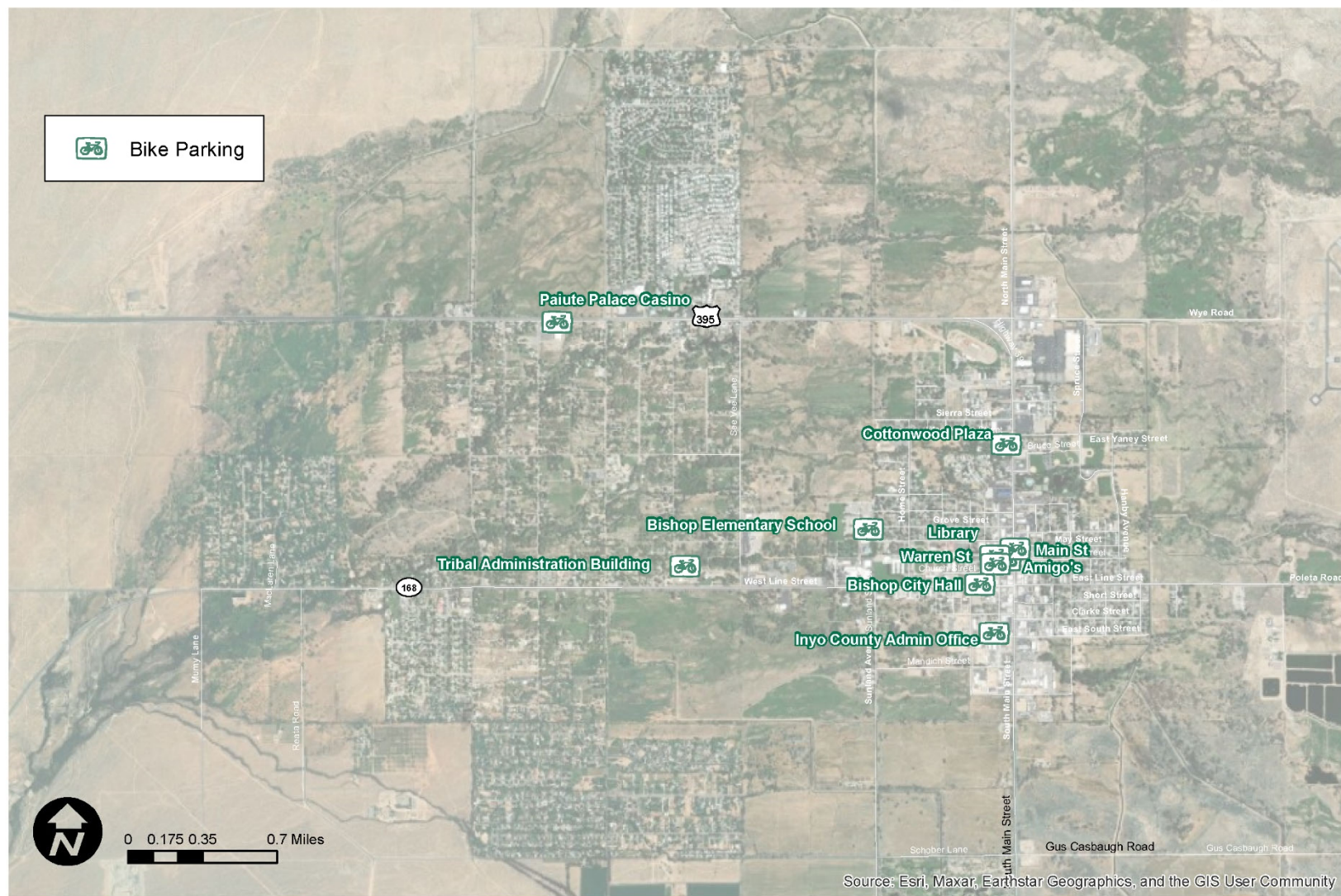




Figure 20
Bishop Area Bicycle Parking Facilities



Source: County of Inyo, 2023



- Nonretail commercial spaces should provide enclosed bicycle storage for one bicycle for every new occupant, up to 10% of the planned occupants of the space.
- Nonretail commercial spaces should provide onsite parking for one bicycle for every 10,000 square feet or onsite parking for four bicycles per building, whichever is greater.
- New mixed-use developments shall provide on-site long-term bicycle parking and on or off-site short-term parking within 100 feet of the building entrance.

Implementation of Specific Plan policies will increase the number of bicycle storage facilities in downtown Bishop. No new policies for bicycle support facilities in greater Inyo County have been proposed.

More generally, the Association of Pedestrian and Bicycle Professionals (APBP) developed a set of standards for bicycle parking requirements and design in 2015. These standards provide guidance on short-term and long-term parking design.

BICYCLE CRASHES

Figure 21 displays bicycle and pedestrian injury crashes in Inyo County between 2016 and 2020. A total of 19 bicycle injury crashes occurred and 15 pedestrian injury crashes occurred during this period. The vast majority of crashes involving bicycles happened in the Bishop area. There was also one bicycle injury crash on SR 168 east of Big Pine.

Figure 22 displays bicycle and pedestrian injury crashes in the Bishop area between 2016 and 2020. Bicycle injury crashes were focused on the US 395 corridor. Figure 22 demonstrates a need for increased safety for cyclists along US 395 in Bishop. Bicycle accident data from the California Highway Patrol SWITRS database for 2016-2020 is also summarized in tabular format in Appendix D.

These figures indicate an average of 3.8 bicycle accidents resulting in injury per year and a 0.2 percent fatality rate. The Inyo County 2008 Collaborative Bikeways Plan set forth the following goals for bicycle safety which will be achieved through the implementation of the ATP capital improvement projects.

- Bicycle Collision Goal: No more than 3 total bicycle collisions per year
- Fatality Goal: 0 percent fatality rate
- Bicycle Severe Injury Goal: 10 percent or less of total bicycle collisions resulting in severe injury.

ESTIMATED BICYCLE TRIPS

Existing Bicycle Trips

Throughout the US, the number of bicycle trips made for any purpose is significantly lower than the number of trips made by auto. As such, there are significantly fewer surveys conducted or data available about biking or walking trips. The US Census provides information regarding mode split for work trips, but it does not provide information on children's travel mode to school or everyday trips. The Caltrans California Household Travel Survey provides information on the number of total daily trips and travel mode share; however, this is likely weighted heavier for urban areas. As reiterated throughout this document, bicycle and pedestrian travel is more difficult in rural areas due to long-distance trips and the lack of safe facilities.

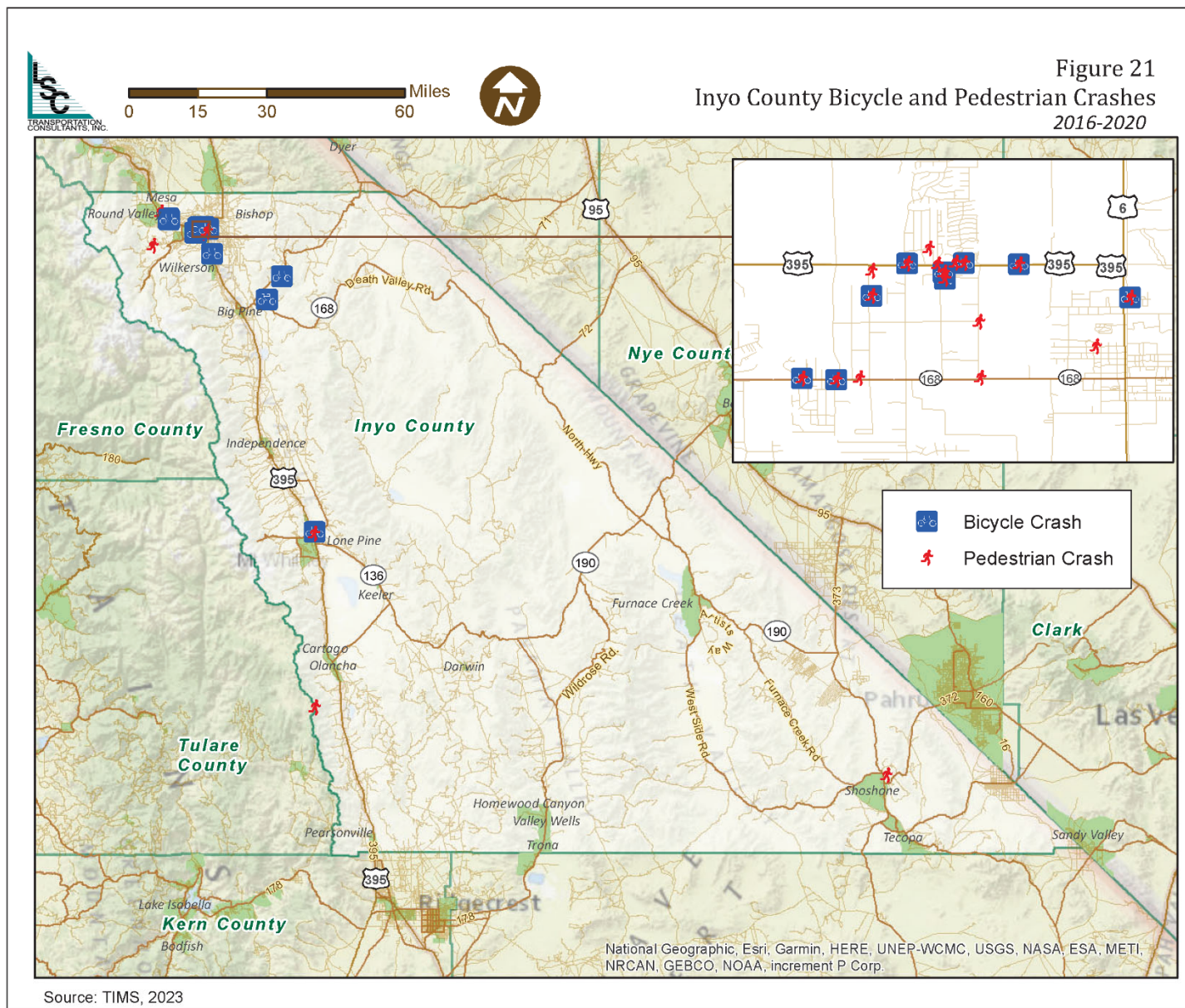




Figure 22
Bicycle and Pedestrian Crashes in the Bishop Area
2016-2020



Source: TIMS, 2023



Several data sources were considered in this document to estimate existing bicycle trips in Inyo County. Table 8 presents estimated existing bicycle/pedestrian trips (active transportation trips) in Inyo County. The table presents active transportation trips for Inyo County as a whole, as well as for Inyo County Census Designated Places and Native American Reservations. At first, the commute mode split and the number of employees or commuters were obtained from the American Community Survey. In total, it is estimated that roughly 167,260 bicycle trips are made annually in Inyo County for commuting purposes.

Anecdotal evidence from Inyo County school districts suggests that anywhere from 0 to 50 percent or an average of 15 percent of students walk or bike to school in at least one direction. Applying the average bicycle/walk mode share to the number of students enrolled in Inyo County schools equates to roughly 205,150 non-auto trips to school (Table 8).

The California Household Travel Survey (April 2017) provides an estimate for the number of daily trips for all trip purposes. Survey data indicates that roughly 7.1 trips per household or 3.3 trips per person are made on an average day. In Inyo County, this equates to around 23 million trips annually. After applying the bicycle mode split from Census data (4.1 percent), it is estimated that roughly 947,226 trips are made by bicycle in Inyo County annually.

Bicycle Trips Resulting from Plan Implementation

Multiple studies have shown that an increase in bicycle facilities leads to an increase in the number of bicycle trips. The City of Denver is one documented example. According to the City's Bicycle Advisory Committee, bicycle commute mode share increased from 1.6 percent in 2007 to 2.9 percent in 2012 (an 81 percent increase). During the same period, the number of bicycle lane miles in Denver increased by 100 percent from 60 to 120 miles. A paper published in 2022 investigating whether the expansion of bike facilities in Minneapolis, Minnesota resulted in an increase in bicycle ridership over a six-year period, found a significant positive correlation. The study found that cyclist counts increased by 69 percent where protected bikeways were added, by 26 percent with on-road bike lanes, and by 10 percent with no designated facility.

The Minnesota Department of Transportation conducted a study in 2008 on the impact of bicycling facilities on commute mode share and found that facility connectivity, proximity to destinations, and promotion of new facilities are important factors in increasing bicycle commute rates. Bicycle commute rates and construction of new facilities between 1990 and 2000 were reviewed in the cities of Chicago, Colorado Springs, Madison, Orlando, Austin, and Salt Lake City. Bicycle commute mode share rates in Austin, Texas increased from 0.87 to 1.19 percent (118 percent) in areas close to the new facilities and decreased from 0.31 to 0.14 percent in areas farther from the new facilities (the control group). In contrast, bicycle commute mode share in Orlando decreased from 0.66 to 0.46 percent (30 percent). Austin's bicycling facilities are concentrated around the central business district whereas there is little connectivity in Orlando. In Orlando, facilities were built in middle to high-income neighborhoods while the need for facilities is in low-income neighborhoods.



TABLE 8: Estimated Existing Bicycle and Pedestrian Trips in Inyo County

	Commute Mode Split		# of Commuters	# of Commute Trips		School Mode Split	Enrolled Students	School Trips	Total Active Work/
	Walk	Bike		Walk	Bike	Bike/Walk		Bike/Walk	
Inyo County	5.9%	4.1%	8,159	240,690	167,260	15.0%	3,799	205,150	613,100
Independence, CDP	8.3%	0.0%	253	10,500	0	25.0%	81	7,290	
Fort Independence	6.9%	0.0%	58	2,000	0		48		
Big Pine, CDP	2.6%	0.9%	654	8,500	2,940	10.0%	159	5,720	
Big Pine Reservation	1.5%	4.4%	137	1,030	3,010		94		
Lone Pine, CDP	0.0%	3.7%	507	0	9,380	50.0%	330	59,400	
Lone Pine Reservation	0.0%	2.9%	68	0	990		37		
City of Bishop	9.7%	10.7%	1,971	95,590	105,450	20.0%	1,958	140,980	
West Bishop, CDP	0.5%	7.2%	942	2,360	33,910	--	626		
Dixon-Lane Meadow Creek, CDP	0.7%	0.8%	1,026	3,590	4,100	--	--		
Bishop Reservation	0.3%	2.1%	997	1,500	10,470	--	504		
Furnace Creek, CDP	82.4%	0.0%	91	37,490	0	0.0%	0	0	
Shoshone, CDP	50.0%	0.0%	12	3,000	0	0.0%	28		
Round Valley, CDP	1.0%	0.0%	201	1,010	0	0.0%	58	0	
Source: American Community Survey 5 Year Estimates 2017-2021, Inyo County School Districts									



Although Inyo County is not urban, some of the Inyo County communities are relatively centralized despite lacking connectivity. Inyo County has a relatively high bike commute mode split of 4.1 percent. This is much higher than the bike commute mode split for the State of California of 0.6 percent. Currently, the Inyo County region has roughly 2.7 miles of Class I bicycle facilities and 11.7 miles of Class II/III facilities. All the bicycle facility projects listed in this plan and the Collaborative Bikeways plan will increase the mileage of Class I facilities by 196 percent to 7.1 miles and Class II/III facilities by 2,988 percent to 345.8 miles. With proper connectivity and promotion as proposed in this plan and the Collaborative Bikeways Plan, it can be assumed that bicycle commute mode share will increase significantly as a result of ATP bicycle improvement projects. A conservative estimate would be that the bicycle mode share in Inyo County will increase by 50 percent as a result of plan implementation. This mode share increase estimate is less than what was seen in Denver and Austin but greater than in Orlando. To see this level of increase in bicycle travel mode share, the region must actively promote and market new facilities. Applying the bicycle mode share increase to the existing 4.1 percent bicycle mode split results in a new bicycle mode split of 6.2 percent. This would equate to an increase of 485,165 bicycle trips annually.

Many of the ATP projects are focused on providing safe facilities for school children. If these projects are implemented, the bike/walk mode to school will likely increase as well. Responses to the community survey strongly support this likelihood. When asked what types of improvements would encourage respondents to walk and bike more, 50 percent of all respondents indicated that increasing the safety of children walking and biking to school would encourage them to walk and bike more. This one improvement garnered the highest percentage of positive responses of the eleven improvement types provided.

As the school districts were only able to provide an estimate of the number of “active” trips (bike or walking), forecasts for the increase in bicycle trips to school are combined with pedestrian trips in the next section.

EDUCATION AND ENCOURAGEMENT PROGRAMS

The 2008 Collaborative Bikeways Plan includes recommendations for education and encouragement efforts, such as bicycle route maps and bicycle education classes. Public input during the ATP process indicated a need for greater awareness of existing facilities and greater availability of facility maps. Eastside Velo is a cycling club that has expressed interest in promoting cycling. Other agencies such as the Toiyabe Indian Health Project and Inyo County Health and Human Services have indicated in the past a willingness to promote new bicycle projects to their clients. As such, all these entities should be contacted by the implementing agency for each project to obtain early input as well as education and awareness after construction. Community survey responses also suggested implementing active transportation incentive programs. Encouragement or incentive programs could include countywide bike-to-work/school days, discounts offered at local retailers if customers arrive by an active mode of transportation, and active transportation awareness weeks that promote engagement with gift cards or other small monetary rewards.



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

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

A bicycle safety education program should cover the following points:

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

Existing Programs

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

BICYCLE FACILITY MAINTENANCE

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

- Monitor bicycle usage of existing bicycle facilities and road systems and make improvements when necessary and feasible.
- Require that bicycle facilities be maintained at regular intervals to prevent deterioration of the facilities.
- Seek opportunities for joint participation of the state and City of Bishop (when appropriate) in the construction and maintenance of non-motorized facilities. The County shall also pursue other funding sources to assist in the planning, design, construction, and maintenance of bicycle facilities and trails.

The Bishop General Plan Mobility Element includes the following Actions:



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

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

WAYFINDING

Inyo County and the City of Bishop do not have any record of existing wayfinding signage for bicycle and pedestrian facilities. In Bishop, in particular, the need for wayfinding signage, including that along existing bike routes, has been identified by ATP community survey respondents and numerous strategic documents, including the City of Bishop General Plan and Downtown Bishop Specific Plan and Mixed Use Overlay. The installation of wayfinding signage throughout the County will support the Bicycles and Trails Goals and Policies of the Inyo County General Plan Circulation Element. Wayfinding signage for existing bicycle routes is a low-cost implementable improvement that may increase awareness and use of designated bicycle facilities.

BICYCLE FACILITY NEEDS

Public input as part of this ATP update, the Inyo County Collaborative Bicycle Plan, Tribal Transportation Plans, the Downtown Bishop Specific Plan and Mixed Use Overlay, and various other public input processes continually identify the need for expanded bicycle facilities. Input received as part of the community survey conducted for this ATP strongly suggests that expansion and improvement of bicycle facilities will encourage higher rates of active transportation. Appendix C provides a detailed summary of the community survey results. Bicycle-specific needs are summarized below.

- Pavement conditions – Poor pavement conditions, particularly near the shoulders, pose safety issues for cyclists and increase the risk of vehicle/cyclist collisions.
- Inadequate roadway shoulders – As in most rural areas with two-lane highways and roads, the shoulder is not always wide enough for bicycle travel without requiring passing vehicles to cross the double yellow line. Roadway sections where this is particularly important for safety and connectivity reasons are:
 - SR 168 to Cerro Coso Community College
 - Red Hill Road between SR 168 and Ed Powers Rd
 - Ed Powers Rd between SR 168 and US 395
 - SR 178 accessing Death Valley National Park
 - SR 190 within Death Valley National Park
 - Line Street (SR 168 in Bishop)
- Public comments repeatedly identified that even where bike lanes are present, such as US 395 through downtown Bishop, they are not wide enough or contain hazards, such as storm drains and potholes. Many cyclists do not feel safe traveling on US 395 (Main Street). Widening shoulders is challenging as there are high costs, environmental concerns, and physical



constraints but is essential to bicycle safety, particularly as cycling is a growing form of transportation in Inyo County.

- Electric bicycle commuting – E-bikes are growing in popularity, especially as a means for commuting or conducting everyday errands. Communities in Inyo County, particularly Bishop, are centralized and lend themselves well to bicycling for short trips. To encourage more bicycling and increase safety, Inyo County should implement equitable charging stations in communities, as well as separate bike lanes that are legal for electric bicycles.
- Class I Bike Paths – Bike paths that are separate and protected from vehicle traffic should be considered when planning bicycle facilities. Community survey responses highlighted a concern for cyclist safety with Class II or III bike lanes and almost half of respondents identified that separated non-motorized paths would encourage them to walk and bike more.

As many bicycle and pedestrian facility needs are interconnected, additional bicycle facility needs are addressed with pedestrian facility needs in the Pedestrian Element.



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Chapter 4

PEDESTRIAN ELEMENT

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

PLANNING AND DESIGN STANDARDS

Sidewalks

While sidewalks are not classified in the same manner as bikeways, there are standard design features expected. For instance, newly installed sidewalks must meet the requirements of the Americans with Disabilities Act (ADA), including the following¹:

- **Slope:** An ADA sidewalk ramp cannot have a cross slope (distance from the bottom edge of a level to the surface) of more than ½ inch. A ramp is a running slope steeper than 1:20, meaning for every inch of height change, there are at least 20 inches of route run. Slope requirements for bus stop boarding and alighting areas, as with rail platforms, must be perpendicular to the roadway and not steeper than 1:48. The exception being where vehicles are boarded from sidewalks or street level, where platforms must be less than 8 inches high.
- **Width:** The clear width between the handrails of a ramp run must be at least 36 inches. In work areas where essential equipment is used, the width can be reduced to accommodate it. The ADA sidewalk ramp rules also limit the rise for any ramp to 30 inches and require a clear landing length of at least 60 inches. If ramps change direction at landings, there should be a landing of at least 60 x 60 inches.
- **Curb Ramps:** Curb ramps are required for newly built and altered streets, roads, and intersections or anywhere there are curbs or other barriers from the street to a pedestrian walkway. The ADA limits curb ramp steepness to no greater than 1:12 (an 8.33% slope), a width of 36 inches, and adjacent counter slopes of no steeper than 1:20. If curb ramp flares are used, they cannot be steeper than 1:10.

Also, curb ramps and flared sides cannot project into parking spaces, parking access aisles, or vehicular traffic lanes. On the bottom, diagonal curb ramps must have 48 inches of space within crossing markings or outside of traffic lanes. For raised islands, curb ramps must have a level area of at least 48 inches long by 36 inches wide.

- **Surface Texture:** Textured surfaces (i.e., detectable warnings with truncated domes) must adhere to ADA sidewalk requirements for size, spacing, and contrast. Truncated domes must have a base diameter between 0.9 and 1.4 inches, a top diameter from 50% to 65% of the base, and a base-to-base spacing of at least 0.65 inches. There must be visual contrast with walking

¹ <https://adatale.com/ada-sidewalk-requirements/> provides an overview. Detailed rules are provided within the ADA guidelines.



surfaces near it (with a light-on-dark or dark-on-light contrast). Also, any surface at a platform boarding edge must be at least 24 inches wide and cover the full length of public use areas.

PEDESTRIAN FACILITIES

Existing Pedestrian Facilities

In Inyo County, sidewalks are generally limited to those streets within a block of US 395 and along US 395 through the center of communities. There is also an extensive network of sidewalks in the Meadow Creek subdivision in the Bishop area. Crosswalks exist along US 395 in the communities of Bishop, Lone Pine, Big Pine, and Independence. As shown in Figure 12, the City of Bishop has constructed sidewalks along many of the streets within the incorporated portion of Bishop. This includes the recently completed Spruce, Yaney, Hanby Sidewalk project, which utilized an Active Transportation Program grant to extend sidewalks, improve pedestrian facilities, and extend the Class II bike path in the area of Spruce Street, Hanby Avenue, and East Yaney Street in and adjacent to the City Park. The recently completed Seibu to School Path Project provides a safe connection for pedestrians and bicyclists between the Bishop Paiute Tribal Land, Bishop Elementary School, and previously existing Keough Street sidewalks.

The City of Bishop is currently in the design phase for the Downtown Bishop PARKways Green Alley Design - Whitney Alley project, which will include the development of pedestrian facilities and green space in the heart of downtown.

Pedestrian Facilities at Regional Transit Hubs and Stops

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

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

Pedestrian Facilities at Schools

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

Proposed Pedestrian Facilities

Tables 15-19 (located in Chapter 8) identify proposed pedestrian facilities for Inyo County alongside capital improvements for other modes of transportation. Proposed pedestrian facilities include new and improved sidewalks, crosswalk enhancements, and a focus on complete streets and Safe Routes to Schools. Top priority funded projects that address pedestrian needs are summarized in Chapter 8.



Pedestrian Crashes

Figure 21 displays pedestrian and bicycle injury crashes in Inyo County between 2016 and 2020. The majority of crashes involving a pedestrian occurred in the Bishop area. One occurred in Shoshone, one in Olancho, and two in Lone Pine.

Figure 22 displays bicycle and pedestrian injury crashes in the Bishop area between 2016 and 2020. Injury crashes involving pedestrians were generally near the US 395 corridor or on SR 168, with one occurring on N. See Vee Lane and one on W. Elm Street in a residential neighborhood that sees a large volume of school traffic. Pedestrian facilities are present in many of these locations. This data stresses the importance of increased education and improved facilities, such as crosswalks.

More detailed statistics regarding accident locations are displayed in Table D1. As shown, there were a total of 15 injury crashes involving pedestrians. No pedestrian fatalities were reported. Pedestrian injury crashes made up 2.4 percent of all injury collisions in Inyo County from 2016 to 2020.

This Plan sets forth the following pedestrian safety goals:

- Pedestrian Collision Goal: No more than 2 total pedestrian collisions per year
- Fatality Goal: 0 percent fatality rate
- Pedestrian Severe Injury Goal: No more than 25 percent of total pedestrian collisions

ESTIMATED PEDESTRIAN TRIPS

Existing Pedestrian Trips

As indicated in the bicycle element, there are minimal data sources available for estimating travel mode split in rural areas such as Inyo County. Several data sources were considered in this document to estimate existing pedestrian trips in Inyo County. Table 8 presents estimated pedestrian trips as well as bicycle trips in Inyo County. In total, it is estimated that roughly 240,690 pedestrian trips are made annually in Inyo County for commute purposes based on US Census American Community Survey data. Inyo County's pedestrian commute mode split of 5.9 percent is significantly higher than the statewide average of 2.1 percent. Although Inyo County's communities are great distances apart, they are each relatively small and compact, allowing for the possibility of walking to work/school or other activities.

Anecdotal evidence from Inyo County school districts suggests that anywhere from 0 to 50 percent of students walk or bike to school in at least one direction. Applying the average bicycle/walk mode share to the number of students enrolled in Inyo County schools equates to roughly 253,010 non-auto trips to school. As shown in Table 8, an estimated 660,960 non-auto trips are made in Inyo County for work/school purposes.

The California Household Travel Survey (April 2017) provides an estimate for the number of daily trips for all trip purposes. Survey data indicates that roughly 7.1 trips per household or 3.3 trips per person are made on an average day. In Inyo County, this equates to around 23 million trips annually. After applying the pedestrian mode split from Census data (5.9 percent), it is estimated that roughly 1,283,768 trips are made by walking in Inyo County annually.



Walking Trips Resulting from Plan Implementation

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

According to the US Department of Transportation, around one-third of all trips within one mile are made by bicycle or walking and 8 percent of trips within 1 – 3 miles are made by foot or bike. The 2019 Rails to Trails Conservancy Report *Active Transportation Transforms America – The Case for Increased Public Investment in Walking and Biking Connectivity* estimates that the non-motorized mode share could increase to 50 percent for trips within one mile and 10 percent for trips within 1 – 3 miles when non-motorized facility improvements are made. As Inyo County communities are small and compact, many work or personal trips within them would be within 1 mile and most would be within 3 miles.

If we consider the average increase in walking trips across the four study areas in the FHWA study as a conservative estimate (15 percent) and the average increase of non-motorized trips in the Rails to Trails Conservancy Report as an optimistic estimate (30 percent), we can estimate the increase in walking trips resulting from the implementation of the ATP projects listed in this plan. A 15 to 30 percent increase in the estimated annual walking trips in Inyo County would result in 192,565 to 385,130 more walking trips annually.

WAYFINDING

There is a lack of wayfinding signage to direct pedestrians along specified routes within Inyo County communities, to points of interest, or to non-motorized multi-use trails. The creation of designated pedestrian routes, especially around downtown, and the corresponding wayfinding signage is a low-cost implementable improvement that may increase walking as a mode of transportation and encourage pedestrian tourism.



NON-MOTORIZED FACILITY NEEDS

Due to the high proportion of land owned by public agencies, Inyo County communities are rather compact, lending the communities to being “walkable” or “bikeable” communities.

The Caltrans District 9 Active Transportation Plan (2021) identifies sections of state highways that have pedestrian trip potential due to proximity to town centers. US 395 through Bishop, US 6 north of Wye Rd, and SR 168 from US 395 west to Shepard Road all have medium pedestrian trip potential and US 395 through Big Pine has medium and high potential. This plan includes widespread public and agency-identified needs related to cycling and walking infrastructure throughout Inyo County.

The Downtown Bishop Specific Plan and Mixed-Use Overlay (2022) identifies the potential that the City of Bishop has to develop and promote a walkable and bikeable downtown, due in part to its already compact nature and public support.

This Bishop-specific plan, along with the Inyo County Collaborative Bicycle Plan, Inyo County Active Transportation Plan, Tribal Transportation Plans, and various other public input processes have identified obstacles and needs for non-motorized travel safety and continuity. These issues are summarized below.

- Continuous Sidewalks and Bicycle Facilities –In Bishop, bicycle facilities are limited to US 395, SR 168 and discontinuous Class I paths at the west end of Sierra Street, along S. Barlow Lane, between the west end of Keough St and the Bishop Paiute Reservation, and between Pine Street and the City Park. Additionally, skateboarding is prohibited on Main Street in Bishop, although it is a popular mode of travel for youth. In Big Pine, there is only one north-south alternative to US 395 on the west side of town. Where east-west crossings of US 395 exist, sidewalks or bike lanes do not continue past the first block.
- A well-maintained, connected sidewalk network is important for all pedestrian safety, especially for children, and reduces conflicts between pedestrians and cyclists on roadway shoulders. Areas of concern are Pine St., Grove St., and Elm St. and in the Dixon Lane – Meadow Creek neighborhood. The community of Lone Pine is also lacking continuous sidewalks, particularly around the post office. Inyo County was recently successful in obtaining an Active Transportation Program grant to improve and extend sidewalks in Lone Pine. The 2022 Inyo County RTIP identifies the Lone Pine Sidewalk ADA ATP grant project as a priority for funding. The Towns to Trails project, currently only in its conceptual phase, would create a continuous multi-use trail that runs parallel to US 395 from Alpine County to the north to Olancho to the south. This trail may connect existing motorized and non-motorized trails and connect communities to recreation destinations. Inyo County has secured grant funding for the planning phase.
- Safe Routes to Schools – Children traveling to school face discontinuous pedestrian and bicycle facilities throughout Inyo County communities. In Bishop, children traveling from the east side of US 395 need safe crosswalks at US 395, particularly at E. Pine Street, E. Line Street and Clarke St. Traffic volumes on Home Street in Bishop, which provides access to all public schools in Bishop, are larger than most other city streets (Figure 5) and residents are concerned about speeding. Responses to the community survey expressed concern about the safety of the US 395 crossing in front of the schools in Big Pine. A similar situation exists in Lone Pine. In



Shoshone and Tecopa, students do not walk or bike to school due to the long distances of travel required and the lack of bicycle facilities on roads and highways.

- Crossing US 395 – US 395 bisects and acts as the Main Street in many Inyo County communities. Many of the intersecting roadways in Bishop and Big Pine do not cross the highway, making east-west travel discontinuous and travel on US 395 mandatory. Safe crossings are still a serious concern on US 395 in Inyo County communities according to input received through the 2023 RTP and ATP update community survey. Despite crosswalks existing in some places, many identified them as insufficient and that vehicles do not stop or slow down. Crossing US 395, specifically in Big Pine, is a major concern for the community as the school is located on US 395 and travel to the community park requires this crossing.
- Animals – Cyclists in the Bishop area have had confrontations with dogs. According to surveys conducted as part of the Collaborative Bikeway Plan, many parents will not let their children walk to school because of dogs.
- Connectivity to Public Transit (multimodal)– An important part of constructing facilities that encourage safe non-motorized use is to ensure that there is connectivity between bicycle facilities/sidewalks and public transit. It may also be helpful to place bike racks at bus stops. Construction of sidewalks and curb cuts near bus stops is important for transit passengers with disabilities.
- Maintenance – After a bicycle or pedestrian facility is constructed it is important to maintain the facility or roadway, free of gravel and foliage that inhibit bicycle travel. Certain types of pavement treatments such as chip sealing provide a rough surface for bicyclists. Insufficient maintenance of existing bicycle and pedestrian facilities is a concern, according to the 2023 community survey.
- Signage and Education – Many residents are unaware of the bicycle and pedestrian facilities that exist in the Bishop area. As the area also receives a high number of visitors, an important regional transportation need is to create better awareness of facilities and safe routes. This could be done through signage, pavement markings, and education. However as noted in the public input process, too many signs can decrease the value of signage, so pavement treatments may be useful.
- Connections to Recreation – Inyo County recreation trailheads are often located several miles from communities which can be used as gateways or supply stops for visiting hikers, climbers, etc. Better non-motorized facility connections would increase tourism and recreation opportunities for residents with no access to a vehicle. Towns to Trails is an example of this. This proposed trail concept would connect communities from north to south and increase access to recreational opportunities.
- Bishop is another example where a multitude of recreational opportunities exist outside of the community with no complete bicycle or pedestrian facilities connections.



- LORP – There is abundant opportunity for recreation-oriented non-motorized trail projects in the LORP area. The Lower Owens River Recreation Use Plan (2013) identified the following key issues:
 - Tule growth and management
 - Public information and outreach
 - Access, signage, and wayfinding
 - Recreation on privately held lands
 - Environmental education and stewardship
 - Economic development
 - The interface between ranching and recreation uses
 - Protection of cultural resources
 - Recreation operations and management
- Equestrian Travel – When designing and planning for non-motorized travel, equestrian travel should be considered.
- Bishop Paiute - As the Bishop Paiute Reservation is located adjacent to the City of Bishop and between two state highways, walking and biking to work, school, and services is a possibility. Most of the roadway shoulders on the Reservation are soft dirt or overgrown with vegetation, making walking or biking more difficult, and there are few sidewalks on the reservation. The recent development of the Seibu to School Path, connecting the Reservation to the schools just east of tribal lands, is a first step to creating a network of safe non-motorized paths on and to/from the Reservation. There is also a series of trails in the Conservation and Open Space Area (COSA) in the southeastern portion of the reservation which does not currently connect to West Line Street. There is a need for connectivity to existing sidewalks on the northern and southern boundaries of the reservation, particularly on Barlow Lane near Diaz, as the majority of tribal services are located there.
- The Bishop Paiute Tribal Transportation Safety Assessment (2017) identified school-age children walking to a bus stop with little signage or sidewalks to provide safety, lack of lighting, and the lack of connectivity of the sidewalk network as top safety issues.
- Big Pine/Big Pine Paiute – There are no bicycle or pedestrian facilities on the Big Pine Reservation. There is a need to improve connectivity and create a safe bicycling/walking alternative to US 395 between Big Pine and the Reservation.
- Fort Independence/Independence – The 2023 Fort Independence Indian Reservation Tribal Transportation Safety Assessment identifies that a safer non-motorized connection is needed between the Fort Independence Reservation and the community of Independence. Additionally, a safe crossing of US 395 to connect the East and West sides of the reservation is needed as motorists speed through the community.
- Lone Pine – The same issues occur in Long Pine. Non-motorized travel south of downtown is particularly unsafe due to a higher speed limit and motorists failing to yield to pedestrians in the crosswalk. Off the highway, there is a lack of continuous sidewalks on the county roads,



although this will be addressed with funding from an Active Transportation Program grant during this planning period.

- Inyo National Forest – The distance on roadways with no bicycle and pedestrian facilities may discourage alternative transportation to Inyo National Forest trailheads. Depending on the level of the rider, steep grades, and narrow shoulders are also a deterrent.
- Death Valley National Park – The state highways and county roadways traveling through the park have little to no shoulders yet see a high number of cyclists due to the roadway being very scenic and relatively flat. As cycling through the park is becoming more popular, safety concerns are on the rise. Encouraging non-motorized travel through and within a National Park meets state goals of reducing GHG emissions and encouraging active transportation. There are, however, environmental challenges with constructing separate Class I facilities. Death Valley National Park has developed a list of potential non-motorized facility projects that would increase safety for users and encourage new users. These are included in Table 16.

Specific comments from the ATP public outreach efforts and the community survey are presented in Appendix C. Community survey responses suggest strong support for improved and expanded sidewalks and crosswalks and bicycle routes and paths.



Chapter 5

RECREATIONAL ELEMENT

The Recreational Trails Program (RTP) is funded through FY 2026 by the Bipartisan Infrastructure Law of 2021 (BIL) Transportation Alternatives Set-Aside under the Surface Transportation Block Grant. RTP funds come from the Federal Highway Trust Fund and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use: fuel used for off-highway recreation by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks. The RTP is an important funding source as the majority of transportation funding sources are only available for projects that are “utilitarian” in nature. A utilitarian project typically improves travel to work or school. The RTP funding can be used for other important projects which are not utilitarian such as construction or rehabilitation of trails/trailhead facilities for hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles as well as easement acquisition and educational programs. Proposed projects compete statewide for RTP funds. Below are the types of eligible projects and restrictions from the RTP Procedural Guide.

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



The RTP will match up to 88 percent of the total project cost. RTP projects should address the following factors:

- Deficiency in the existing trail network such as an incomplete trail network or a flaw in the design/construction of the existing trail network.
- Connections to regional, state, or national trail network
- Linkages between homes, schools, workplaces, campgrounds, and/or resorts; to parks, trails, greenways, scenic corridors; or natural, cultural, historical, or recreation areas.
- Accessibility for persons with disabilities and limited mobility.

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

LAND MANAGEMENT AGENCIES

To better understand RTP project needs, the land management agencies in Inyo County were contacted for input and potential projects. As shown in Appendix A, Death Valley National Park (National Park Service), Bureau of Land Management (BLM), and the Inyo National Forest (Forest Service) were sent project tables from the 2015 ATP and questions regarding potential future recreational trail projects and needs. The Eastern Sierra Council of Governments (ESCOG), a joint powers authority including land management agencies and the County of Inyo, was contacted as well. To date, Death Valley National Park, Bishop Paiute Tribe, ESCOG, and the BLM have responded.

The reconstruction of the Salt Creek Boardwalk is the top priority for Death Valley National Park. The Salt Creek Boardwalk is a popular 0.8-mile loop in the park which provides viewing access to seasonal Salt Creek and the unique Salt Creek pupfish. The Boardwalk was destroyed by flash flooding in 2022 and is closed to the public until it is rebuilt.

The BLM manages a large area in both Inyo and Mono Counties, 750,000 acres, and caters to a wide variety of users such as hikers, climbers, OHV users, mountain bikers, campers, retired RV users and movie buffs. The BLM has its own set of policies and funding sources with which to plan and maintain new recreational facilities. The 2021 Alabama Hills Management Plan includes various potential projects that would be eligible for active transportation funding. Table 9 identifies potential projects from this Plan.

The 2013 Inyo National Forest Whitney Portal Alternative Transportation Study was reviewed for the 2015 ATP. The objective of the study was to evaluate the potential to alleviate parking pressures at the popular trailhead through mass transit. The study indicated that as visitation is limited through permits, visitation could not be increased through mass transit, but the study recommended constructing trails to connect parking and recreation areas. The Inyo National Forest was contacted for input during this update. The 2013 Study is still applicable.



TABLE 9: Alabama Hills Non-Motorized Improvement Projects

Priority ⁽¹⁾	Location	Project Description	Cost Estimate (\$1,000s)
3	TBD	ADA rock climbing area	NA
3	Various locations	Maintenance and rehabilitation of trailhead facilities	NA
3	Various locations	Maintenance and rehabilitation of non-motorized trails	NA
3	Tuttle Creek, Portuguese Joe, Lone Pine campgrounds	Develop multi-use non-motorized trails to Movie Flat area	NA
3	Alabama Hills Trail	Reroute trail at western terminus	NA
3	Adjacent to Movie Road	Develop interpretive pedestrian trail at south entrance kiosk	NA
3	Movie Rd and Whitney Portal Rd	Install toilet, trash, recycling receptacles and information kiosks	NA
3	Various locations	Install wayfinding signage	NA

Source: Alabama Hills Management Plan 2021, BLM

Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained

TOWNS TO TRAILS

Towns to Trails is the ambitious vision of the Eastern Sierra Council of Governments to develop a multi-use trail stretching from Markleeville to the north to Olancho to the south, covering ground in Alpine, Mono, and Inyo Counties. In concept, this trail will parallel US 395 as it traverses these three counties. Towns to Trails is currently in the planning phase, having secured grant funding to develop a Town to Trails Plan, beginning in 2023, to identify a potential route for the trail and identify existing soft-surface infrastructure, such as gravel roads, that could be incorporated into the multi-use trail. The goals of Towns to Trails are the following:

1. Connect communities in Alpine, Mono, and Inyo Counties.
2. Connect communities to nearby and distant trailheads.
3. Wherever possible, align trail using existing soft-surface infrastructure.



LOWER OWENS RIVER PROJECT (LORP)

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

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

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

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

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

BISHOP PAIUTE CONSERVATION OPEN SPACE AREA (COSA)

The Bishop Paiute Tribe owns and manages COSA, a designated open space and native pupfish refuge project. The 5,000-square-foot pond for the Owens Valley pupfish was constructed along scenic walking trails. The Environmental Director for the Tribe indicated that ongoing and future projects for COSA include maintenance of existing trails, development of a loop trail and spur trail to Line Street at the Care Center, development of a boardwalk, and extension of the existing COSA path to connect to Tu Su Lane to the west.



MOTORIZED OFF-HIGHWAY VEHICLE NEEDS

Connectivity and signage are important needs for motorized off-highway vehicle (OHV) transportation. Inyo County has an extensive network of OHV trails around various communities. A local OHV group, Adventure Trails System of the Eastern Sierra, has developed an adventure trail concept. The purpose would be to link the OHV network with supplies and services in the communities by establishing OHV legal roadways and implementing wayfinding signage. Adventure Trails System of the Eastern Sierra was contacted for input during the ATP update process; however, no comments were received.

EQUESTRIAN NEEDS

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

PROPOSED RECREATIONAL TRAILS PROJECTS

Table 10 summarizes potential recreational trail projects discussed above based on input from stakeholders and a review of relevant recreational plans. The Inyo County Collaborative Bikeways Plan 2008 included a series of tables listing needs and potential improvements to recreational routes. These projects also meet the goals of the RTP program and therefore are included as Appendix F.



TABLE 10a: Recreational Trails Program Potential Projects

Implementing Agency	Project Name	Description/Location	Cost Estimate
Inyo County/LADWP	Lower Owens River Project	Wayfinding signage along highways and interior gateways	\$30,000
Inyo County/LADWP	Lower Owens River Project	Directional signage along US 395 at 6 gateway locations	\$16,000
Inyo County/LADWP	Lower Owens River Project	Interior gateway signs at 6 county roadway locations (2 at each location)	\$45,000
Inyo County/LADWP	Lower Owens River Project	Interior directional signs - 2 at 11 different intersections	\$2,500
Inyo County/LADWP	Lower Owens River Project	Lower Owens River Trail markers - 120 cairns with mileage markers, 98 intersection cairns	\$78,000
Inyo County/LADWP	Lower Owens River Project	Develop and construct 6 interpretive 4 panel kiosks with gravel driveway and parking area	\$135,000
Inyo County/LADWP	Lower Owens River Project	Lower Owens River Trail (12 ft wide)- Clearing, minor grading, fill , and maintenance to achieve USFS Level 2 road maintenance standards.	\$70,000
Inyo County/LADWP	Lower Owens River Project	Paddle Trail - Design and construction of 3 low impact put in/take out points	\$23,000
Inyo County/LADWP	Lower Owens River Project	Black Rock Birding Trail - Design and construction of a 3 mile, 5 ft wide trail	\$70,000
Inyo County/LADWP	Lower Owens River Project	Bird Blinds - Site clearing and construction of 3 bird blinds	\$30,000



TABLE 10b: Recreational Trails Program Potential Projects

Implementing Agency	Project Name	Description/Location	Cost Estimate
Inyo County/LADWP	Lower Owens River Project	Marsh Boardwalk at Delta - Design and construction of 1,000 ft boardwalk	\$325,000
Inyo County/BLM/CDFW	Cartego Loop Trail	Construct a nautral-surface multi-use trail to connect Cartego, Owens Lake, and Cartego Wildlife Refuge	\$1,100
City of Bishop	Bishop Creek Canyon Trail	Construct unpaved path between Bishop and recreation sites in Bishop Creek Canyon	\$350,000
Bishop Paiute Tribe	Conservation Open Space Area (COSA)	Extend path west to Tu Su Lane	NA
Bishop Paiute Tribe	Conservation Open Space Area (COSA)	Construct Boardwalk	NA
Bishop Paiute Tribe	Conservation Open Space Area (COSA)	Develop loop trail and spur trail to Line Street at Care Center	NA
US Forest Service	Whitney Portal	Develop pedestrian wayfinding signage	NA
US Forest Service	Whitney Portal	Complete trail around the lake connecting the day-use area to the Whitney Portal Store	NA
US Forest Service	Whitney Portal	Construct bridge over stream from day-use area to the Whitney Portal Store	NA
US Forest Service	Whitney Portal	Construct a bridge to connect the middle parking area with the picnic area and the waterfall	NA
US Forest Service	Whitney Portal	Construct trail from Meysan Lakes trailhead roadside parking to Whitney Portal core recreation area	NA



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Chapter 6

SAFE ROUTES TO SCHOOLS ELEMENT

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

Big Pine Unified School District (Figure 23)

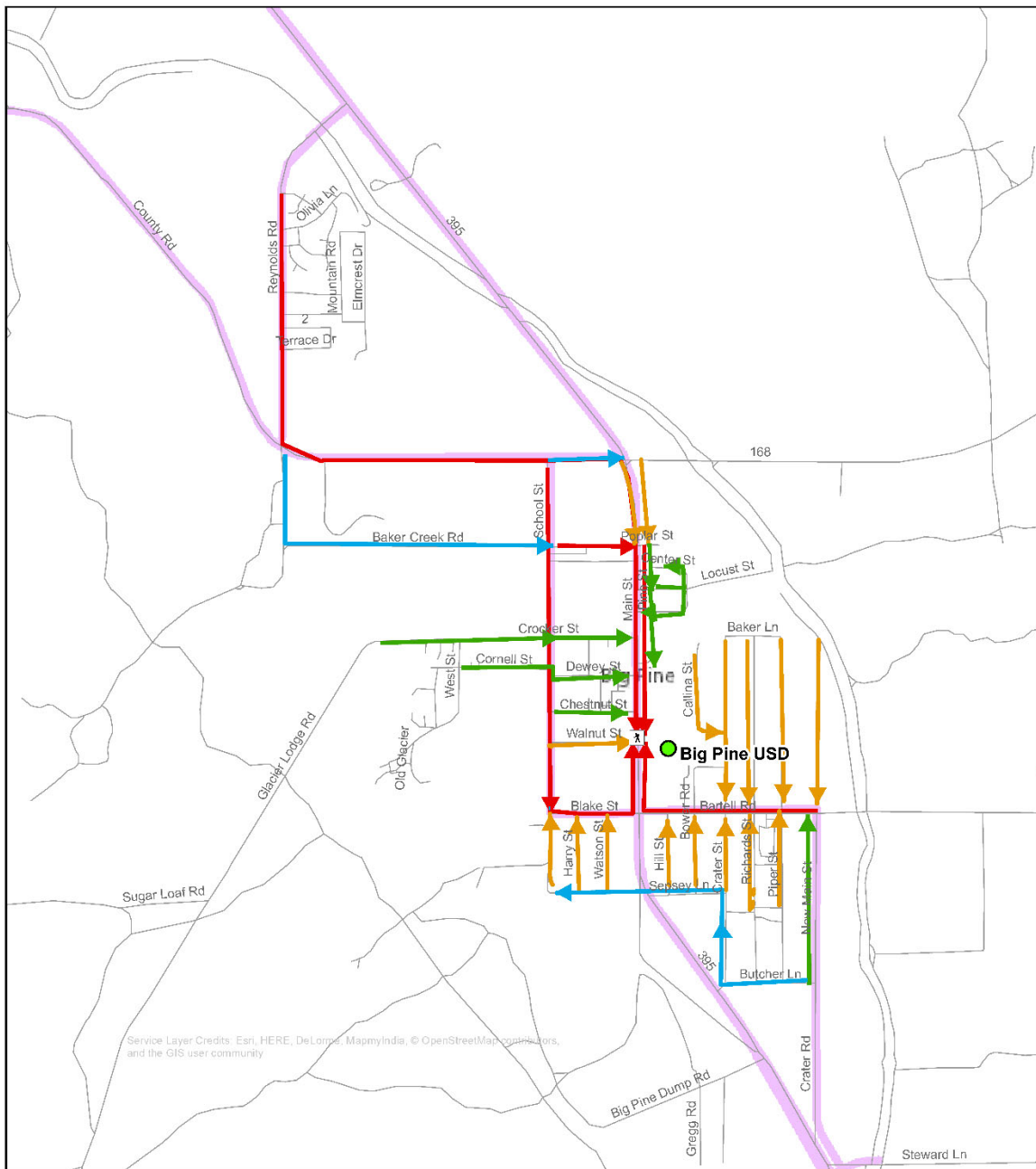
All grades Kindergarten through 12 in this small community are located on one campus at 500 S. Main Street (US 395) in Big Pine. There were 159 total students enrolled in the district in 2021-2022, according to the California Department of Education, and in the 2019-20 school year, roughly 70 percent of the students were eligible for a free or reduced lunch.

Travel modes vary to/from school. Roughly 30 children ride the bus to school while approximately 50 students take the bus home from school. According to Big Pine Unified School District staff, approximately 10 percent of students walk or bike to school, and an additional one percent of students scooter or skateboard. No neighborhoods were specified as having significantly higher percentages of students that walk or bike to school, however, the closer students live to school, the more likely they are to walk to bike. Common routes include Baker Lane, Calina Street, Bowers Street, and Piper Street. Although there are no bike lanes, these roads have low traffic volumes. Fewer children living on the west side of US 395 walk or bike to school. There is also a residential tract of roughly 270 residential units to the northeast of Big Pine that is accessible either by US 395 or Reynolds Road. Common routes to school from this neighborhood (Knight Manor/Rolling Green Tract) include Reynolds to County Road and School Street to Baker Creek Road.

The major safety concern for the Big Pine Unified School District is crossing US 395 at the crosswalk directly in front of the school at Walnut Street. Staff report that vehicles do not slow down or stop for students, even when the crossing guard is present with their handheld flashing sign. Staff report that this crossing is extremely dangerous, a sentiment that is strongly supported by community survey responses. When asked what would encourage respondents to walk or bike more, 7 percent of all responses mentioned the crosswalk in Big Pine on US 395. There are school flashing lights just north and south of the school, as well as three crosswalks in Big Pine on US 395 (shown in Figure 14). The speed limit through town is 35 miles per hour and 25 miles per hour in the school zone, however, school district staff indicate that drivers do not observe the reduction in speed limit in town. Staff expressed their support of having a CHP presence at the south end of town before school hours to enforce the speed limit and indicated that it helps reduce speeding.



Figure 23
Big Pine Safe Routes to School



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

0 0.1750.35 0.7 Miles





Figure 23 displays safe routes to school for the Big Pine Unified School District. The primary corridor is the sidewalks along US 395 which leads to the crosswalk and crossing guard at Walnut and US 395. Safe feeder routes to US 395 are County Road, School Street, and Bartell Rd. Other than the sidewalks on US 395, there are no bicycle or pedestrian facilities in the community of Big Pine. Capital improvements that will increase safety for children traveling to school include Class II/III bicycle lanes along the designated safe routes to school. These projects for streets located in unincorporated Inyo County are identified in Table 16 (included in Chapter 8).

Lone Pine Unified School District (Figure 24)

The Lo-Inyo Elementary School is located on Locust Way just east of US 395. The Lone Pine High School is located on US 395 between Muir and Inyo Street and the Sierra Alternative Learning Academy is located on the same side of US 395 on Hay Street. There were 330 students enrolled in the district in 2021-2022, according to the California Department of Education. Lone Pine USD staff have previously estimated that roughly half of the children in the district walk or bike to school; thereby underscoring the importance of providing safe non-motorized facilities.

Sidewalks and crosswalks exist along US 395 between Inyo and Locust Street, providing a relatively safe route to school for residents in the central business district. Even with multiple crosswalks along US 395, crossing US 395 still poses a safety risk for children living on the west side of the highway. School staff have identified that crossing US 395 is particularly challenging between the high school and McDonald's around lunchtime. Some staff would like to see a traffic signal at this location.

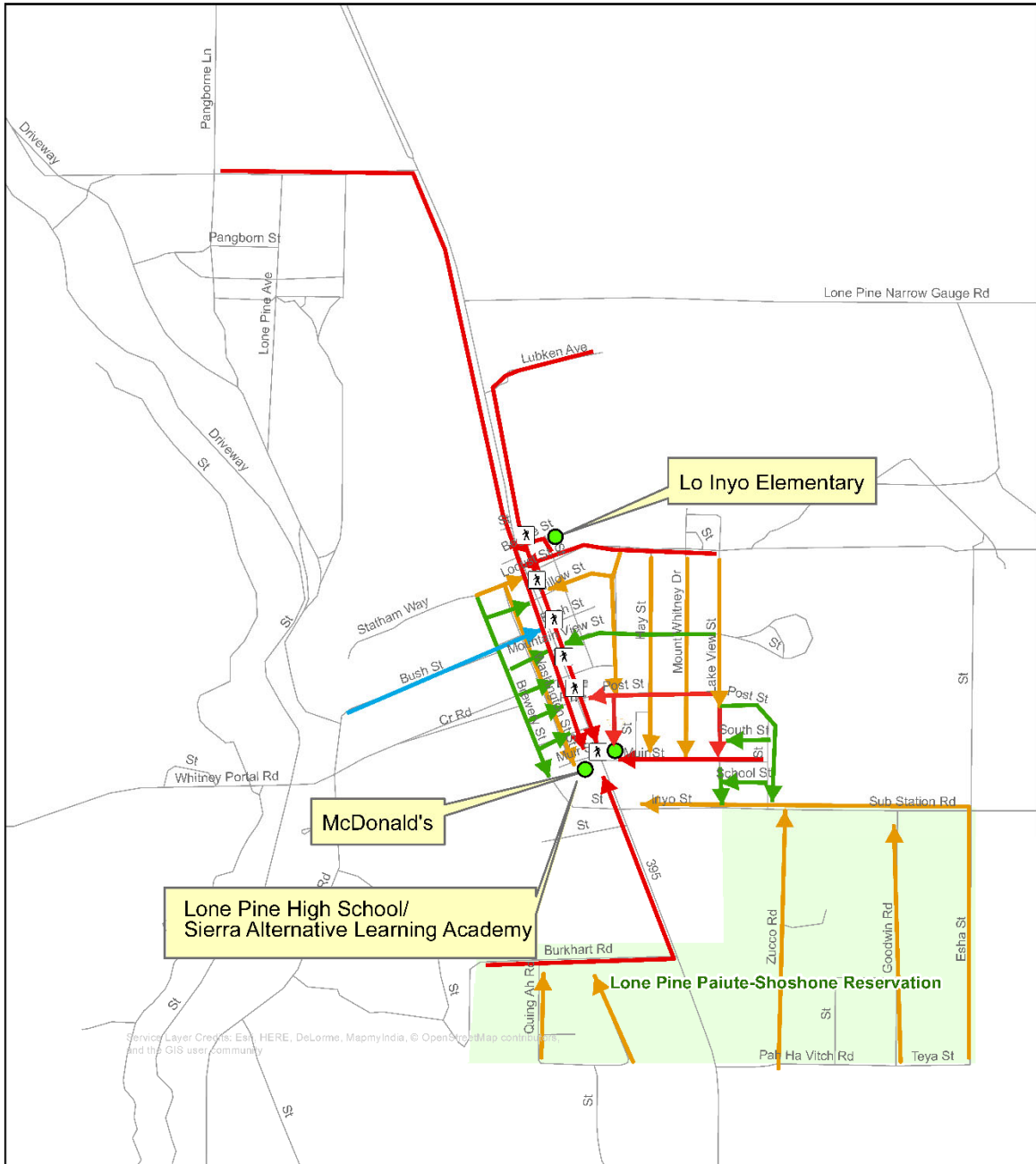
Several neighborhoods are not linked to the schools by sidewalks. Children in the neighborhoods in the Lone Pine Reservation south of town must walk along the shoulder of US 395 to get to the High School. According to Lone Pine USD staff, this is particularly worrisome for students living off of Burkhart Rd on the west side of US 395. Although these homes are only one-third of a mile from the High School, Lone Pine USD buses these students to school for safety reasons. A continuous sidewalk along US 395 between the Reservation and downtown Lone Pine would provide a much safer route to school and allow for greater active transportation in a disadvantaged community. On the north side of town, there are two residential clusters along Lubken Avenue and Pangborn Lane which are separated from the downtown Lone Pine area. The Caltrans ATP grant-funded Lone Pine Sidewalk ADA project will begin to address the need for safer routes for walking and biking to school by expanding sidewalks along US 395 on either side of Lone Pine and will rehabilitate sidewalks in the central business district.

Death Valley Unified School District

The Death Valley Unified School District is very rural in southeastern Inyo County with only 28 students enrolled in 2021-2022, according to the California Department of Education. The District includes Death Valley High Academy and Shoshone Elementary, both of which are located on SR 127. Some students travel for over an hour on the bus each way to reach school. Communities served by the district include Tecopa, Furnace Creek, Shoshone, Timbisha–Shoshone Indian Village, and Charlestown View at the Nevada border. Many students come from low-income areas and approximately 70 percent of Death Valley Academy students were eligible for a free or reduced lunch in 2019-2020.



Figure 24
Safe Routes to School Lone Pine



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

0 0.1 0.2 0.4 Miles





Due to the distances traveled, children are bussed to school from several pick-up/drop-off locations along Spanish Trail Highway, Tecopa Heights, in Death Valley National Park, and Charleston View. District staff indicated that, due to the distances students travel to school, students do not walk or bike as a means of transportation to school. However, there is a severe lack of non-motorized facilities in and between the various communities.

Bishop Unified School District (Figures 25 – 29)

Bishop Unified School District includes Bishop Elementary School, Home Street Middle School, and Bishop Union High School. All schools are located within walking distance of each other. The elementary school lies adjacent to the Bishop Paiute Reservation between the dead end of Keough St. and West Pine Street. The middle school is located just south of West Pine Street and west of Home Street while the high school is just east of Home Street. There is also the Community Day school located on Grandview Avenue off of SR 168. In total, there were 1,958 students enrolled in the district in 2021-2022, according to the California Department of Education. Roughly 50 percent of students were eligible for free or reduced lunch in 2019-20.

Previously, Bishop USD provided yellow school bus transportation for Kindergarteners living more than one-half mile from the school, 1st through 3rd graders living more than three-quarters of a mile from the school, and other grades living more than 2 miles from the schools. The majority of the incorporated portion of Bishop and much of the Bishop Paiute Reservation is within a two-mile radius of the schools. However, Bishop USD transportation staff did not enforce the walking limits in areas that they perceived to be unsafe for children to walk. These areas include most of the roads on the reservation, particularly See Vee Lane. With sidewalks or bicycle lanes on See Vee Lane, children would feel comfortable crossing the reservation and could connect with the newly completed Seibu to School Path that connects the eastern portion of the reservation to the schools. Currently, there is a signal at Barlow and US 395; therefore, motorists prefer this route through the reservation instead of See Vee Lane. Future potential development at See Vee and US 395 may result in a signal being constructed at this intersection. This could increase vehicle traffic on See Vee Lane and decrease safety for children walking/biking to school. Walk limits for children living on the reservation may be enforced in the future due to budget cuts.

Bishop USD staff indicated that no major changes had been made since the last update. Bishop USD buses approximately 650 children to and from school per day.

The City of Bishop developed Safe Routes to Schools maps for the incorporated portion of the region as shown in Figures 25-27. Maps displaying safe routes to school for residents of the unincorporated portion of Bishop are presented in Figures 28 and 29.



Figure 25
Safe Routes to School Bishop

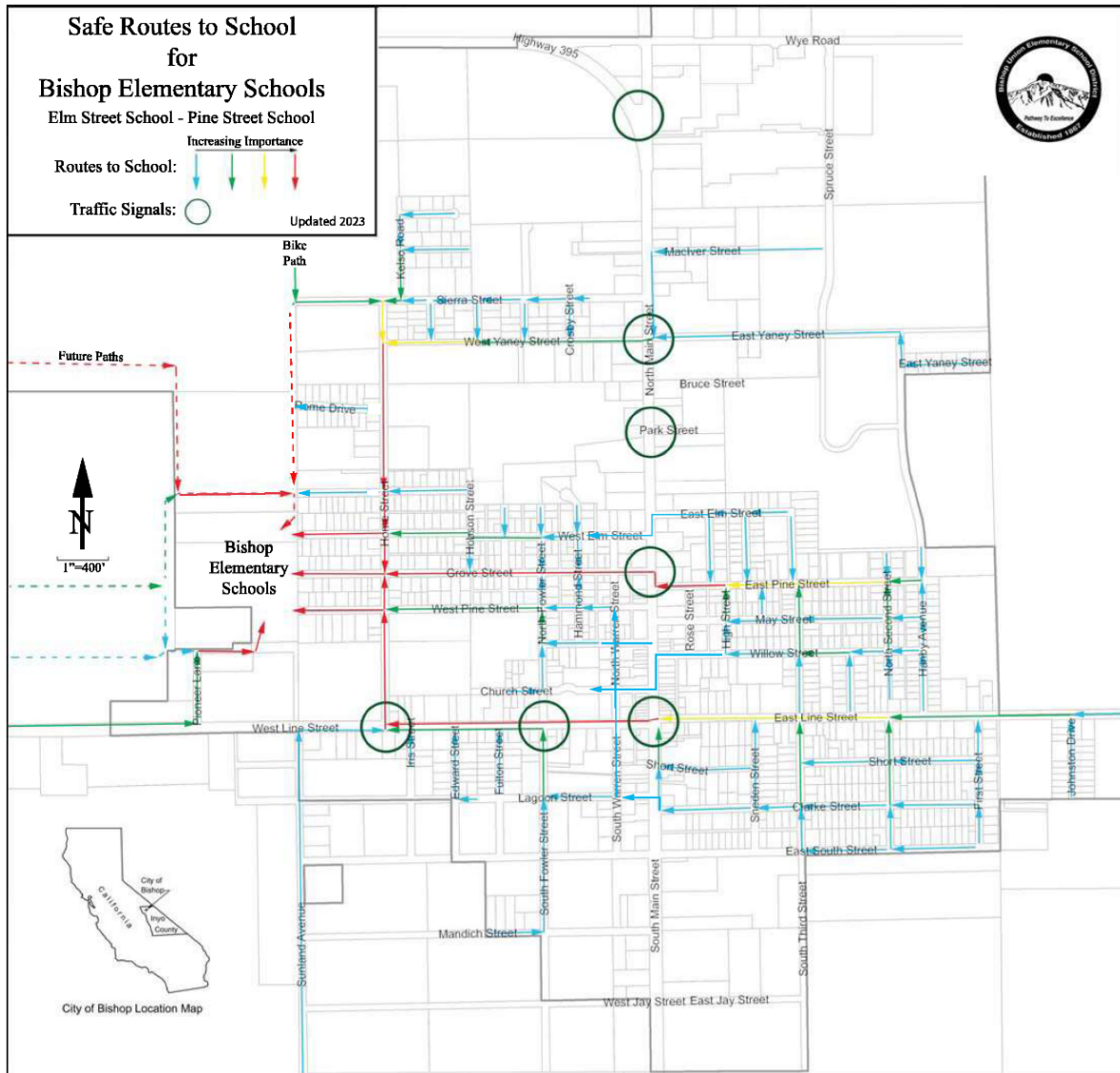




Figure 26
Safe Routes To School Bishop

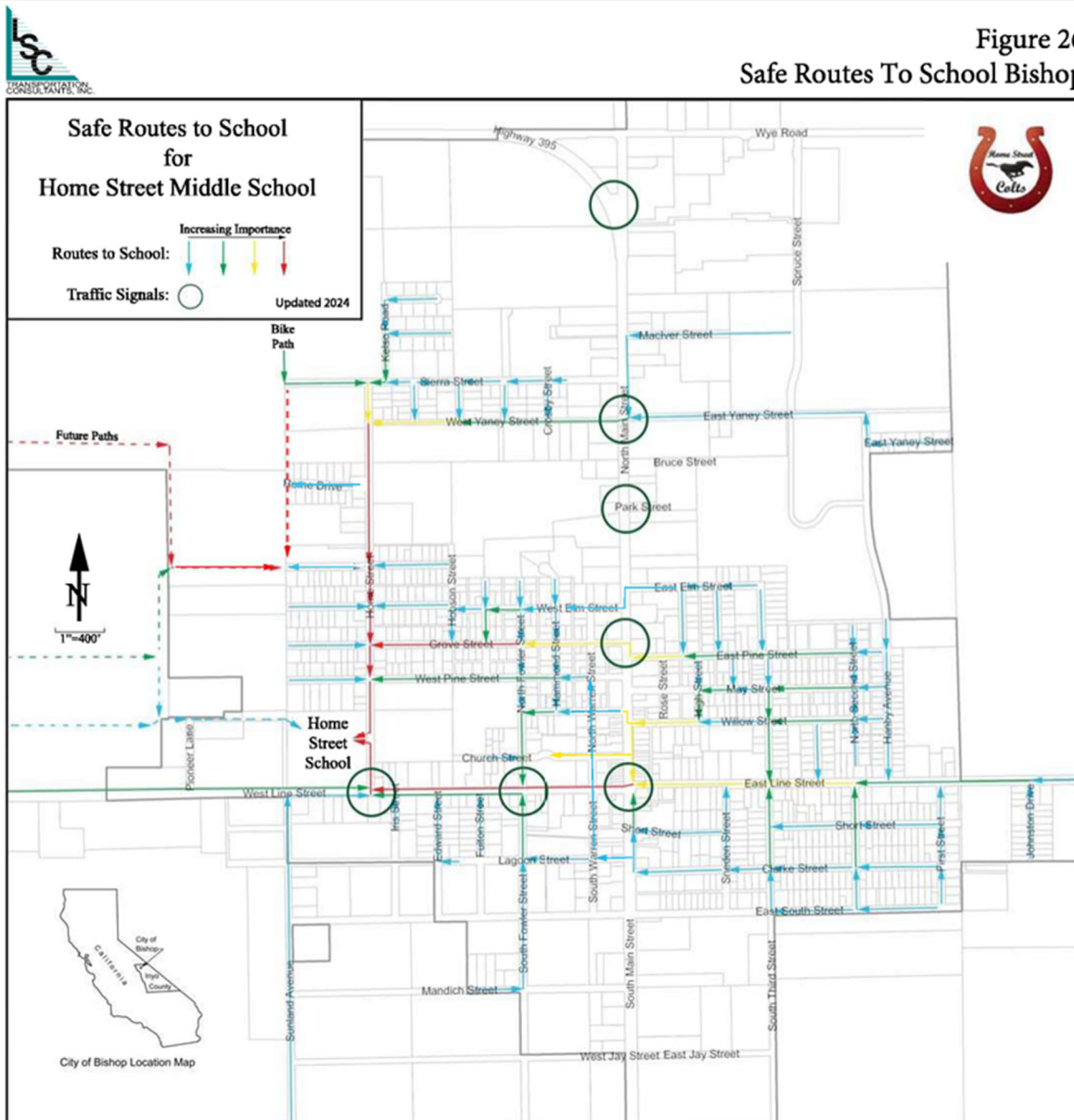
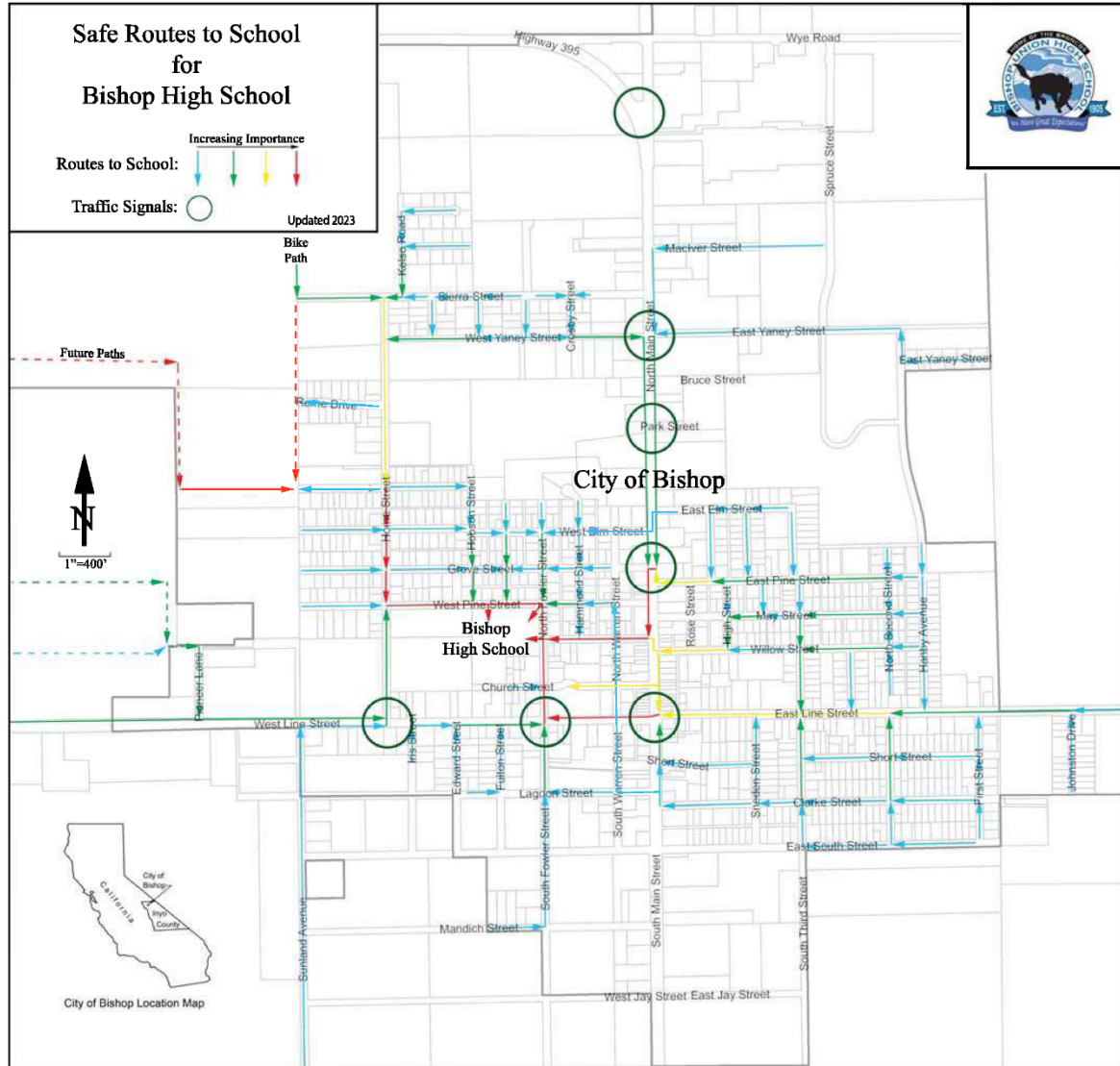


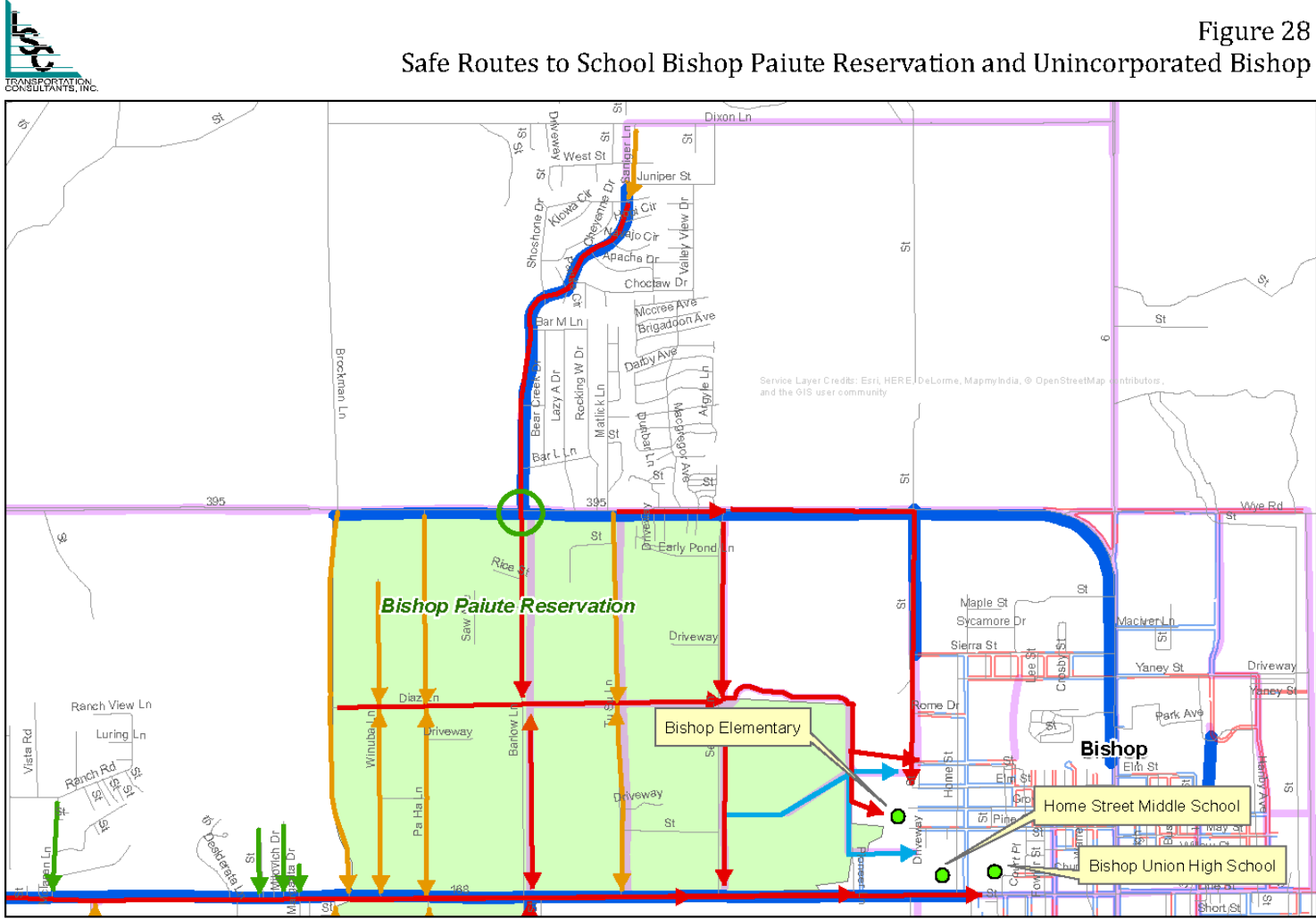


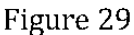
Figure 27
Safe Routes to School Bishop





Safe Routes to School Bishop Paiute Reservation and Unincorporated Bishop

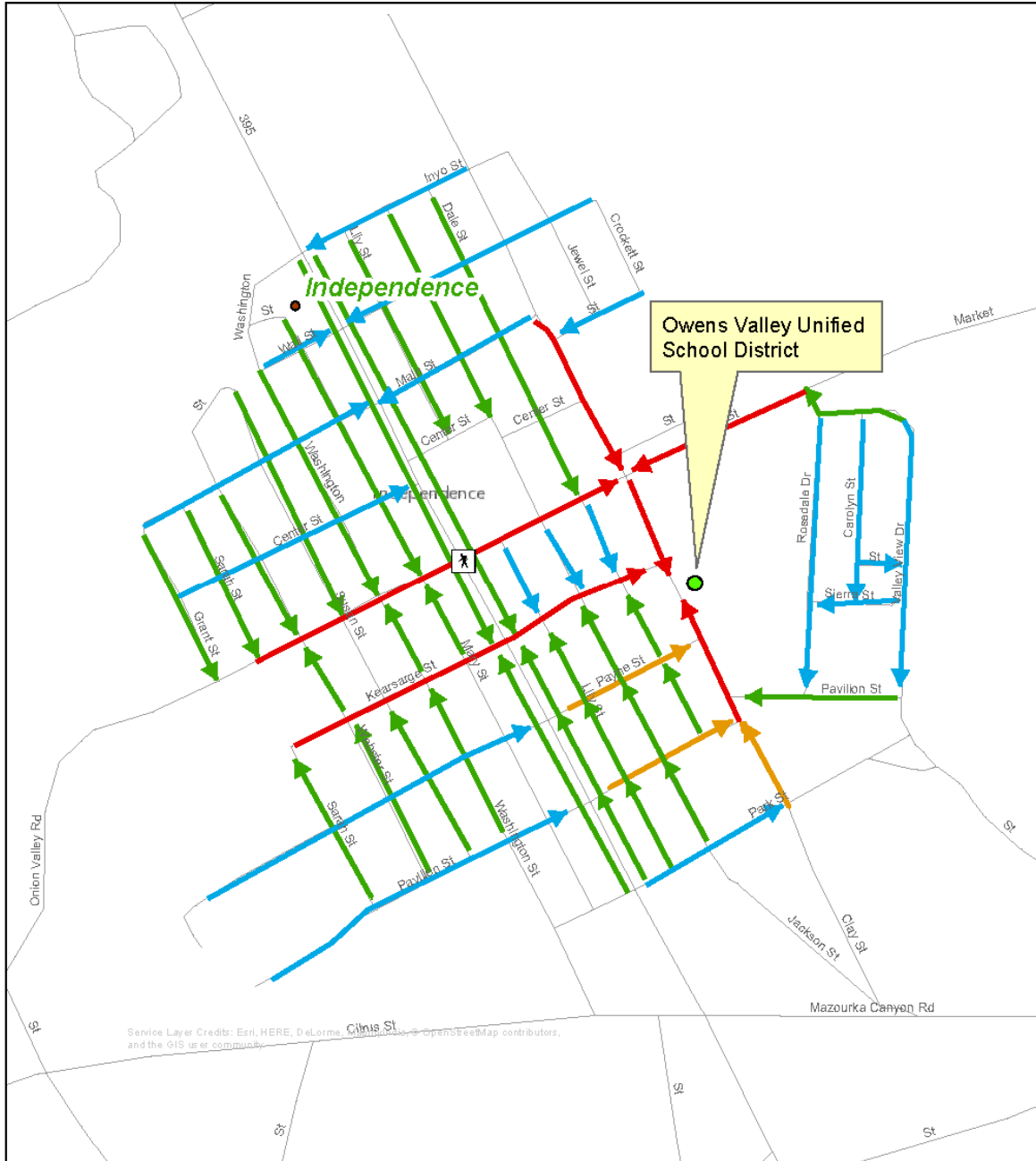




Safe Routes to School Unincorporated Bishop South of SR 168



Figure 30
Safe Routes to School Owens Valley Unified School District



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

0 0.05 0.1 0.2 Miles





Owens Valley School District (Figure 30)

The Owens Valley School District includes grades K-12 at one school in the community of Independence. The school is located four blocks east of US 395 in the middle of town. The majority of the community is located within a half mile of the school except for the Fort Independence Reservation which lies roughly 3 miles north on US 395. There were 81 students enrolled in the district in 2021-2022, according to the California Department of Education and approximately 60 percent of students were eligible for free or reduced lunch in 2019-20. According to school staff, roughly 20 percent of the 40 students walk or bike to school. The ability of students to safely cross US 395 is a major concern for staff. There are crosswalks on Market and Kearsarge Street that lead directly to the school, however, staff indicated that many drivers traveling along US 395 do not slow down while passing through Independence and do not stop for pedestrians. Staff expressed their strong support for the installation of flashing lights at the crosswalks to increase visibility and safety for students. Figure 30 presents the Safe Routes to School map for the Owens Valley School District.

Round Valley School District

The Round Valley School District is located in the Round Valley area about 10 miles north of Bishop near the town of Rovana and is made up of Round Valley Joint Elementary. There were 58 students enrolled within the Round Valley School District in 2021-2022, according to the California Department of Education and 44 percent of students were eligible for free or reduced lunch in 2019-20. The district does not allow students to walk or bike to campus due to safety and practicality concerns due to the school's rural setting. Most students are bused from three designated pick-up/drop-off points in three separate communities in unincorporated Inyo County. School staff indicated a need for increased non-motorized facilities near the Bishop drop-off point at Rite-Aid.



Chapter 7

EQUITY ANALYSIS

This ATP seeks to identify disadvantaged and underserved populations both to ensure they have participated in the plan and to ensure any recommended projects provide a direct, meaningful, and assured benefit to these communities. The *ATP Guidelines* define disadvantaged communities in terms of the following:

- **Low Income:** census tracts where the median household income (MHI) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2015-2019 American Community Survey (<\$60,188)—or, in the case where community populations are less than 15,000 (City of Bishop has a population of 3,819), this can apply at the Census Block Group level. Unincorporated communities may use data at the Census Place level. Census tracts 1, 4, 5, and 8 all qualify as low-income.
- **CalEPA identified areas:** This includes areas that are among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0. There are no such areas within Inyo County.
- **Students Eligible for Free or Reduced Lunch:** At least 75% of public-school students in the project area are eligible to receive “Free or Reduced Price Meals” (FRPMs) under the National School Lunch Program. This is the case for three Inyo County schools as discussed below, according to the “Unduplicated Student Poverty – Free or Reduced Price Meals Data 2021–22” provided through the California Department of Education website.
- **Healthy Places Index:** The Healthy Places Index (HPI), a project of the Public Health Alliance of Southern California, provides a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. There are no such census tracts in Inyo County.
- **Native American Tribal Lands:** Located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).

Based on income, students eligible for free and reduced school lunch, and/or the presence of Tribal Land, the majority of Inyo County qualifies as disadvantaged.

DISADVANTAGED COMMUNITIES

The vast majority of Inyo County residents live in communities that qualify as disadvantaged, per the definitions laid out in the ATP Guidelines.



Income

Table 11 shows that, as of 2021, the median household income for Census Tract 1 (Inyo County east of Bishop), Census Tract 4 (which includes the City of Bishop area), Census Tract 5 (Big Pine and Independence), and Census Tract 8 (which extends from Lone Pine across Death Valley to Shoshone and Tecopa) was less than 80 percent of the statewide median income, qualifying four out of six Inyo County census tracts as disadvantaged communities. These same census tracts qualify as disadvantaged communities by MHI per the 2023 ATP Guidelines. According to the Caltrans Long-Term Socio-Economic Forecast for Inyo County, average per capita income is currently below the California state average and is projected to remain so over the next 20 years.

Table 11: Inyo County Median Household Income

Area	Median Income ⁽¹⁾	% of Statewide Median
<i>Statewide</i>	<i>\$84,097</i>	<i>--</i>
Census Tract 1 - Inyo County East of Bishop	\$53,506	63.6%
Census Tract 2 - Inyo County West of Bishop	\$81,250	96.6%
Census Tract 3 - West Bishop	\$98,281	116.9%
Census Tract 4 - City of Bishop	\$67,188	79.9%
Census Tract 5 - Big Pine, Independence	\$50,694	60.3%
Census Tract 8 - Lone Pine, Shoshone, Valley Wells, Furnace Creek	\$48,373	57.5%
Note 1: Median income in the past 12 months in 2021 inflation-adjusted dollars		
Bold indicated Census Tract meets Disadvantaged Community criteria		
Source: 2021 American Community Survey 5-Year Estimate		

Students Eligible for Free or Reduced Lunch

The California Department of Education tracks the number and percentage of students in each school district that qualify for free or reduced lunch. Any school where 75 percent or more of students are eligible qualifies as disadvantaged. As shown in Table 12, projects within two miles of CDS Bishop High, CDS Home Street, and Keith B. Bright High qualify as benefiting a disadvantaged community.

Tribal Land

Finally, projects that support any of the tribes qualify as benefiting disadvantaged communities. Five federally recognized tribes are located within Inyo County: Bishop Paiute Tribe, Big Pine Paiute Tribe, Fort Independence Tribe, Lone Pine Paiute Shoshone Tribe, and Timbisha Shoshone Tribe.



Public Health

Although Inyo County does not qualify as a disadvantaged community according to the Healthy Places Index standard set forth by the ATP guidelines, it is important to evaluate public health metrics and understand where Inyo County fares better and worse than California as a whole. As shown in Table 13, a higher percentage of students are overweight and obese in Inyo County (23.3 percent) than statewide (37.8 percent). Similarly, a lower percentage of students meet physical fitness standards in the County (23.3 percent) than statewide (33 percent) by grade 9.

TABLE 12: Eligibility for Free Reduced School Lunches

School Year 2021-22

School	% of Students Eligible	Disadvantaged?
<u>Big Pine USD</u>		
Big Pine High	53.6%	N
Big Pine Elementary	67.9%	N
<u>Bishop USD</u>		
CDS Bishop Elementary	0.0%	N
CDS Bishop High	100.0%	Y
Bishop Independent Study	61.9%	N
CDS Home Street	75.0%	Y
Palisade Glacier High (Continuation)	71.1%	N
Keith B. Bright High (Juvenile Hall)	100.0%	Y
Bishop Union High	60.8%	N
Home Street Middle	60.1%	N
Bishop Elementary	70.7%	N
<u>Death Valley USD</u>		
Death Valley High Academy	9.1%	N
Shoshone Elementary	17.6%	N
<u>Lone Pine USD</u>		
Lone Pine High	51.3%	N
Lo-Inyo Elementary	59.7%	N
<u>Owens Valley USD</u>		
Owens Valley High	33.3%	N
Owens Valley Elementary	33.3%	N
<u>Round Valley Joint Elementary</u>		
Round Valley Elementary	62.1%	N
Source: California Department of Education - Student Poverty Free or Reduced Price Meals (FRPM) - Adjusted % FRPM K - 12		



Table 13: Health Data Statistics for Targeted Users

	Inyo County			Statewide		Data Source/Contact
	Bishop Unified	Inyo County Students	Inyo County Adults	California Students	California	
Meets Fitness Standards						kidsdata.org, 2019
Grade 5	43.3%	40.8%		23.1%		
Grade 7	44.1%	38.4%		28.2%		
Grade 9	28.8%	23.3%		33.0%		
Overweight or Obese			30%		30%	countyhealthrankings.org, 2023
Grade 5	35.5%	34.5%		41.3%		kidsdata.org, 2019
Grade 7	37.8%	39.5%		40.0%		
Grade 9	36.7%	41.7%		37.8%		
Diabetes			9%		9%	countyhealthrankings.org, 2023
Physical Inactivity			19%		21%	countyhealthrankings.org, 2023

ACTIVE TRANSPORTATION EQUITY

Promoting equity in active transportation planning is vital to creating vibrant, healthy communities in Inyo County. Transportation equity considers the unique needs and circumstances of each community, including low-income, limited mobility, and rural communities. Transportation equity ensures that all communities have access to safe and accessible facilities for walking, biking, or moving using active modes of transportation. This differs from equality, which allocates resources and prioritizes projects evenly across all communities. While the majority of recent research around active transportation equity is centered in an urban context, common themes can and should be applied to rural active transportation planning, including engaging with underserved communities during the planning process and building a system that addresses the needs of all user groups.

Not implementing many of the specific bicycle and pedestrian facility needs included in the Bicycle and Pedestrian Elements disproportionately impacts the underserved communities in Inyo County. Increasing sidewalk connectivity within communities, creating safe routes for children to walk to school, connecting outlying communities and tribal land to public services and schools, and improving crosswalks along US 395 are all improvements that advance active transportation equity in Inyo County.



PROPOSED ACTIVE TRANSPORTATION PROJECTS

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

PREVIOUS EXPENDITURES ON BICYCLE AND PEDESTRIAN FACILITIES

Over the past five years, Inyo County and the City of Bishop have implemented a couple of non-motorized facility projects that are helping to improve mobility and safety for active transportation users (Table 14). These two projects created new pedestrian facilities in the City of Bishop and provided a safer route to school for many children. These projects work towards the goal of establishing complete streets.

TABLE 14: Completed Active Transportation Projects
2015-2023

Year	Implementing Agency	Project Description	Project Cost	Funding Source
2020	City of Bishop	Spruce, Hanby, Yaney Sidewalks	\$1,200	ATP
2020	City of Bishop	Seibu to School Path	\$454	ATP

Source: Inyo County, City of Bishop

TOP PRIORITY ACTIVE TRANSPORTATION PROJECTS

Top priority pedestrian and bicycle facility projects are summarized below. Inyo County and the City of Bishop have either secured funding for each project or are actively seeking out grant funding, including through the ATP.

- The Lone Pine Sidewalk ADA Project will construct ADA-compliant sidewalks along US 395 in Lone Pine, connecting to and extending the existing sidewalk along US 395. The southern segment will stretch from the existing sidewalk at Inyo Street to Teya Road and the northern segment will extend from East Begole Street north to East Lubken Avenue. This project benefits a disadvantaged community. Inyo County has secured ATP grant funding for this project and has identified it in the 2022 Inyo County RTIP as a priority for funding.
- Construct Class II/III bicycle lanes along 0.72 miles of Old Spanish Trail Highway from Tecopa Hot Springs Road to Downey Road in Tecopa. Tecopa and neighboring Shoshone are severely disadvantaged communities and lack safe pedestrian and bicycle facilities. The construction of bicycle lanes along the highway will provide residents of Tecopa with a safe means to travel through town, to essential services, and recreation attractions. Inyo County has identified this project as a top priority in serving the communities of southeast Inyo County and is actively pursuing grant funding during this planning period.
- The Downtown Bishop PARKways Green Alley Design – Whitney Alley will transform an existing alleyway and asphalt lots in downtown Bishop into community green space and pedestrian



areas. The focus of this project is the creation of safe and accessible pedestrian facilities and paths. The City of Bishop has begun securing funding for the Whitney Alley project.

- The Sierra Street Bicycle Path Rehabilitation Project has been identified by the City of Bishop as a top-priority ATP project to restore the existing Class I path to a safe and functional condition and extend the path to the South to create a connection to Bishop schools and the Bishop Paiute Reservation. Additionally, this project would construct sidewalks on Sierra Street, building a complete sidewalk network in a neighborhood that is heavily utilized by children and other pedestrians walking to school. This project not only serves a disadvantaged community, but it also works towards a vision for complete streets in a dense residential neighborhood with high pedestrian and bicycle traffic.

PROJECT LISTS

Table 15 through Table 17 proposed improvements in the Inyo County region which will increase safety for pedestrians and cyclists as well as encourage more residents to use more active types of transportation. Both infrastructure and non-infrastructure projects are proposed. Projects in Table 15 are listed in order of priority based on the prioritization criteria described below.

PROJECT PRIORITIZATION AND PLAN IMPLEMENTATION STRATEGIES

Before Submittal of the ATP Grant Application

Given the highly competitive nature of the ATP Grant program, it is important to prioritize potential projects. The following evaluation criteria were developed by the Consultant Team to prioritize projects for the next ATP grant cycle. Each criterion has been assigned a weight, based on the goals and objectives of the Active Transportation Program. As part of the project prioritization process, each project should be categorized according to the degree it meets the evaluation criteria listed below: 0 = Does not meet criteria, 1 = Low, 2 = Medium, 3 = High. The degree the project meets the criteria is then multiplied by the weight to determine the number of points for the project. A total of 60 points are possible per project.

As part of the ATP update, evaluation criteria were reviewed and updated. The evaluation criteria are listed below in order of weighting:

Evaluation Criteria

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



TABLE 15a: Inyo County Unfunded Active Transportation Projects

Mid-term, High Priority

Priority ⁽¹⁾	Location	Proposed Project Description	Total Cost (1,000s)	Funding Source	Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
County									
1	Lone Pine	South Lone Pine Sidewalk (0.45 miles of sidewalk on one side of US 395 from end of sidewalk near LADWP to Teya Road)	NA	ATP	x	x		x	
2	Bishop Area	Meadow Farms North Sidewalk (0.23 miles of sidewalk on the north side of US 395 or North Sierra Highway from Cherry Lane to the art store)	NA	ATP	x	x		x	
3	Tecopa	Old Spanish Trail Highway (0.72 miles from Tecopa Hot Springs Road to Downey Road) Class II/III	NA	ATP	x	x			
4	Tecopa	Tecopa Hot Springs Road (1 mile from Noonday St to "Mud Springs") Class II/III	NA	ATP	x	x			
5	Big Pine Tribe	Improve pedestrian safety and sidewalks on Bartell Road and Blake St	NA	ATP	x	x		x	
6	Lone Pine	Class II/III Bicycle Lanes on Post St., Lone Pine Av, and Lakeview St.	NA	ATP	x	x			
7	Bishop Area	Class II/III Bicycle Lanes on Red Hill Road from Ed Powers Rd to SR 168	\$700	ATP	x	x			
8	Big Pine	Town to Tract Class II/III Bicycle Lanes - 1.7 miles On Reynolds from Myrtle Lane to County Rd, Baker Creek Rd to US 395 and all of School St and Blake St	\$868	ATP	x	x			
9	Olancho	Multi-use trail connection from SR 190 to Haiwee Trail and buffered Class II bike lanes added to SR 190	\$900	ATP	x	x			
10	Olancho	190 Junction Amenities -- Install signage and trailhead, improve pedestrian safety and crosswalks, create pocket park	\$900	ATP	x	x			
11	Bishop Area	Dixon Ln from Saniger Ln to US 6 - Class II/III Bicycle Lanes	\$6,683	ATP	x	x			

Source: Inyo County

Note 1: Based on Active Transportation Plan Prioritization Evaluation Criteria



TABLE 15b: Inyo County Unfunded Active Transportation Projects

Mid-term, High Priority

Priority ⁽¹⁾	Location	Proposed Project Description	Total Cost (1,000s)	Funding Source	Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
County									
12	Cartego	Class I path from Northern Gateway to SR 190	\$2,100	ATP	x	x			
13	Big Pine	Veteran's Path - .25 miles of Class I Path between Poplar St and Veteran's Memorial and crosswalk at US 395 and Mendenhall Park	\$1,000	ATP	x	x			
14	Bishop Area	Class II/III Bicycle Lanes Schober Lane (1.1 miles between Barlow Lane and Sunland Lane)	NA	ATP	x	x			
15	Lone Pine	Class II/III Bicycle Lanes Horseshoe Meadows Road (2.1 miles from Sunset Road to Whitney Portal Road)	NA	ATP	x	x			
16	Cartego	Cartego Amenities -- Install signage and trailhead development, improve pedestrian safety and crosswalks	\$175	ATP	x	x			
17	Bishop Area	North Fork of Bishop Creek - Improve path along North Fork Bishop Creek between Highway 6 and Bishop Creek Canal	\$50	ATP	x	x			
18	Bishop Area	Bishop to Laws Path - Improve water crossings Bishop to Laws on proposed rail alignment	\$1,000	ATP	x	x			
19	Olancho /Cartego	Install wayfinding signage and improve pedestrian safety and crosswalks	\$160	ATP	x	x			
20	Bishop Area	Five Bridges Rd from Jean Blanc to US 6 - Expand shoulder	\$9,701	ATP	x	x			
21	Bishop Area	Class II/III Bicycle Lanes Sawmill Road (1.7 miles from Ed Powers Road west to US 395)	NA	ATP	x	x			

Source: Inyo County

Note 1: Based on Active Transportation Plan Prioritization Evaluation Criteria



TABLE 15c: Inyo County Unfunded Active Transportation Projects
Mid-term, High Priority

TABLE 15c: Inyo County Unfunded Active Transportation Projects Mid-term, High Priority					Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Priority ⁽¹⁾	Location	Proposed Project Description	Total Cost	Funding Source					
County									
22	Bishop Area	Sidewalks on SR 168 between Meadow Lane and Grandview	NA	ATP	x	x			
23	Bishop Area	Bishop to Chalk Bluffs Path - Improve highway and water crossings Sierra Street to Chalk Bluffs Road along Bishop Canal	\$750	ATP	x			x	
24	Inyo County	Share the Road Signage in Round Valley	NA	ATP		x			
25	Wilkerson	Collins Rd from Gerkin Rd to US 395 - Expand shoulder	\$3,700	ATP	x	x			
Ongoing	Countywide	Add fog lines and "Share the Road" signage on rural roads where feasible	NA	ATP	x	x			
			Total Cost	\$28,687					
Death Valley National Park									
1	Death Valley NP	Bicycle safety improvements on SR 190 from Cow Creek Rd to the Furnace Creek Inn	NA	ATP/FLAP	x	x			
2	Death Valley NP	Class II/III bicycle lanes on SR 190 from Cow Creek Rd to Stovepipe Wells Resort	NA	ATP/FLAP	x	x			
3	Death Valley NP	Class II/III bicycle lanes on Badwater Road from SR 190 to Badwater	NA	ATP/FLAP	x	x			
Source: Inyo County									
Note 1: Based on Active Transportation Plan Prioritization Evaluation Criteria									



TABLE 15d: Inyo County Unfunded Active Transportation Projects

Mid-term, High Priority

Priority ⁽¹⁾	Location	Proposed Project Description	Total Cost (1,000s)	Funding Source	Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Fort Independence Tribe									
1	Fort Independence Tribe/County	Class I Path from Miller Lane to East Inyo Street	\$2,500	ATP	x	x		x	
2	Fort Independence Tribe	Class I Path parallel to Frontage Rd, Sidewalks on Frontage Rd	\$725	ATP	x	x		x	
Bishop Paiute Tribe									
1	Bishop Tribe/County	South Barlow Lane - Rehabilitate Class I Bicycle Path from Highland Drive to SR 168 and construct Class II Bicycle Lanes on North Barlow Lane	\$3,529	ATP	x	x		x	
2	Bishop Tribe	Sidewalk - Barlow Lane between SR 168 and US 395	\$639	ATP	x	x		x	
3	Bishop Tribe	Indian Path from See Vee Lane to Schools - Improve trail using decomposed granite and polymer stabilizer for all-weather durable surface	\$171	ATP	x	x		x	
4	Bishop Tribe	Sidewalk to Bus Stop - See Vee Lane to Hwy 395	\$666	ATP	x	x		x	
5	Bishop Tribe	Street lighting on tribal roads to increase bicycle and pedestrian visibility and safety	\$14	ATP	x	x			
6	Bishop Tribe	Sidewalk - Diaz Lane Eastward from Barlow Lane	\$333	ATP	x	x		x	
7	Bishop Tribe	Sidewalk - Tu Su Lane	\$666	ATP	x	x		x	
Source: Inyo County									
Note 1: Based on Active Transportation Plan Prioritization Evaluation Criteria									



TABLE 15e: Inyo County Unfunded Active Transportation Projects

Mid-term, High Priority

Priority ⁽¹⁾	Location	Proposed Project Description	Total Cost (1,000s)	Funding Source	Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
City of Bishop									
1	City of Bishop	Sierra to School Path - Extend Class 1 bike path from Sierra Street to elementary schools	\$1,137	ATP	x	x			
2	City of Bishop	Bike Path Rehab - Reconstruct bike path between Sierra Street and North Sierra Highway	\$1,717	ATP	x	x			
3	City of Bishop	Sierra Street Sidewalk- Construct sidewalk along at least the north side of Sierra between Main and Home	\$600	ATP	x	x			
4	City/Bishop Tribe	Diaz to School Class I Bike Path - Diaz Lane to elementary schools	\$1,000	ATP	x	x		x	
5	City of Bishop	Yaney Sidewalks - Along Yaney at City Park	\$400	ATP	x	x			
6	City of Bishop	Clarke Street between 1st St and Lagoon - Class II/III Bicycle Lanes, Sidewalks	NA	ATP	x	x			
7	City of Bishop	Pine Sidewalks - Fill in gaps in sidewalk along at least one side of West Pine	\$250	ATP	x	x			
8	City of Bishop	Fowler Sidewalk - Provide continuous curb, gutter, sidewalk	\$980	ATP	x	x		x	
9	City of Bishop	Home St. Connection - Class I path west of elementary schools to Home Street School campus	\$900	ATP	x	x		x	
10	City of Bishop	Pine to Canal Path - Class I bike path from East Pine Street to east side of Bishop Creek Canal	\$1,000	ATP	x	x			

Source: Inyo County, City of Bishop, Fort Independence Indian Reservation 2023 Tribal Transportation Safety Assessment

Note 1: Based on Active Transportation Plan Prioritization Evaluation Criteria



TABLE 15f: Inyo County Unfunded Active Transportation Projects

Mid-term, High Priority

TABLE 15f: Inyo County Unfunded Active Transportation Projects					Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Mid-term, High Priority									
Priority ⁽¹⁾	Location	Proposed Project Description	Total Cost (1,000s)	Funding Source					
City of Bishop									
11	City of Bishop	Close sidewalk gaps along Elm St.	NA	ATP	x	x			
12	City of Bishop	Academy Sidewalk - Provide continuous curb, gutter, sidewalk	\$400	ATP	x	x			
13	City of Bishop	Hanby Sidewalks - Curb, gutter, and sidewalk Line to Pine	\$500	ATP	x	x			
14	City of Bishop	Class II/III bicycle lanes on Fowler and Elm St. as alternative to US 395	NA	ATP	x	x			
15	City of Bishop	Main Street Streetlights - Place decorative streetlights and hanging baskets on Main Street	\$600	ATP	x	x			
16	City of Bishop	Hobson to Coats Path - Class I bike path/pedestrian path from Hobson Street to Coats Street	\$450	ATP	x	x			
17	City of Bishop/Caltrans	Continue Class II/III bicycle lanes on West/East Line Street	NA	ATP	x	x			
18	City of Bishop	Wayfinding signage to direct cyclists onto alternative routes to US 395	NA	ATP	x	x			
Total Cost			\$30,486						
Source: Inyo County, City of Bishop, Fort Independence Indian Reservation 2023 Tribal Transportation Safety Assessment									
Note 1: Based on Active Transportation Plan Prioritization Evaluation Criteria									



- Safety (Weight = 4) – An important factor to consider is the degree to which a project has the potential to reduce accidents or increase safety for either existing or future users. A project can also meet this criterion at a high level if it eliminates potential safety hazards such as: reducing the speed of nearby motor vehicles, increases sight distance and visibility between motorists and non-motorized users, addresses unsafe conditions, provides a separated facility between motorists, or improves compliance with traffic laws and non-motorized users.
- Benefits a Disadvantaged Community (Weight = 4) – If a project is located in a disadvantaged Census Tract/Block Group/Census Designated Place, the project is considered to benefit a disadvantaged community. A disadvantaged community can be defined by any of the following: MHI less than 80% of statewide MHI, at least 75 percent of the public school students in the project area are eligible for a free or reduced lunch, a score of 40.05 or greater based on CalEnviroScreen 4.0, a Healthy Place Index (HPI) score in the 25th percentile or less, or Native American Tribal Land. If 100 percent of the funds will benefit this disadvantaged area, then the project meets this criterion at a high level and is significantly more competitive for ATP funding.
- Cost Effectiveness (Weight = 2) – The cost-effectiveness of the project should be compared between candidate projects. The projects that will have the greatest increase in bicycling and walking trips per dollar spent should receive full points under this criterion. The ATP Benefit/Cost Tool developed by CTC could be used for this analysis.
- Public/Stakeholder Input (Weight = 2) – Projects that are high priorities among the public and stakeholders should receive the full weight for this evaluation criteria element. Input received from the online RTP/ATP community survey, the Tecopa outreach survey, the pop-up workshops, and stakeholder engagement was taken into consideration when scoring this evaluation criterion.
- Closes a Gap in the Bicycle or Pedestrian Network (Weight = 1) – A project that closes an obvious gap in the sidewalk or bicycle facility network meets this criterion. This could be a small section of sidewalk within the City of Bishop, or a larger section of unsafe roadway commonly used as a bicycle travel route.
- Public Health (Weight = 1) – The evaluator should consider how the project will improve public health. Statistics that could be improved by the project include obesity rates, physical inactivity, diabetes, and meeting fitness standards.

Table 15 lists the higher-priority ATP projects while Table 16 and Table 17 list long-term projects and projects which are currently in the conceptual phase. The Consultant Team used the evaluation criteria to prioritize projects in Table 15. The top-ranking projects should be evaluated further by each implementing agency to determine potential candidates for the next cycle of ATP grant funding.



Table 16a: Inyo County Regional Unconstrained Bicycle Facility Projects

Long Term

Priority ⁽¹⁾	Location	Facility	From	To	Proposed Project Description	Miles	Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Class I											
U	Bishop area	Sunrise Ln/Longview Dr Connector	Sunrise Ln	Schoeber Ln	Extend path north of Schoeber Lane bend. Obtain easements and add path connections to these streets.	0.3	x	x		x	
Class II or III											
U	Bishop area	Hanby Ave	E Yaney St	E Line St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.6	x	x		x	
U	Bishop area	Main St (US 395)/US 6	Dixon Ln	Sunland Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	5.1	x	x		x	
U	Bishop area	N Barlow Ln	US 395	SR 168	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	x	x		x	
U	Bishop area	N Barlow Ln	Bar M Ln	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage. Rehabilitate existing facilities.	0.5	x	x		x	
U	Bishop area	N See Vee Ln	US 395	SR 168	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	x	x		x	
U	Bishop area	N Tu Su Ln	US 395	SR 168	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	x	x		x	
U	Bishop area	Pine Creek Rd	N Round Valley Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.7	x	x		x	
U	Bishop area	Poleta Rd	Canal bridge	Airport Rd	Existing shoulder wide enough for Class 3 facility, add signage.	1	x	x		x	
U	Bishop area	Reata Rd	SR 168	Coyote Valley Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.1	x	x		x	
U	Bishop area	N/S Round Valley Rd	Birchim Ln	Sawmill Rd	Existing shoulder wide enough for Class 3 facility, add signage.	7.4	x	x		x	
U	Bishop area	Saniger Ln	Dixon Ln	Bar M Ln	Expand shoulder - add shoulder stripes or bike lanes and signage. Rehabilitate existing facilities.	0.7	x	x		x	
U	Bishop area	Sawmill Rd	US 395	Ed Powers Rd	Expand shoulder - add shoulder stripes or bike lanes.	1.7	x	x		x	
U	Bishop area	Schoeber Ln	S Barlow Ln	Sunland Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.1	x	x		x	
Source: 2008 Inyo County Collaborative Bikeways Plan, Inyo County. Projects are classed as Unfunded since there are no longer any regular sources of funding for alternative transportation projects.											
Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained											



Table 16b: Inyo County Regional Unconstrained Bicycle Facility Projects

Long Term

Priority ⁽¹⁾	Location	Facility	From	To	Proposed Project Description	Miles	Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Class II or III											
U	Bishop area	Sunrise Ln	S Barlow Ln	End	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	x	x		x	
U	Bishop area	Underwood Ln	Reata Rd	S Barlow Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.9	x	x		x	
U	Bishop area	US 6	Dixon Ln	Silver Canyon Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	2.7	x	x		x	
U	Bishop area	Wye Rd	US 395	Spruce St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	x	x		x	
U	Bishop area	Lower Rock Creek Road	Birchim Ln/Pine Creek Rd.	Mono County Line	Expand shoulder - add shoulder stripes or bike lanes and signage.	2.3	x	x		x	
U	Bishop area	Route signage for "Laws – Warm Springs" loop route		Loop ride east of Bishop	Add bike route signs with directions and distances at turns, for example "Laws Railroad Museum – 2"	19.1	x	x		x	
U	Bishop area	Downtown commercial district circulation alternatives	Westerly US 395 Alternate	Through main street Bishop	Bike route with signage, and optionally Shared Roadway Bicycle Markings, on Fowler, Grove, Pine, Third, and South Streets.	N/A	x	x		x	
U	Bishop area	E Line St	S Main St	Canal bridge	Existing shoulder wide enough for Class 3 facility, add signage.	0.5	x	x		x	
U	Bishop area	Gerkin Rd	Sierra Bonita	Collins Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	x	x		x	
U	Bishop area	US 395	Inyo/Mono County line	Barlow Ln	Add shoulder stripes or bike lanes, share the road signage.	11.6	x	x		x	
U	Bishop area	S Barlow Ln	Underwood Ln	Schoeber Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.1	x	x		x	
U	Bishop area	S Barlow Ln	S end of Class I facility	Underwood Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	x	x		x	
U	Bishop/Big Pine	US 395	Sunland Dr	County Rd, SR 168E	Add shoulder stripes or bike lanes, share the road signage.	11.5	x	x		x	
U	Bishop area	Eastside Rd	Poleta Rd	Warm Springs Rd	Expand shoulder, stripe/bike lanes or signage	2.2	x	x		x	
U	Bishop area	Jean Blanc Rd	Fish Slough Rd	Five Bridges Rd	Expand shoulder, stripe/bike lanes or signage	0.6	x	x		x	
Source: 2008 Inyo County Collaborative Bikeways Plan, Inyo County. Projects are classed as Unfunded since there are no longer any regular sources of funding for alternative transportation projects. Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained											



Table 16c: Inyo County Regional Unconstrained Bicycle Facility Projects

Long Term

Priority ⁽¹⁾	Location	Facility	From	To	Proposed Project Description	Miles	Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Class II or III											
U	Bishop area	Keough Hot Springs Rd	County Rd	US 395	Expand shoulder, stripe/bike lanes or signage	0.6	x	x		x	
U	Bishop area	Longview Dr	S Barlow Ln	End	Expand shoulder, stripe/bike lanes or signage	0.5	x	x		x	
U	Bishop area	Poleta Rd	Airport Rd	Eastside Rd	Expand shoulder, stripe/bike lanes or signage	3.2	x	x		x	
U	Bishop area	Warm Springs Rd	S Main St	Eastside Rd	Expand shoulder, stripe/bike lanes or signage	4.6	x	x		x	
U	Bishop area	Pleasant Valley Dam Rd	US 395	Southern end of Pleasant Valley Reservoir	Expand shoulder, stripe/bike lanes or signage	2.5	x	x		x	
U	Bishop area	Gorge Rd	Lower Rock Creek Rd (Old Sherwin Grade)	Northern end of Pleasant Valley Reservoir, LADWP Power House	Expand shoulder, stripe/bike lanes or signage	1.8	x	x		x	
U	Bishop area	Birchim Ln	N/S Round Valley Rd	Lower Rock Creek Rd (Old Sherwin Grade)	Expand shoulder, stripe/bike lanes or signage	1.3	x	x		x	
U	Bishop area	Wye Rd	Spruce St	Canal Path	Expand shoulder, stripe/bike lanes or signage	0.2	x	x		x	
U	Big Pine	Steward Ln	US 395	Newman St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.1	x	x		x	
U	Big Pine	Bartell Avenue	US 395	Newman St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	x	x		x	
U	Big Pine	County Rd	Reynolds Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	x	x		x	
U	Big Pine	Fish Springs Rd	US 395	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	3	x	x		x	
U	Big Pine	Newman St	Bartell Rd	Steward Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	x	x		x	
U	Big Pine	Steward Ln	Newman St	Big Pine Canal	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.1	x	x		x	

Source: 2008 Inyo County Collaborative Bikeways Plan, Inyo County. Projects are classed as Unfunded since there are no longer any regular sources of funding for alternative transportation projects.

Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained



Table 16d: Inyo County Regional Unconstrained Bicycle Facility Projects

Long Term

Priority ⁽¹⁾	Location	Facility	From	To	Proposed Project Description	Miles	Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Class II or III											
U	Big Pine	US 395	County Rd	Fish Springs Rd	Add shoulder stripes or bike lanes, share the road signage.	5.2	x	x		x	
U	Big Pine/Independence	Black Rock Springs Rd	Tinemaha Rd	US 395	Expand shoulder, stripe/bike lanes or signage	0.8	x	x		x	
U	Big Pine/Independence	Aberdeen Station Rd	Tinemaha Rd	US 395	Expand shoulder, stripe/bike lanes or signage	1.2	x	x		x	
U	Big Pine/Independence	Goodale Rd	Tinemaha Rd	US 395	Add signage and shoulder stripes	1	x	x		x	
U	Big Pine/Independence	Tinemaha Rd	Aberdeen Station Rd	Goodale Rd	Add signage and shoulder stripes	5.8	x	x		x	
U	Big Pine/Independence	Tinemaha Rd	Fish Springs Rd	Fuller Rd	Add signage and shoulder stripes	2.1	x	x		x	
U	Big Pine/Independence	Tinemaha Rd (north)	Fish Springs Rd	Tinemaha Rd	Add signage and shoulder stripes	0.5	x	x		x	
U	Independence	Fort Independence Rd	Schabbel Ln	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.4	x	x		x	
U	Independence	E Miller	Shabbell Ln	Fort Independence Rd	Expand shoulder - add shoulder stripes or bike lanes.	0.4	x	x		x	
U	Independence	Fish Hatchery Rd	S Oak Creek Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.3	x	x		x	
U	Independence	Fort Independence Rd	E Miller	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.8	x	x		x	
U	Independence	Shabbell Ln	US 395	Fort Independence Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.3	x	x		x	
U	Independence	US 395	Fish Hatchery Rd	Market St	Add bike lanes, and share the road signage.	2.3	x	x		x	
U	Independence	Mazourka Canyon Rd	US 395	E of Abandoned Railroad	Expand shoulder, stripe/bike lanes or signage	4.6	x	x		x	
U	Independence	US 395	Fish Springs Rd	Shabbell Ln	Add shoulder stripes or bike lanes, and share the road signage.	16.5	x	x		x	
Source: 2008 Inyo County Collaborative Bikeways Plan, Inyo County. Projects are classed as Unfunded since there are no longer any regular sources of funding for alternative transportation projects.											
Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained											



Table 16e: Inyo County Regional Unconstrained Bicycle Facility Projects

Long Term

Priority ⁽¹⁾	Location	Facility	From	To	Proposed Project Description	Miles	Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Class II or III											
U	Independence	US 395	E Market St	Manzanar Reward Rd	Add shoulder stripes or bike lanes, and share the road signage.	5.4	x	x		x	
U	Independence/ Lone Pine	US 395	Manzanar Reward Rd	Teya Rd	Add shoulder stripes or bike lanes, and share the road signage.	11.1	x	x		x	
U	Lone Pine	E Begole St	US 395	N Jackson St	Alternate route signage. Expand shoulder	0.1	x	x		x	
U	Lone Pine	E Muir St	S Main St	S Lone Pine Ave	Alternate route signage. Expand shoulder	0.1	x	x		x	
U	Lone Pine	Horseshoe Meadows Rd	Whitney Portal Rd	Lubken Canyon Rd	Add striping/ bike lanes. Bicycle safety signage present.	3.5	x	x		x	
U	Lone Pine	Lubken Canyon Rd	Horseshoe Meadows Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes. May need to acquire additional right-of-way.	3.4	x	x		x	
U	Lone Pine	N Jackson St	E Begole St	Whitney Portal Rd	Alternate route signage. Expand shoulder	0.3	x	x		x	
U	Lone Pine	N Washington St	W Locust St	E Muir St	Alternate route signage. Expand shoulder	0.4	x	x		x	
U	Lone Pine	S Lone Pine Ave	E Locust St	E Muir St	Alternate route signage. Expand shoulder	0.4	x	x		x	
U	Lone Pine	SR 136	US 395	SR 190	Expand shoulder - add shoulder stripes or bike lanes and signage.	17.5	x	x		x	
U	Lone Pine	Sub Station Rd	E Inyo St	Abandoned Railroad	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.9	x	x		x	
U	Lone Pine	Tuttle Creek Rd	Whitney Portal Rd	Lubken Canyon Rd	Route constrained by narrow canyon and riparian area. Add shoulder stripes or signage.	5.4	x	x		x	
U	Lone Pine	W Locust St	N Washington St	US 395	Alternate route signage. Expand shoulder	0.1	x	x		x	
U	Lone Pine	North Main St (US 395)	Lone Pine Park	Pangborn Lane	Signage, striping, sidewalk, both sides of Highway	0.8	x	x		x	
U	Lone Pine	South Main St (US 395)	Inyo St	CA 136	Signage, striping, sidewalk, both sides of Highway	1.5	x	x		x	

Source: 2008 Inyo County Collaborative Bikeways Plan, Inyo County. Projects are classed as Unfunded since there are no longer any regular sources of funding for alternative transportation projects.

Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained



Table 16f: Inyo County Regional Unconstrained Bicycle Facility Projects

Long Term

Priority ⁽¹⁾	Location	Facility	From	To	Proposed Project Description	Miles	Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Class II or III											
U	Lone Pine	Lone Pine Reservation to Town (Teya St, Zucco Rd, Inyo St)	US 395 / Teya St	US 395 / Inyo St	Expand shoulder - add shoulder stripes or bike lanes and signage	0.9	x	x		x	
U	Lone Pine	E Inyo St	S Main St	Sub Station Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.2	x	x		x	
U	Lone Pine	E Muir St	S Washington St	S Main St	Alternate route signage. Expand shoulder	0.1	x	x		x	
U	Lone Pine	Whitney Portal Rd	S Main St	Horseshoe Meadows Rd	Add shoulder stripes or bike lanes. Bicycle safety signage present.	3.5	x	x		x	
U	Lone Pine	US 395	Gill Station Coso Rd	Inyo/Kern County Line	Add shoulder stripes or bike lanes, and share the road signage.	18	x	x		x	
U	Lone Pine	Lone Pine Narrow Gauge Rd	US 395	Owenyo Lone Pine Rd	Add shoulder stripes or bike lanes and signage.	3.6	x	x		x	
U	Lone Pine	US 395	Teya Rd	Gill Station Coso Rd	Add shoulder stripes or bike lanes, and share the road signage.	39.3	x	x		x	
U	Olancho	SR 190	US 395	Borax Mill Rd	Expand shoulder, stripe/bike lanes or signage	102	x	x		x	
U	Tecopa	Furnace Creek Rd	Old Spanish Trail Highway	China Ranch Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.8	x	x		x	
U	Tecopa	Furnace Creek Rd	Old Spanish Trail Highway	China Ranch Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.8	x	x		x	
U	Tecopa	Tecopa Hot Springs Rd	Furnace Creek Rd	Tecopa Hot Springs (Resort)	Extend existing Class 3 facility near Tecopa Hot Springs to North and South.	0.6	x	x		x	
U	Tecopa	Old Spanish Trail	Downey Rd	Nevada State Line	Expand shoulder, stripe/bike lanes or signage	30	x	x		x	
U	Tecopa	SR 127	SR 178	Furnace Creek Rd	Expand shoulder, stripe/bike lanes or signage	6.8	x	x		x	
U	Tecopa	SR 178	Furnace Creek Wash Rd	SR 127	Expand shoulder, stripe/bike lanes or signage	6.9	x	x		x	
U	Tecopa	SR 178	SR 127	Chicago Valley Rd	Expand shoulder, stripe/bike lanes or signage	5.4	x	x		x	

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



TABLE 17: Inyo County Non-Infrastructure Bicycle Projects

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

Submit the ATP Grant Application

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

Successful ATP Grant Award

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

Post ATP Project Construction

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

FUNDING STRATEGIES AND ANTICIPATED REVENUE SOURCES

Funding has not yet been secured for most of the active transportation projects proposed in this plan. As such, the projects listed in the ATP project tables are considered financially unconstrained. As identified in the RTP, there is limited recurring regional State Transportation Improvement Program (STIP) funding for active transportation projects in the short term due to the Olancho Cartago 4-lane Project, which will greatly increase safety in the region. Therefore, ATP funds are the most likely source of funding for the non-motorized infrastructure and non-infrastructure projects listed in this ATP. As ATP funds are highly



competitive and impossible to project, the ICLTC and implementing agencies should follow these funding strategies concerning ATP projects.

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

During the ATP implementation process, ICLTC, Inyo County, and the City of Bishop will keep the public and agency partners updated on progress through regular reports to the Board of Supervisors and ongoing public engagement.

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AGENCY NOTIFICATION AND CORRESPONDENCE

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Table A1: Agency Notification List				
Agency /Group	Contact Person	Email	Address	Phone Number
Inye County	Thomas Bolling	tbolling@nyecountynv.gov	2041 E. Calveda Blvd. N. #3, Pahrump, NV 89048	(775) 751-6270
San Bernardino County Transportation Authority	Steven Smith	ssmith@gosbcta.com	1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410	(909) 884-8276
Mono County Local Transportation Commission	Wendy Sugimura	wsugimura@mono.ca.gov	PO Box 347, Mammoth Lakes, CA 93546	(760) 924-1814
Kern Council of Governments	Bob Snoddy	bsnoddy@kerncog.org	1401 19th Street, Suite 300, Bakersfield, CA 93301	(661) 635-2916
Caltrans District 9	Neil Peacock	neil.peacock@dot.ca.gov	500 S. Main St., Bishop, CA 93514	(760) 872-0601
City of Bishop	Nora Gamino	ngamino@cityofbishop.com	377 W. Line St., Bishop, CA 93514	(760) 873-5863
Native American Heritage Commission	--	nahc@nahc.ca.gov	1550 Harbor Blvd., Ste 100, West Sacramento, CA 95691	
Big Pine Paiute Tribe	Sally Manning	s.manning@bigpinepaiute.org	PO Box 700, Big Pine, CA 93513	(760) 938-2003
Bishop Paiute Tribe	Kody Jaeger	kody.jaeger@bishoppaiute.org	50 Tu Su Lane, Bishop, CA 93514	(760) 873-3584
Bishop Paiute Tribe Dept Pub. Works	Sandra Warlie	sandra.warlie@bishoppaiute.org	--	
Fort Independence	Carl Dahlberg	carl@fortindependence.com	PO Box 67, Independence, CA 93526	(760) 878-5160
Lone Pine Paiute-Shoshone Tribe	Mary Wuester	vicechair@lppsr.org	PO Box 747, Lone Pine, CA 93545	(760) 876-1034
Timbisha Shoshone Tribe	Jimmy-John Thompson	jthompson@timbisha.com	--	
Death Valley Timbisha Shoshone Tribe	George Gholson	george@timbisha.com	--	(760) 872-3614
Tule River Indian Tribe	Neil Peyron	neil.peyron@tulerivertribe-nsn.gov	PO Box 589, Porterville, CA 93258	(559) 781-4271
Kern Valley Indian Community	Robert Robinson	butterbreth@gmail.com	Po Box 1010, Lake Isabella, CA 93240	(760) 378-2915
Twenty-Nine Palms Band of Mission Indians	Darrell Mike	29chairman@29palmsbomi-nsn.gov	46-200 Harrison Place, Coachella, CA 92236	(760) 863-2444
Wukache Indian Tribe/Enhom Valley Band	Kenneth Woodrow	kwood8934@aol.com	1179 Rock Haven Court, Salinas, CA 93906	(831) 443-9702
North Fork Rancheria of Mono Indians	Elaine Fink	efink@nfr-nsn.gov	PO Box 929, North Fork, CA 93643	(559) 877-2467
City of Los Angeles Department of Water and Power	Donald McGhie	donald.mcghie@ladwp.com	300 Mandich St, Bishop, CA 93514	(760) 873-0248
Great Basin Unified Air Pollution Control Board	Matt Kingsley	mkingsley@inyocounty.us	157 Short St., Bishop, CA 93514	
National Park Service, Death Valley National Park	Abby Wines	abby_wines@nps.gov	PO Box 579, Death Valley, CA 92328	(760) 786-3221
California Department of Fish and Wildlife	Heidi Calvert	heidi.calvert@wildlife.ca.gov	3602 Inland Empire Blvd., Ste. C-220, Ontario, CA 91764	(760) 872-0751
Bureau of Land Management	Sherri Lisius	slisius@blm.gov	351 Pacu Lane, Ste. 100, Bishop, CA 93514	(760) 872-5000
Forest Service	Lesley Yen	lesley.yen@usda.gov	351 Pacu Lane, Ste. 200, Bishop, CA 93514	(760) 873-2400
Office of Historical Preservation	Shannon Pries	shannon.pries@parks.ca.gov	1725 23rd Street, Ste 100, Sacramento, CA 95816	(916) 445-7028
Bureau of Reclamation	Jack Simes	jsimes@usbr.gov	27226 Via Industria, Ste A, Temecula, CA 92590	(951) 695-5310
Lahontan Regional Water Quality Control Board	Jan Zimmerman	jan.zimmerman@waterboards.ca.gov	2501 Lake Tahoe Blvd., South Lake Tahoe, CA 96150	(530) 542-5400
Naval Air Weapons Station at China Lake	--	--	1 Administrative Circle, STOP 1014, China Lake, CA 93555	(760) 939-2303

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**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@lsctrans.com

December 28, 2022

Bishop Paiute Tribe
50 Tu Su Lane
Bishop, CA 93514
(760) 873-3584

Re: Inyo County Regional Transportation Plan 2023 Update

LSC Transportation Consultants, Inc. (LSC) has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County Regional Transportation Plan (RTP) 2023 update. 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 (street rehabilitation, bike path construction, public transit facilities, airport improvements, etc.) and policies needed to efficiently move goods and people within Inyo County.

The current 2019 RTP can be downloaded here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf>.

The RTPA is committed to developing Government-to-Government relationships with the Tribal Governments within the Inyo County region. This letter serves as a formal request for AB 52 consultation. If you wish to conduct formal tribal consultation, please contact me within 30 days:

Sincerely,

Acadia Davis, Transportation Planner
acadia@lsctrans.com
LSC Transportation Consultants, Inc.



**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@lsctrans.com

December 7, 2022

Big Pine Paiute Tribe
Cindy Duriscoe
PO Box 700
Big Pine, CA 93513
(760) 938-2003

Re: Inyo County Regional Transportation Plan 2023 Update

LSC Transportation Consultants, Inc. (LSC) has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County Regional Transportation Plan (RTP) 2023 update. 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 (street rehabilitation, bike path construction, public transit facilities, airport improvements, etc.) and policies needed to efficiently move goods and people within Inyo County.

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Sincerely,

Acadia Davis, Transportation Planner
acadia@lsctrans.com
LSC Transportation Consultants, Inc.



**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@lsctrans.com

December 7, 2022

Fort Independence
PO Box 67
Independence, CA 93526
(760) 878-5160

Re: Inyo County Regional Transportation Plan 2023 Update

LSC Transportation Consultants, Inc. (LSC) has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County Regional Transportation Plan (RTP) 2023 update. 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 (street rehabilitation, bike path construction, public transit facilities, airport improvements, etc.) and policies needed to efficiently move goods and people within Inyo County.

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The RTPA is committed to developing Government-to-Government relationships with the Tribal Governments within the Inyo County region. This letter serves as a formal request for AB 52 consultation. If you wish to conduct formal tribal consultation, please contact me within 30 days:

Sincerely,

Acadia Davis, Transportation Planner
acadia@lsctrans.com
LSC Transportation Consultants, Inc.



**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@lsctrans.com

July 17, 2023

FW Aggregates Inc
PO Box 732
Lone Pine, CA 93545

To Whom It May Concern,

The Inyo County Local Transportation Commission (ICLTC) is conducting a 2023 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 current 2019 RTP can be downloaded here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf> This document lists a variety of transportation improvements recommended in Inyo County.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with major businesses and landowners early in the regional transportation planning process. We would appreciate any input FW Aggregates may have regarding the effect that transportation improvement such as roadway improvements, airport improvements, new transit facilities, bicycle path construction might have on FW Aggregates mining and trucking operations within Inyo County. We would appreciate receiving your written, verbal or electronic response by January 30th

Once the Public Draft 2023 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,

Acadia Davis, Transportation Planner
acadia@lsctrans.com
LSC Transportation Consultants, Inc.



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July 17, 2023

Crystal Geyser Bottling Plant
1210 Highway 395
Olancho, CA 93549
(760) 764-2890

To Whom It May Concern,

The Inyo County Local Transportation Commission (ICLTC) is conducting a 2023 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.

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Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with major businesses and trucking companies early in the regional transportation planning process. We would appreciate any input Crystal Geyser may have regarding the effect that transportation improvement such as roadway improvements, airport improvements, new transit facilities, bicycle path construction might have on bottling plant and trucking operations within Inyo County. We would appreciate receiving your written, verbal or electronic response by January 30th

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Sincerely,

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acadia@lsctrans.com
LSC Transportation Consultants, Inc.



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info@lsctrans.com

December 12, 2022

Naval Air Weapons Station at China Lake
1 Administrative Circle, STOP 1014
China Lake, CA 93555
(760) 939-2303

To Whom It May Concern,

The Inyo County Local Transportation Commission (ICLTC) is conducting a 2023 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.

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Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with large landowners early in the regional transportation planning process. We would appreciate any input the Naval Air Weapons Station may have regarding the effect that transportation improvement such as roadway improvements, airport improvements, new transit facilities, bicycle path construction may have on Naval Air Weapons Station land within Inyo County. We would appreciate receiving your written, verbal or electronic response by January 30th

Once the Public Draft 2023 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,

Acadia Davis, Transportation Planner
acadia@lsctrans.com
LSC Transportation Consultants, Inc.



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info@lsctrans.com

July 17, 2023

California Department of Fish and Wildlife
Heidi Calvert, Regional Manager
Inland Deserts Region
3602 Inland Empire Blvd, Suite C-220
Ontario, CA 91764
(760) 872-0751

Dear Ms. Calvert,

The Inyo County Local Transportation Commission (ICLTC) is conducting a 2023 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.

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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 the California Department of Fish and Wildlife may have regarding the effect that transportation improvement such as roadway improvements, airport improvements, new transit facilities, bicycle path construction may have on fish and wildlife within Inyo County. We would also appreciate if you could send us or direct us to any Fish and Wildlife Plans which are relevant to transportation. We would appreciate receiving your written, verbal or electronic response by January 30th

Once the Public Draft 2023 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,

Acadia Davis, Transportation Planner
acadia@lsctrans.com
LSC Transportation Consultants, Inc.



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info@lsctrans.com

July 17, 2023

California Office of Historic Preservation
Shannon Pries
1725 23rd Street, Suite 100
Sacramento, CA 95816
(916) 445-7028

Dear Ms. Pries,

The Inyo County Local Transportation Commission (ICLTC) is conducting a 2023 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.

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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 the California Office of Historic Preservation may have regarding the effect that transportation improvement such as roadway improvements, airport improvements, new transit facilities, bicycle path construction may have on current and future historic preservation within Inyo County. We would also appreciate if you could send us or direct us to any preservation plans which are relevant to transportation. We would appreciate receiving your written, verbal or electronic response by January 30th

Once the Public Draft 2023 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,

Acadia Davis, Transportation Planner
acadia@lsctrans.com
LSC Transportation Consultants, Inc.



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Tahoe City, California 96145
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July 17, 2023

Bureau of Reclamation
Southern California Area Office
Jack Simes, Area Planning Officer
27226 Via Industria, Suite A
Temecula, CA 92590
(951) 695-5310

Dear Mr. Simes,

The Inyo County Local Transportation Commission (ICLTC) is conducting a 2023 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.

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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 the Bureau of Reclamation may have regarding the effect that transportation improvement such as roadway improvements, airport improvements, new transit facilities, bicycle path construction may have on Bureau land and infrastructure within Inyo County. We would also appreciate if you could send us or direct us to any Bureau of Reclamation plans which are relevant to transportation. We would appreciate receiving your written, verbal or electronic response by January 30th

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Sincerely,

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acadia@lsctrans.com
LSC Transportation Consultants, Inc.



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info@lsctrans.com

July 17, 2023

Bureau of Land Management
Sherri Lisius, Field Manager
Bishop Field Office
351 Pacu Lane, Suite 100
Bishop, CA 93514
760-872-5000

Dear Ms. Lisius,

The Inyo County Local Transportation Commission (ICLTC) is conducting a 2023 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.

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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 the Bureau of Land Management may have regarding the effect that transportation improvement such as roadway improvements, airport improvements, new transit facilities, bicycle path construction may have on BLM land within Inyo County. We would also appreciate if you could send us or direct us to any BLM plans which are relevant to transportation. We would appreciate receiving your written, verbal or electronic response by January 30th

Once the Public Draft 2023 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,

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acadia@lsctrans.com
LSC Transportation Consultants, Inc.



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

July 17, 2023

Great Basin Unified Air Pollution Control District
Attn: Matt Kingsley
157 Short Street
Bishop, CA 93514

Dear Mr. Kingsley,

The Inyo County Local Transportation Commission (ICLTC) is conducting a 2023 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.

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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 the Great Basin Unified Air Pollution Control District may have regarding the effect that transportation improvement such as roadway improvements, airport improvements, new transit facilities, bicycle path construction may have on air pollution within Inyo County. We would also appreciate if you could send us or direct us to any Great Basin Unified Air Pollution Control District plans which are relevant to transportation. We would appreciate receiving your written, verbal or electronic response by January 30th

Once the Public Draft 2023 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,

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acadia@lsctrans.com
LSC Transportation Consultants, Inc.



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

July 17, 2023

National Park Service
Abby Wines
Public Information Officer
Death Valley National Park
P.O. Box 579, Death Valley, CA 92328
760-786-3221

Dear Ms. Wines,

The Inyo County Local Transportation Commission (ICLTC) is conducting a 2023 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.

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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 the National Park Service may have regarding the effect that transportation improvement such as roadway improvements, airport improvements, new transit facilities, bicycle path construction may have on Park Service land within Inyo County. We would also appreciate if you could send us or direct us to any NPS plans which are relevant to transportation. We would appreciate receiving your written, verbal or electronic response by January 30th

Once the Public Draft 2023 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.

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acadia@lsctrans.com
LSC Transportation Consultants, Inc.



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

January 26, 2022

North Fork Rancheria of Mono Indians
Elaine Fink
PO Box 929
North Fork, CA 93643
(559) 877-2467

Re: Inyo County Regional Transportation Plan 2023 Update

LSC Transportation Consultants, Inc. (LSC) has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County Regional Transportation Plan (RTP) 2023 update. 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 (street rehabilitation, bike path construction, public transit facilities, airport improvements, etc.) and policies needed to efficiently move goods and people within Inyo County.

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The RTPA is committed to developing Government-to-Government relationships with the Tribal Governments within and associated with Inyo County region. This letter serves as a formal request for AB 52 consultation. If you wish to conduct formal tribal consultation, please contact me within 30 days:

Sincerely,

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acadia@lsctrans.com
LSC Transportation Consultants, Inc.



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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@lsctrans.com

December 7, 2022

Timbisha Shoshone Tribe
PO Box 1779
Bishop, CA 93515

Re: Inyo County Regional Transportation Plan 2023 Update

LSC Transportation Consultants, Inc. (LSC) has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County Regional Transportation Plan (RTP) 2023 update. 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 (street rehabilitation, bike path construction, public transit facilities, airport improvements, etc.) and policies needed to efficiently move goods and people within Inyo County.

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info@lsctrans.com

January 26, 2022

Tule River Indian Tribe
Neil Peyron
PO Box 589
Porterville, CA 93258
(559) 781-4271

Re: Inyo County Regional Transportation Plan 2023 Update

LSC Transportation Consultants, Inc. (LSC) has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County Regional Transportation Plan (RTP) 2023 update. 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 (street rehabilitation, bike path construction, public transit facilities, airport improvements, etc.) and policies needed to efficiently move goods and people within Inyo County.

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Tahoe City, California 96145
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info@lsctrans.com

July 17, 2023

Toiyabe Indian Health Project
Joseph Herman
250 N. See Vee Lane
Bishop, CA 93514
(760) 873-8464

Dear Mr. Herman,

The Inyo County Local Transportation Commission (ICLTC) is conducting a 2023 update of the Inyo County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. 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 (street rehabilitation, bike path construction, public transit facilities, airport improvements, etc.) and policies needed to efficiently move goods and people within Inyo County.

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Current federal regulations encourage Regional Transportation Planning Agencies (RTPAs) to consult with major organizations within the community early in the regional transportation planning process. We would appreciate any input the Toiyabe Indian Health Project may have regarding the effect that transportation improvement such as roadway improvements, airport improvements, new transit facilities, bicycle path construction may have on healthcare within Inyo County. We would appreciate receiving your written, verbal or electronic response by January 30th

Once the Public Draft 2023 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,

Acadia Davis, Transportation Planner
acadia@lsctrans.com
LSC Transportation Consultants, Inc.



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

January 26, 2022

Twenty-Nine Palms Band of Mission Indians
Darrell Mike
46-200 Harrison Place
Coachella, CA 92236
(760) 863-2449

Re: Inyo County Regional Transportation Plan 2023 Update

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acadia@lsctrans.com
LSC Transportation Consultants, Inc.



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Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
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July 17, 2023

United States Forest Service
Nathan Sill, Natural Resources Staff Officer
Inyo National Forest
351 Pacu Lane, Suite 200
Bishop, CA 93514
(760) 873-2400

Dear Mr. Sill,

The Inyo County Local Transportation Commission (ICLTC) is conducting a 2023 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.

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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 the United States Forest Service may have regarding the effect that transportation improvement such as roadway improvements, airport improvements, new transit facilities, bicycle path construction may have on USFS land within Inyo County. We would also appreciate if you could send us or direct us to any forest plans which are relevant to transportation. We would appreciate receiving your written, verbal or electronic response by January 30th

Once the Public Draft 2023 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,

Acadia Davis, Transportation Planner
acadia@lsctrans.com
LSC Transportation Consultants, Inc.



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info@lsctrans.com

January 26, 2022

Wuksache Indian Tribe/Eshom Valley Band
Kenneth Woodrow
1179 Rock Haven Ct
Salinas, CA 93906
(831) 443-9702

Re: Inyo County Regional Transportation Plan 2023 Update

LSC Transportation Consultants, Inc. (LSC) has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County Regional Transportation Plan (RTP) 2023 update. 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 (street rehabilitation, bike path construction, public transit facilities, airport improvements, etc.) and policies needed to efficiently move goods and people within Inyo County.

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2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145

December 7, 2022

Nye County
Thomas Bolling, Director of Public Works
2041 Calveda Blvd. N., #3
Pahrump, NV 89048
(775) 751-6270

Re: Inyo County 2023 Regional Transportation Plan

Dear Mr. Bolling,

LSC Transportation Consultants, Inc. has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County 2023 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. We are seeking your input in regard to the Inyo County 2023 RTP. We would appreciate receiving your written, verbal or electronic response to the following questions by January 30th.

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. What transportation-related projects and proposals does Nye County have that ICLTC should be aware of in developing their RTP?
5. Are there potential transportation-related improvement projects that you believe can be jointly pursued between Nye County and Inyo County? If so, please describe.
6. Please include any other input you might have for the Inyo County RTP.

The current 2019 RTP can be downloaded here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf>. Thank you for your time and consideration. Your participation in the Inyo County RTP development process is greatly appreciated.

Sincerely,

Acadia Davis, Transportation Planner
acadia@lsctrans.com
LSC Transportation Consultants, Inc.



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2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145

December 7, 2022

San Bernardino County Transportation Authority
Steven Smith
1170 W. Third Street
San Bernardino, CA 92410
(909) 884-8276

Re: Inyo County 2023 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 2023 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. We are seeking your input in regard to the Inyo County 2023 RTP. We would appreciate receiving your written, verbal or electronic response to the following questions by January 30th.

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. What transportation-related projects and proposals does San Bernardino County have that ICLTC should be aware of in developing their RTP?
5. Are there potential transportation-related improvement projects that you believe can be jointly pursued between San Bernardino County and Inyo County? If so, please describe.
6. Please include any other input you might have for the Inyo County RTP.

The current 2019 RTP can be downloaded here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf>. Thank you for your time and consideration. Your participation in the Inyo County RTP development process is greatly appreciated.

Sincerely,

Acadia Davis, Transportation Planner
acadia@lsctrans.com
LSC Transportation Consultants, Inc.



**TRANSPORTATION PLANNING &
TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145

December 7, 2022

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

Re: Inyo County 2023 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 2023 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. We are seeking your input in regard to the Inyo County 2023 RTP. We would appreciate receiving your written, verbal or electronic response to the following questions by January 30th.

1. How would you characterize transportation conditions in Inyo County as they impact Kern County?
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?
3. How can the Inyo County RTP enhance mobility in Kern County?
4. What transportation-related projects and proposals does Kern County have that ICLTC should be aware of in developing their RTP?
5. Are there potential transportation-related improvement projects that you believe can be jointly pursued between Kern County and Inyo County? If so, please describe.
6. Please include any other input you might have for the Inyo County RTP.

The current 2019 RTP can be downloaded here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf>. Thank you for your time and consideration. Your participation in the Inyo County RTP development process is greatly appreciated.

Sincerely,

Acadia Davis, Transportation Planner
acadia@lsctrans.com
LSC Transportation Consultants, Inc.



**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@lsctrans.com

January 26, 2022

Kern Valley Indian Community
Robert Robinson
PO Box 1010
Lake Isabella, CA 93240
(760) 378-2915

Re: Inyo County Regional Transportation Plan 2023 Update

LSC Transportation Consultants, Inc. (LSC) has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County Regional Transportation Plan (RTP) 2023 update. 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 (street rehabilitation, bike path construction, public transit facilities, airport improvements, etc.) and policies needed to efficiently move goods and people within Inyo County.

The current 2019 RTP can be downloaded here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf>.

The RTPA is committed to developing Government-to-Government relationships with the Tribal Governments within and associated with Inyo County region. This letter serves as a formal request for AB 52 consultation. If you wish to conduct formal tribal consultation, please contact me within 30 days.

Sincerely,

Acadia Davis, Transportation Planner
acadia@lsctrans.com
LSC Transportation Consultants, Inc.



**TRANSPORTATION PLANNING &
TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145

December 7, 2022

Mono County Local Transportation Commission
Wendy Sugimura
PO Box 347
Mammoth Lakes, CA 93546
(760) 924-1814

Re: Inyo County 2023 Regional Transportation Plan

Dear Ms. Sugimura,

LSC Transportation Consultants, Inc. has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County 2023 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. We are seeking your input in regard to the Inyo County 2023 RTP. We would appreciate receiving your written, verbal or electronic response to the following questions by January 30th.

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. What transportation-related projects and proposals does Mono County have that ICLTC should be aware of in developing their RTP?
5. Are there potential transportation-related improvement projects that you believe can be jointly pursued between Mono County and Inyo County? If so, please describe.
6. Please include any other input you might have for the Inyo County RTP.

The current 2019 RTP can be downloaded here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf>. Thank you for your time and consideration. Your participation in the Inyo County RTP development process is greatly appreciated.

Sincerely,

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acadia@lsctrans.com
LSC Transportation Consultants, Inc.



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

July 17, 2023

Lahontan Regional Water Quality Control Board
2501 Lake Tahoe Blvd.
South Lake Tahoe, CA 96150
(530) 542-5400

To Whom It May Concern,

The Inyo County Local Transportation Commission (ICLTC) is conducting a 2023 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 current 2019 RTP can be downloaded here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf> This document lists a variety of transportation improvements recommended in 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 the Lahontan Regional Water Quality Control Board may have regarding the effect that transportation improvement such as roadway improvements, airport improvements, new transit facilities, bicycle path construction may have on water quality within Inyo County. We would also appreciate if you could send us or direct us to any water-oriented plans which are relevant to transportation. We would appreciate receiving your written, verbal or electronic response by January 30th

Once the Public Draft 2023 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,

Acadia Davis, Transportation Planner
acadia@lsctrans.com
LSC Transportation Consultants, Inc.



**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@lsctrans.com

July 17, 2023

City of Los Angeles Department of Water and Power
Donald McGhie
300 Mandich St, Bishop CA 93514
(760) 873-0248

Dear Mr. McGhie,

The Inyo County Local Transportation Commission (ICLTC) is conducting a 2023 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 current 2019 RTP can be downloaded here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf> This document lists a variety of transportation improvements recommended in 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 the City of Los Angeles Department of Water and Power may have regarding the effect that transportation improvement such as roadway improvements, airport improvements, new transit facilities, bicycle path construction may have on LADWP water and power resources and facilities within Inyo County. We would also appreciate if you could send us or direct us to any LADWP plans which are relevant to transportation. We would appreciate receiving your written, verbal or electronic response by January 30th

Once the Public Draft 2023 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,

Acadia Davis, Transportation Planner
acadia@lsctrans.com
LSC Transportation Consultants, Inc.



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2690 Lake Forest Road, Suite C
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Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lsctrans.com

December 7, 2022

Lone Pine Paiute-Shoshone Tribe
Janet Hansen, Chairperson
Lone Pine, CA 93545
(760) 876-1034

Re: Inyo County Regional Transportation Plan 2023 Update

LSC Transportation Consultants, Inc. (LSC) has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County Regional Transportation Plan (RTP) 2023 update. 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 (street rehabilitation, bike path construction, public transit facilities, airport improvements, etc.) and policies needed to efficiently move goods and people within Inyo County.

The current 2019 RTP can be downloaded here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf>.

The RTPA is committed to developing Government-to-Government relationships with the Tribal Governments within the Inyo County region. This letter serves as a formal request for AB 52 consultation. If you wish to conduct formal tribal consultation, please contact me within 30 days.

Sincerely,

Acadia Davis, Transportation Planner
acadia@lsctrans.com
LSC Transportation Consultants, Inc.



**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@lsctrans.com

December 12, 2022

Lone Pine Economic Development Corporation
PO Box 1227
Lone Pine, CA 93545
(760) 920-2547

To Whom It May Concern,

The Inyo County Local Transportation Commission (ICLTC) is conducting a 2023 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 current 2019 RTP can be downloaded here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf> This document lists a variety of transportation improvements recommended in Inyo County.

As the corporation behind the Mt. Whitney Apartments, we would appreciate any input Lone Pine Economic Development Corporation may have regarding the effect that transportation improvement such as roadway improvements, airport improvements, new transit facilities, bicycle path construction might have on assisted housing within Inyo County. We would appreciate receiving your written, verbal or electronic response by January 30th

Once the Public Draft 2023 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,

Acadia Davis, Transportation Planner
acadia@lsctrans.com
LSC Transportation Consultants, Inc.

Local Government Tribal Consultation List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Type of List Requested

- ☐ CEQA Tribal Consultation List (AB 52) – *Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2*
- ☐ General Plan (SB 18) - *Per Government Code § 65352.3.*

Local Action Type:

☐ General Plan ☐ General Plan Element ☐ General Plan Amendment
☐ Specific Plan ☐ Specific Plan Amendment ☐ Pre-planning Outreach Activity

Required Information

Project Title: _____

Local Government/Lead Agency: _____

Contact Person: _____

Street Address: _____

City: _____ Zip: _____

Phone: _____ Fax: _____

Email: _____

Specific Area Subject to Proposed Action

County: _____ City/Community: _____

Project Description:

Additional Request

- ☐ Sacred Lands File Search - *Required Information:*

USGS Quadrangle Name(s): _____

Township: _____ Range: _____ Section(s): _____

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Comments on the 2019 RTP by Abby Wines, NPS, Death Valley National Park

These roads include: Stateline Road, Panamint Valley Road, Old Spanish Trail Highway and Trona – Wildrose Road (part of the Inyo County Maintained Mileage System) and also Badwater Road, Scotty’s Castle Road, and Daylight Pass Road (maintained by DVNP).

Partially maintained by NPS.

The Trona-Wildrose Road is partially maintained by NPS - the upper portion inside the park (but it doesn't transition responsibility at the park boundary, strangely).

Goods movement

Issues with truck use illegally on Daylight Pass Road.

Percentagewise there has been around a 10 percent increase in truck traffic on SR 190 in Inyo County, with the exception of near Furnace Creek.

What does this mean "with exception of near Furnace Creek"? I'd be really interesnted in the trend in truck traffic on 190 since 2019.

Rideshare databases and websites are a good method of matching commuters and thereby reducing the number of vehicles on the road. ESTA administers a small vanpool program between Mammoth Lakes and Bishop.

Death Valley's vanpool.

NPS staff have a vanpool daily from Pahrump to Furnace Creek and Cow Creek. Until COVID, we had 2 vans from Pahrump and one from Beatty.

Figure 1

Trona Airport is shown in the wrong location, and FC Airport is not shown.

This route has caused truck issues on the roadway is not designed for truck traffic.

Not legal for trucks to take Badwater Road. Also, not sure what is meant by that being the shortest route . . . it isn't. Touring cyclists are a thing, but most of our bicyclists are people that drive to the park and bicycle while here, including many people on guided bicylce tours (Woman Tours, Backroads, etc.). There are also some large bicycle events with permits in the park, including JDRF in October, and an event by EnviroSports. These are on CA-190, North Highway, BEatty Cutoff, Mud CAnyon, and Badwater Road.

Table 5

Please list Death Valley! We have about 450 residents, according to census, and most of them also work in the county.

It is a county subdivision and therefore doesn't show up as a CDP.

Death Valley should be listed! We have more employees than most of these census places listed!

There is an unconstructed section that would connect San Bernardino and Inyo Counties through Death Valley and make the highway continuous.

What is this reference to an unconstructed section that would go through Death Valley? Sounds impossible; suggest removing mention from this document.

Recently bicycle touring from Las Vegas to Yosemite National Park to San Francisco is becoming more popular. SR 190 is part of this route and has limited or shoulders making safety for non-motorized users a concern.

Also bicycle travel groups, and bicycle events. And people that travel to the park in private vehicle and then ride their bikes once they get here. Residents of Cow Creek would like to be able to bicycle to Furnace Creek. Xanterra employees walk on the road shoulder between Inn and Ranch because many don't have cars or bicycles. A lot of this walking is at night. Also, Badwater ultramarathon, and other marathons take place on CA-190.

These roads include: Stateline Road, Panamint Valley Road, Old Spanish Trail Highway and Trona – Wildrose Road (part of the Inyo County Maintained Mileage System) and also Badwater Road, Scotty's Castle Road, and Daylight Pass Road (maintained by DVNP).

Portion of Trona-Wildrose Road is maintained by NPS.

Table 8

Missing Beatty entrance.

<https://irma.nps.gov/STATS/SSRSReports/Park%20Specific%20Reports/Traffic%20Counts?Park=DEVA>

Stovepipe Wells Airport

Furnace Creek airport is missing entirely from this narrative. The number of landings at Stovepipe Wells and Furnace Creek is not exactly known, because there is no automated data logger at the airstrips. Log book data shows that from 2015 through 2019, an average of 278 people landed at Furnace Creek and Stovepipe Wells (combined) annually. However, it is likely that some pilots did not log their use, so this number should be considered a minimum estimate of actual use. The Federal Aviation Administration (FAA) website states that there are 1,000 private aviation operations at Stovepipe Wells Airstrip each year. NPS staff that live and work at Stovepipe Wells have stated that their estimates would be considerably lower than that number. The FAA website also lists unrealistically high numbers for Furnace Creek Airstrip: 10,000 private and 500 military landings annually. NPS staff working in the Furnace Creek area observe less than 5 private planes per day most winter days and almost no planes in the summer. The military does not land airplanes at Furnace Creek, and only lands helicopters there a few times per year when assisting the NPS with search-and-rescue operations. Worth noting that the pavement at Stovepipe Wells and Furnace Creek airstrips is significantly deteriorated. Park staff are concerned about our ability to maintain both of the park's paved airstrips for safe aviation in the future. Park staff have been unsuccessful for years in attempts to obtain funding for repairs of Furnace Creek or SPW airports. The presence of two paved airstrips so close together has hampered park staff's attempts to get repairs of either runway funded. The Death Valley National Park General Management Plan (2002, pg. 58) states, "A paved section of the existing [Stovepipe Wells] airstrip will be converted for helicopter use. The remainder of the airstrip will be converted to a gravel strip and not be used as an overflow camping area." The Stovepipe Wells Developed Areas Plan (2017) states that the airstrip is in poor condition and requires "significant investment to meet safety standards." The plan recommended closing the airstrip and repurposing it as a night sky viewing area, with a helipad for emergency operations. The public commented on the Environmental Assessment in January 2022. There were comments that suggested that the NPS consider Furnace Creek and Stovepipe Wells Airstrips holistically. The Timbisha Shoshone Tribe expressed concern about low-level overflights of Timbisha Village adjacent to Furnace Creek airstrip. The Park decided to do a more thorough analysis of both airstrips, and to decide later whether either—or both—airstrips would be converted to gravel or removed. Therefore, the current decision documented in the Finding of No Significant Impact (FONSI) is to not make a change at this time to the 2002 General Management Plan's decision that the Stovepipe Wells Airstrip will be converted to gravel. The Recreational Aviation Foundation (RAF) signed a Memorandum of Understanding with Death Valley National Park. RAF assists the park with maintenance of the Park's three airstrips, mainly vegetation clearing and grading. This assistance is helpful and appreciated by the Park. These efforts do not address the necessary work to maintain paved

runways. A slurry seal surface treatment of Furnace Creek and Stovepipe Wells airstrips cost \$180,000 in 2004. This is the last maintenance done on the pavement surfaces. Park staff thought that runway repairs would be included with road projects that happened in the park in the past five years. However, these projects were funded by the Federal Highways Administration, and that funding can only be used for surface transportation, not runways and airstrips. At this point, the runways need much more than a surface treatment. Based on an analysis completed by the Caltrans Division of Aeronautics, representing the Federal Aviation Administration, Furnace Creek needs a new road base to support and stabilize the runway; based on the condition of the airstrip. Stovepipe Wells Airstrip has pavement in poor condition, the runway hold-line is too close to the runway centerline; and better visibility is needed for aircraft and visitor safety. Some commenters in 2020 suggested the Park reach out to the Navy SeaBees. After receiving this suggestion, we did. The SeaBees are enthusiastic about Furnace Creek runway as a project. The SeaBees would fund the construction labor. However, the Park would still need to fund the materials, project design, and environmental compliance. Working with the SeaBees could reduce the project cost by about 50%. The Federal Aviation Administration (FAA) has indicated to Park staff that these runways would not compete well for grant funding because of the low levels of use. The Park collects about \$4 million per year in entrance, passes, and camping fees. This is not adequate to fund a multi-million dollar airstrip rehabilitation. The Park would be questioned for using fees paid by 1,700,000 visitors per year to benefit a less than one percent of Park visitors. Fund source managers with the regional and national NPS offices have questioned the value of funding repairs of two paved airstrips so close together. Recently, during national level review, the Park was strongly encouraged to consider closing one of the two paved airstrips in order to be considered for future funding opportunities for the other.

Future of Transportation and New Technology

Xanterra has EV chargers at Ranch and Inn. Autonomous vehicles have been issued permits to test in the park (as many other cars are tested in the park).

Goal 6: Provide for the Parking Needs of Local Residents, Visitors, and Tourists

Big need in Death Valley for easily accessed rest areas and parking lots! We could use more!

Objective 7.1: Maintain, Preserve, and Enhance Existing Airports and Airstrips. Maintain, preserve, and enhance the existing airports and airstrips within the county in the safest and most operational conditions consistent with current funding constraints.

We don't want this document to say that all airstrips need to be maintained and preserved. Death Valley is struggling to find funding to maintain our paved airstrips. We'd like to remove one of them (either Furnace Creek or Stovepipe Wells) or consider converting them to gravel (which the park could maintain by grading). FAA funding is not available to the NPS. Our road funding comes from Federal Highway Administration, and can't be used on runways. NPS funding is tight, and airstrips with low volume of visitor use compared to other areas in this park (and other parks) are unlikely to score high. The last pavement maintenance was done in 2004. Furnace Creek pavement is heavily buckled. The park would like to do a study to compare the two airstrips, which are less than 30 miles apart, and determine which to retain, and identify ways to fund that maintenance.

SR 127 and 178 are important evacuation routes for the southeastern communities of Shoshone and Tecopa.

Extremely true.

Table 12

Obviously, there has been work since 2019 to update here.

The Towne Pass Curve Correction project was a big one in the park. And Caltrans has done resurfacing (chip seal?) on portions of CA-190.

Federal Lands Transportation Program

Add Emergency Repair of Federally-Owned Roads (EFRFO) fund source as a separate bullet? NPS is using it extensively currently (like \$30 million this year) for flood repairs.

Federal Airport Improvement Program (AIP)

Are DEVA's airports included?

April 11, 2023

Ms. Acadia Davis, Transportation Planner
LSC Transportation Consultants, Inc.
2690 Lake Forest Road, Suite C
Tahoe City, CA 96145
Acadia@lsctrans.com

Dear Ms. Davis:

Subject: 2023 Update to the Inyo County Regional Transportation Plan

The Los Angeles Department of Water and Power (LADWP) is responding to your March 30, 2023 letter and offering the following comments regarding the consultation process for updating the Inyo County Regional Transportation Plan (RTP):

- Data in the RTP indicates that local traffic in Bishop contributes approximately fifty percent to the total traffic counts. LADWP recommends that objectives be adopted to address the lack of road connectivity as described in the RTP. Alternative routes would ease traffic congestion on Line and Main Street and improve overall mobility.

In addition to the need to improve east-west connectivity, north-south connectivity needs to also be considered. The lack of connectivity funnels traffic across the Bishop Reservation and down Line Street or to Highway 395 (Main Street). Alternatives such as extending Kelso Street through to Highway 395 and developing an alternative route to the Airport should be considered. LADWP and others can route trucks and heavy equipment away from Main Street if alternative routes are developed.

- The Bishop Pavement Project proposes to install a pedestrian signal where North Sierra Highway crosses the B-1 Drain. This does not make sense to LADWP and adversely impacts LADWP operations. The Caltrans project calls for a class I bike and pedestrian path to be constructed on the south side of the highway.

Ms. Acadia Davis
Page 2
April 11, 2023

This new path eliminates the need to cross the highway at this location. Caltrans communicated that the signal was only being installed at the request of Inyo County and the City of Bishop.

LADWP requests the agencies to reconsider installing a traffic signal here. The bike path that extends from Sierra Street to the highway does not continue on the north side of the highway. LADWP utilizes this area with heavy equipment to operate and maintain the B-1 Drain. There are better and safer locations for pedestrian crossings such as the See Vee Lane signal light and the Highway 6 signal light. Adding a third signal here will obstruct traffic more than facilitate mobility. LADWP's access must be maintained.

Further, this project proposes to install a large drainage basin along North Sierra Highway. This does not seem to be conducive to Inyo County's future development plans for the corridor. Other alternatives should be considered.

- The RTP identified a need to replace numerous bridges. The Dixon Lane Bridge is one that LADWP recommends being prioritized. There is a road alignment and line-of-sight safety issue with this bridge. With an S-curve in the road and the high growth of willows on the south side, a blind spot is created for traffic exiting the canal road. This area is popular for public use and is used by LADWP personnel. There also appear to be structural issues creating holes between the road and bridge.
- LADWP's land management plan and others can be found online at www.ladwp.com. In the address bar type "Los Angeles Aqueduct web page." There you will find policies and plans. The Owens Valley Land Management Plan will be under Environmental Documentation.

If you have any questions regarding this letter, please email Don McGhie at Donald.McGhie@ladwp.com.

Sincerely,



Adam Perez
Manager of Aqueduct

DSM:fm
c: Mr. Donald S. McGhie

bc: Andrew L. Linard
Adam Perez
Russell N. Pierson
Elsa Jimenez
Eric Tillemans

Forest Mathieu
Lori S. Dermody
Real Estate
PM 1041

April 11, 2023

Ms. Acadia Davis, Transportation Planner
LSC Transportation Consultants, Inc.
2690 Lake Forest Road, Suite C
Tahoe City, CA 96145
Acadia@lsctrans.com

Dear Ms. Davis:

Subject: 2023 Update to the Inyo County Regional Transportation Plan

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In addition to the need to improve east-west connectivity, north-south connectivity needs to also be considered. The lack of connectivity funnels traffic across the Bishop Reservation and down Line Street or to Highway 395 (Main Street). Alternatives such as extending Kelso Street through to Highway 395 and developing an alternative route to the Airport should be considered. LADWP and others can route trucks and heavy equipment away from Main Street if alternative routes are developed.

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Ms. Acadia Davis
Page 2
April 11, 2023

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- The RTP identified a need to replace numerous bridges. The Dixon Lane Bridge is one that LADWP recommends being prioritized. There is a road alignment and line-of-sight safety issue with this bridge. With an S-curve in the road and the high growth of willows on the south side, a blind spot is created for traffic exiting the canal road. This area is popular for public use and is used by LADWP personnel. There also appear to be structural issues creating holes between the road and bridge.
- LADWP's land management plan and others can be found online at www.ladwp.com. In the address bar type "Los Angeles Aqueduct web page." There you will find policies and plans. The Owens Valley Land Management Plan will be under Environmental Documentation.

If you have any questions regarding this letter, please email Don McGhie at Donald.McGhie@ladwp.com.

Sincerely,
**ORIGINAL SIGNED BY
ADAM PEREZ**


Adam Perez
Manager of Aqueduct

DSM:fm
c: Mr. Donald S. McGhie



NYE COUNTY PUBLIC WORKS

Thomas Bolling, Director

Pahrump Office: 2041 E. Calvada Blvd. N., Suite #3 Pahrump, NV 89048

Phone: (775) 751-6262 | Fax: (775) 751-4336 | Email: publicworks@co.nye.nv.us

3/27/2023

Acadia Davis, Transportation Planner
2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145

Re: Inyo County 2023 Regional Transportation Plan

Dear Ms. Acadia,

Nye County is happy to look at the current Inyo County RTP and provide input for the 2023 RTP update. Please see our response to your questions below:

1. How would you characterize transportation conditions in Inyo County as they impact Nye County? **There are 5 major access routes between Inyo County and Nye County (SR 372/178, Tecopa Rd./Old Spanish Trail Hwy, Bell Vista Ave./State Line Rd., SR 373/127, SR 374/Daylight Pass Rd. Of these routes, Nye County owns and maintains Bell Vista Ave and Tecopa Rd. The rest of these are owned and maintained by NDOT. The road conditions in Inyo 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? **The Spring Mountain Racetrack in Pahrump is always expanding and hosting events. This track is trying to become the largest in the world which could increase the amount and size of events. This could lead to increased traffic in Inyo County.**
3. How can the Inyo County RTP enhance mobility in Nye County? **Bell Vista Ave./State Line Rd. is one of the direct routes to Death Valley from Las Vegas and frequently has bicycle traffic. Please consider widening the shoulders or adding bike lanes along your side of this route to make it safer for the public.**
4. What transportation-related projects and proposals does Nye County have that ICLTC should be aware of in developing their RTP? **Nye County has an upcoming NFLAP project scheduled in 2024 for Bell Vista Ave from SR 160 to California/Inyo County. This project includes the rehabilitation of approximately 21 miles of roadway.**
5. Are there potential transportation-related improvement projects that you believe can be jointly pursued between Nye County and Inyo County? If so, please describe. **Tecopa Road – This road starts in Clark County at SR 160, crosses into Nye County for ¾ of a mile, and continues into Inyo County. The road is in terrible condition and would be a great project to be jointly pursued between all three counties.**

Thank you,


Thomas Bolling,
Public Works Director

From: [Steven Smith](#)
To: [Acadia Davis](#)
Cc: [Josh Lee](#); [Ginger Koblasz](#); [Carrie Schindler](#)
Subject: RE: Consultation Notification for Inyo County Regional Transportation Plan Update
Date: Monday, March 6, 2023 8:19:10 AM
Attachments: [image001.png](#)
[2023 Inyo RTP - SBCTA.doc](#)

Good morning Acadia,

Thanks for reaching back out to us at SBCTA. Our thoughts about the Inyo RTP would mainly be focused on US 395, which is a roadway of great importance to both our counties for the movement of freight, passenger vehicles, and recreational traffic. Caltrans has recognized this by designating US 395 as a Strategic Interregional Corridor in the Interregional Transportation Strategic Plan (ITSP).

As you likely know, SBCTA completed the first phase of the widening of US 395 between SR-18 and Chamberlaine Way to four lanes plus median in 2020. We are currently in design on the segment from Interstate 15 to SR-18, under the project title: US 395 Freight Mobility and Safety Project, with an anticipated construction start date in 2024, pending funding. This will be a similar cross-section: four lane divided with raised median. The third segment, Chamberlaine Way to Desert Flower Road, will be addressed at some future date. We have appreciated Inyo County's support for our improvements to the US 395 segments, and I believe both our counties share interests in maintaining and improving US 395 along its entire length.

In addition, Brightline West is well along in the development of its proposed high-speed rail system from Rancho Cucamonga to Las Vegas, planned largely within the right-of-way of Interstate 15, per agreement with Caltrans. The system will also have a stop in Hesperia at the junction of US 395 and I-15. This would mean that Inyo County residents could get on a train in Hesperia and connect with Metrolink at the Cucamonga station to access any number of destinations in the LA Basin. A shuttle is also available from the Cucamonga Station to Ontario International Airport.

These responses relate primarily to Questions 4 and 5 of your letter. We hope the responses are helpful and wish you the best in the preparation of the RTP. We look forward to seeing the draft and final products.

Regards,
Steve

Steve Smith, PE
Director of Planning
ssmith@gosbcta.com
909.884.8276 | Office



From: Acadia Davis <acadia@lsctrans.com>

Sent: Monday, March 6, 2023 7:28 AM

To: Steven Smith <ssmith@gosbcta.com>

Subject: Re: Consultation Notification for Inyo County Regional Transportation Plan Update

Steven,

I want to make sure that San Bernardino does not have any input on the Inyo County RTP update.

Thank you,

Acadia Davis

From: Acadia Davis <acadia@lsctrans.com>

Sent: Monday, December 19, 2022 11:00 AM

To: 'ssmith@gosbcta.com' <ssmith@gosbcta.com>

Cc: 'Nancy Strickert' <nstrickert@gosbcta.com>

Subject: Consultation Notification for Inyo County Regional Transportation Plan Update

Steven,

LSC Transportation Consultants Inc. has been hired by the Inyo County Local Transportation Commission (ICLTC) to update the Inyo County Regional Transportation Plan (RTP). We invite you and the San Bernardino County Transportation Authority to provide input on the plan. Please see attached letter for more information. We would appreciate receiving your response by January 30th.

Best,

Acadia Davis

Transportation Planner

LSC Transportation Consultants Inc.

PO Box 5875

2690 Lake Forest Road

Tahoe City, CA 96145

Office: 530-583-4053 ext.410

acadia@lsctrans.com

From: [John Wentworth](#)
To: [Acadia Davis](#)
Cc: [Kristy Williams](#)
Subject: Re: Inclusion of ESSRP in the Active Transportation Plan update for Inyo County
Date: Thursday, March 16, 2023 10:55:08 AM
Attachments: [MLTPA Logo Email.png](#)

Good morning Acadia -

Many thanks for reaching out, please see my thoughts below:

- "Does ESSRP have any strategic plans or guiding documents that you could pass along?"
 - Over a series of meetings in 2021, the Eastern Sierra Sustainable Recreation Partnership met to develop long term priorities for sustainable recreation in the region. The "Prospectus" includes eight investment strategies, feasibility parameters, guiding principles, and ESSRP project pillars.
 - [Please see this link to the "ESSRP Prospectus for Future Investments"](#)
- "What are the top priority projects of the ESSRP for the next 5, 10, 20 years?"
 - The ESSRP - as a body - does not have the authority to fund or manage projects on it's own, but it has recommended a series of projects for funding that were developed through the "Sustainable Recreation and Tourism Initiative (SRTI)" funded by the Sierra Nevada Conservancy and Prop 68. The initiative was completed in January of 2022. The following projects are being pursued by a variety of regional partners, let me know if you'd like additional detail.
 - [Click here to review the "Sustainable Recreation and Tourism Initiative: Projects and Funding" web page](#)
- "Does ESSRP and partner agencies have plans for projects or development in the near future?"
 - Attached below are links to the currently funded projects that are currently underway through the Eastern Sierra Council of Governments (ESCOG)
 - [Eastern Sierra Campground Improvements](#)
 - [Towns To Trails Plan](#)
 - [Dispersed Camping Mitigation: Camp Like A Pro](#)
 - [Buttermilk Infrastructure And Recreation Planning Initiative \(BIRPI\)](#)

Let me know if you have any questions or if I can assist with any further clarifications.

Thnx - !

john

On Mar 16, 2023, at 10:21 AM, Acadia Davis <acadia@lsctrans.com> wrote:

Hello,

I am working for Inyo County to update their Active Transportation Plan (ATP), which acts as a long-term strategic planning document that identifies existing bike and

pedestrian facilities in the County and also identifies future needs and projects. In hopes of including the projects and priorities of ESSRP, I would appreciate your input on the following:

1. Does ESSRP have any strategic plans or guiding documents that you could pass along?
2. What are the top priority projects of the ESSRP for the next 5, 10, 20 years?
3. Does ESSRP and partner agencies have plans for projects or development in the near future?

Thanks for your input,

Acadia Davis
Transportation Planner
LSC Transportation Consultants Inc.
PO Box 5875
2690 Lake Forest Road
Tahoe City, CA 96145
Office: 530-583-4053 ext.410
acadia@lsctrans.com

John Wentworth
Board President
Mammoth Lakes Trails and Public Access Foundation
www.mltpa.org

(760) 934 3154 [office]
(760) 934 1279 [direct]
(213) 309 5637 [cel]

Powered by Google Workspace



**Native American Heritage Commission
Tribal Consultation List
Inyo County
1/25/2023**

Big Pine Paiute Tribe of the Owens Valley

James Rambeau, Chairperson
P. O. Box 700
Big Pine, CA, 93513
Phone: (760) 938 - 2003
Fax: (760) 938-2942
j.rambeau@bigpinepaiute.org

Paiute-Shoshone

Fort Independence Indian Community of Paiutes

Carl Dahlberg, Chairman
P.O. Box 67
Independence, CA, 93526
Phone: (760) 878 - 5160
Fax: (760) 878-2311
businesscommittee@fortindependence.com

Paiute

Big Pine Paiute Tribe of the Owens Valley

Danelle Gutierrez, Tribal Historic Preservation Officer
P.O. Box 700
Big Pine, CA, 93513
Phone: (760) 938 - 2003
Fax: (760) 938-2942
d.gutierrez@bigpinepaiute.org

Paiute-Shoshone

Kern Valley Indian Community

Robert Robinson, Chairperson
P.O. Box 1010
Lake Isabella, CA, 93240
Phone: (760) 378 - 2915
bbutterbredt@gmail.com

Kawaiisu
Tubatulabal
Koso

Big Pine Paiute Tribe of Owens Valley

Sally Manning, Environmental Director
P. O. Box 700
Big Pine, CA, 93513
Phone: (760) 938 - 2003
s.manning@bigpinepaiute.org

Paiute-Shoshone

Lone Pine Paiute-Shoshone Tribe

Mary Wuester, Chairperson
P.O. Box 747
Lone Pine, CA, 93545
Phone: (760) 876 - 1034
Fax: (760) 876-8302

Paiute-Shoshone

North Fork Rancheria of Mono Indians

Elaine Fink, Chairperson
P.O. Box 929
North Fork, CA, 93643
Phone: (559) 877 - 2461
Fax: (559) 877-2467
efink@nfr-nsn.gov

Mono

Bishop Paiute Tribe

Allen Summers, Chairperson
50 Tu Su Lane
Bishop, CA, 93514
Phone: (760) 873 - 3584
Fax: (760) 873-4143

Paiute-Shoshone

Tule River Indian Tribe

Neil Peyron, Chairperson
P.O. Box 589
Porterville, CA, 93258
Phone: (559) 781 - 4271
Fax: (559) 781-4610
neil.peyron@tulerivertribe-nsn.gov

Yokut

Death Valley Timbi-sha Shoshone Tribe

George Gholson, Chairperson
P. O. Box 1779 / 1349 Rocking W Drive
Bishop, CA, 93515/ 935
Phone: (760) 872 - 3614
Fax: (760) 873-9004
george@timbisha.com

Western Shoshone

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Inyo County Regional Transportation Plan 2023 Project, Inyo County.

**Native American Heritage Commission
Tribal Consultation List
Inyo County
1/25/2023**

***Twenty-Nine Palms Band of
Mission Indians***

Darrell Mike, Chairperson
46-200 Harrison Place
Coachella, CA, 92236
Phone: (760) 863 - 2444
Fax: (760) 863-2449
29chairman@29palmsbomi-
nsn.gov

Chemehuevi

***Wuksache Indian Tribe/Eshom
Valley Band***

Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas, CA, 93906
Phone: (831) 443 - 9702
kwood8934@aol.com

Foothill Yokut
Mono

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Inyo County Regional Transportation Plan 2023 Project, Inyo County.

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PUBLIC AND STAKEHOLDER INVOLVEMENT

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Inyo County LTC Public 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.

Inyo County Officially Recognized Tribal Governments/Governing Bodies		
Big Pine Paiute Tribe	(760) 938-2003	P.O. Box 700, Big Pine, CA
Bishop Paiute Tribe	(760) 873-3584	50 Tu Su Lane, Bishop, CA
Fort Independence Tribe	(760) 878-5160	P. O. Box 67, Independence, CA
Lone Pine Paiute-Shoshone Reservation	(760) 876-1034	P.O. Box 747, Lone Pine, CA
Timbisha Shoshone Tribe	(760) 872-3614	PO Box 1779, 621 West Line Street, Suite 109, Bishop, CA
Source: Caltrans		

- **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 non-attainment 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 date. 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.

Table B1: Public/Stakeholder Outreach

Organization	Contact Person
Crystal Geyser Bottling Plant	--
FW Aggregates Inc.	--
Eastern Sierra Transit Authority	Phil Moores
County and City Health and Human Services	Manilyn Mann
Office of Education	Barry Simpson
Death Valley Unified School District	Jim Copeland
Eastside Velo	--
Aerohead Cycles	--
Adventure Trails of the Eastern Sierra	Randy Gillespie
Owens River Water Trail	Larry Freilich
Lower Owens River Project	Larry Freilich
East Side Sierra Shuttle	Paul
Sierra Shuttle Service	--
East Side Shuttle Service	Kurt
Public Works Deputy Dir. Airports	Ashley Helms
Inyo Mono Association for the Handicapped	Jenny Park
Eastern Sierra Disabled Sports	Laura Beardsley
Kern Regional Center	Karen Harrison
Eastern Sierra Area Agency on Aging	Rhiannon Baker
Lone Pine Chamber of Commerce	Kathleen New
Bishop Chamber of Commerce	Tawni Thompson
Northern Inyo Healthcare District	Greg Bissonette
Southern Inyo Healthcare District	Peter Spiers
Toiyabe Indian Health Project	Joseph Herman
Lone Pine Economic Development Corporation	--

Public and Stakeholder Comments

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Acadia Davis <acadia@lsctrans.com>

We want your input on transportation in Inyo County

2 messages

Acadia Davis <acadia@lsctrans.com>
To: inyomonoah@earthlink.net

Mon, Dec 12, 2022 at 11:35 AM

Hello,

LSC Transportation Consultants Inc has been hired by the Inyo County Local Transportation Commission (ICLTC) to update the Inyo County Regional Transportation Plan (RTP) and we would like your input!

The RTP is a document that outlines the region's vision for all types of transportation capital improvements over the next 20 years. Any projects on roadways, bike paths, sidewalks, transit facilities and at the airports that are funded with state or federal funds must be named in the RTP. Therefore, it is important to hear from the community as to what transportation related issues and needs there are in Inyo County. The plan must be updated every 5 years.

A link to the current RTP is here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf>.

We would appreciate the following:

- Let us know what types of transportation improvements (anything relating to roads, sidewalks, public transit, bike paths, parking, access, vehicles, etc.) are needed to help you and the IMAH community safely get around Inyo County?
- Complete a 5-minute survey regarding regional transportation issues in Inyo County:
 - <https://www.surveymonkey.com/r/2023InyoRTPPublicSurvey> (English)
 - <https://www.surveymonkey.com/r/2023InyoRTPEncuestaPublica> (Spanish)
- Share the survey link to colleagues, IMAH clients, friends, family, and others interested in transportation.

Thank you so much for being involved in this process! Please don't hesitate to contact me with any questions or to provide input.

Best,

Acadia Davis

Transportation Planner

LSC Transportation Consultants Inc.

PO Box 5875

Appendix B
2690 Lake Forest Road

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Tahoe City, CA 96145

Office: 530-583-4053 ext.410

acadia@lsctrans.com

inyomonoah@earthlink.net <inyomonoah@earthlink.net>

Mon, Dec 12, 2022 at 11:35 AM

Reply-To: nobody@earthlink.net

To: Acadia Davis <acadia@lsctrans.com>

I apologize for this automatic reply to your email.

To control spam, I now allow incoming messages only from senders I have approved beforehand.

If you would like to be added to my list of approved senders, please fill out the short request form (see link below). Once I approve you, I will receive your original message in my inbox. You do not need to resend your message. I apologize for this one-time inconvenience.

Click the link below to fill out the request:

<https://webmail1.earthlink.net/newaddme?a=inyomonoah@earthlink.net&id=11ed-7a54-22067018-ad55-00144ff91269>



Acadia Davis <acadia@lsctrans.com>

FW: Follow up: We want your input on transportation needs in Inyo County

2 messages

Acadia Davis <acadia@lsctrans.com>
To: kcarr@inyocoe.org

Fri, Jan 6, 2023 at 2:15 PM

Kristin,

I am looking for input from the Inyo County school system on transportation needs in Inyo County and wanted to reach out to you since I have not received a response from Barry Simpson. Is there someone better suited to provide input, or would you be able to speak to this? I appreciate any leads you may be able to give me.

I am also specifically looking for an estimate on the percentage of students that walk and bike to school in each school district in Inyo County. Would you be able to help me with this?

Thank you for your help,

Acadia Davis

Transportation Planner

LSC Transportation Consultants Inc.

PO Box 5875

2690 Lake Forest Road

Tahoe City, CA 96145

Office: 530-583-4053 ext.410

acadia@lsctrans.com

From: Acadia Davis <acadia@lsctrans.com>**Sent:** Friday, January 6, 2023 2:09 PM**To:** 'bsimpson@inyocoe.org' <bsimpson@inyocoe.org>**Subject:** Follow up: We want your input on transportation needs in Inyo County

Dear Barry,

I send you an email in December but have not received a reply and wanted to follow up with you. LSC Transportation Consultants Inc has been hired by the Inyo County Local Transportation Commission (ICLTC) to update the Inyo County Regional Transportation Plan (RTP) and we would like to include any input that you and the school districts in Inyo County may have in regards to transportation needs in the county.

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The RTP is a document that outlines the region's vision for all types of transportation capital improvements over the next 20 years. Any projects on roadways, bike paths, sidewalks, transit facilities and at the airports that are funded with state or federal funds must be named in the RTP. Therefore, it is important to hear from the community as to what transportation related issues and needs there are in Inyo County. The plan must be updated every 5 years.

A link to the current RTP is here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf>.

We would appreciate the following:

- Let us know what types of transportation improvements (anything relating to roads, sidewalks, public transit, bike paths, parking, access, vehicles, etc.) are needed to help you and the community safely get around Inyo County?
- Complete a 5-minute survey regarding regional transportation issues in Inyo County:
 - <https://www.surveymonkey.com/r/2023InyoRTPPublicSurvey> (English)
 - <https://www.surveymonkey.com/r/2023InyoRTPEncuestaPublica> (Spanish)
- Share the survey link to teachers, parents, friends, family, and others interested in transportation.

Thank you so much for being involved in this process! Please don't hesitate to contact me with any questions or to provide input.

Best,

Acadia Davis

Transportation Planner

LSC Transportation Consultants Inc.

PO Box 5875

2690 Lake Forest Road

Tahoe City, CA 96145

Office: 530-583-4053 ext.410

acadia@lsctrans.com

Mail Delivery Subsystem <mailer-daemon@googlemail.com>
To: acadia@lsctrans.com

Fri, Jan 6, 2023 at 2:15 PM

Address not found

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Your message wasn't delivered to **kcarr@inyocoe.org** because the address couldn't be found, or is unable to receive mail.

[LEARN MORE](#)

The response was:

550 5.2.1 The email account that you tried to reach is disabled. Learn more at <https://support.google.com/mail/?p=DisabledUser> n46-20020a02712e000000b0038a3606a284sor898020jac.23 - gsmt

Final-Recipient: rfc822; kcarr@inyocoe.org

Action: failed

Status: 5.2.1

Diagnostic-Code: smtp; 550-5.2.1 The email account that you tried to reach is disabled. Learn more at 550 5.2.1 <https://support.google.com/mail/?p=DisabledUser> n46-20020a02712e000000b0038a3606a284sor898020jac.23 - gsmt

Last-Attempt-Date: Fri, 06 Jan 2023 14:15:52 -0800 (PST)

----- Forwarded message -----

From: Acadia Davis <acadia@isctrans.com>

To: kcarr@inyocoe.org

Cc:

Bcc:

Date: Fri, 6 Jan 2023 14:15:50 -0800

Subject: FW: Follow up: We want your input on transportation needs in Inyo County

----- Message truncated -----



Acadia Davis <acadia@lsctrans.com>

We want your input on transportation in Inyo County

1 message

Acadia Davis <acadia@lsctrans.com>
To: info@disabledsportseasternsierra.org

Mon, Dec 12, 2022 at 11:38 AM

Hello,

LSC Transportation Consultants Inc has been hired by the Inyo County Local Transportation Commission (ICLTC) to update the Inyo County Regional Transportation Plan (RTP) and we would like your input!

The RTP is a document that outlines the region's vision for all types of transportation capital improvements over the next 20 years. Any projects on roadways, bike paths, sidewalks, transit facilities and at the airports that are funded with state or federal funds must be named in the RTP. Therefore, it is important to hear from the community as to what transportation related issues and needs there are in Inyo County. The plan must be updated every 5 years.

A link to the current RTP is here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf>.

We would appreciate the following:

- Let us know what types of transportation improvements (anything relating to roads, sidewalks, public transit, bike paths, parking, access, vehicles, etc.) are needed to help you and the disabled sports community safely get around Inyo County?
- Complete a 5-minute survey regarding regional transportation issues in Inyo County:
 - <https://www.surveymonkey.com/r/2023InyoRTPPublicSurvey> (English)
 - <https://www.surveymonkey.com/r/2023InyoRTPEncuestaPublica> (Spanish)
- Share the survey link to staff, volunteers, outdoor enthusiasts, and others interested in transportation.

Thank you so much for being involved in this process! Please don't hesitate to contact me with any questions or to provide input.

Best,

Acadia Davis

Transportation Planner

LSC Transportation Consultants Inc.

PO Box 5875

Appendix B
2690 Lake Forest Road

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7/17/23, 5:30 PM

Isctrans.com Mail - We want your input on transportation in Inyo County

Tahoe City, CA 96145

Office: 530-583-4053 ext.410

acadia@lsctrans.com



Acadia Davis <acadia@lsctrans.com>

We want your input on transportation in Inyo County

1 message

Acadia Davis <acadia@lsctrans.com>
To: eastsideveloinfo@gmail.com

Mon, Dec 12, 2022 at 11:22 AM

Hello,

LSC Transportation Consultants Inc has been hired by the Inyo County Local Transportation Commission (ICLTC) to update the Inyo County Regional Transportation Plan (RTP) and we would like your input!

The RTP is a document that outlines the region's vision for all types of transportation capital improvements over the next 20 years. Any projects on roadways, bike paths, sidewalks, transit facilities and at the airports that are funded with state or federal funds must be named in the RTP. Therefore, it is important to hear from the community as to what transportation related issues and needs there are in Inyo County. The plan must be updated every 5 years.

A link to the current RTP is here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf>.

We would appreciate the following:

- Let us know what types of transportation improvements (anything relating to roads, sidewalks, public transit, bike paths, parking, access, vehicles, etc.) are needed to help you and the community safely get around Inyo County?
- Complete a 5-minute survey regarding regional transportation issues in Inyo County:
 - <https://www.surveymonkey.com/r/2023InyoRTPPublicSurvey> (English)
 - <https://www.surveymonkey.com/r/2023InyoRTPEncuestaPublica> (Spanish)
- Share the survey link with clients, friends, family, and others interested in transportation.

Thank you so much for being involved in this process! Please don't hesitate to contact me with any questions or to provide input.

Best,

Acadia Davis

Transportation Planner

LSC Transportation Consultants Inc.

PO Box 5875

2690 Lake Forest Road

Tahoe City, CA 96145

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7/18/23, 11:28 AM

Isctrans.com Mail - We want your input on transportation in Inyo County

Office: 530-583-4053 ext.410

acadia@isctrans.com



Acadia Davis <acadia@lsctrans.com>

We want your input on transportation in Inyo County

1 message

Acadia Davis <acadia@lsctrans.com>
To: mmann@inyocounty.us

Tue, Dec 13, 2022 at 7:51 AM

Dear Ms. Mann,

LSC Transportation Consultants Inc has been hired by the Inyo County Local Transportation Commission (ICLTC) to update the Inyo County Regional Transportation Plan (RTP) and we would like your input!

The RTP is a document that outlines the region's vision for all types of transportation capital improvements over the next 20 years. Any projects on roadways, bike paths, sidewalks, transit facilities and at the airports that are funded with state or federal funds must be named in the RTP. Therefore, it is important to hear from the community as to what transportation related issues and needs there are in Inyo County. The plan must be updated every 5 years.

A link to the current RTP is here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf>.

We would appreciate the following:

- Let us know what types of transportation improvements (anything relating to roads, sidewalks, public transit, bike paths, parking, access, vehicles, etc.) are needed to help you and the community safely get around Inyo County? To improve access to medical and social services?
- Complete a 5-minute survey regarding regional transportation issues in Inyo County:
 - <https://www.surveymonkey.com/r/2023InyoRTPPublicSurvey> (English)
 - <https://www.surveymonkey.com/r/2023InyoRTPEncuestaPublica> (Spanish)
- Share the survey link to staff, volunteers, friends, family, and others interested in transportation.

Thank you so much for being involved in this process! Please don't hesitate to contact me with any questions or to provide input.

Best,

Acadia Davis

Transportation Planner

LSC Transportation Consultants Inc.

PO Box 5875

2690 Lake Forest Road

Tahoe City, CA 96145

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7/18/23, 11:29 AM

Isctrans.com Mail - We want your input on transportation in Inyo County

Office: 530-583-4053 ext.410

acadia@lsctrans.com

From: [Acadia Davis](#)
To: ["Greg Bissonette"](#)
Subject: RE: NOENCRYPT: Follow up to phone call about NIH input on transportation needs in the County
Date: Thursday, January 26, 2023 11:36:00 AM

Greg,

Thanks for taking the time to update the blurb about the Shuttle and share the survey!

We will be in touch as the year progresses when we schedule workshops and have a draft RTP out.

-Acadia

From: Greg Bissonette <Greg.Bissonette@nih.org>
Sent: Wednesday, January 25, 2023 12:06 PM
To: 'Acadia Davis' <acadia@lsctrans.com>
Subject: RE: NOENCRYPT: Follow up to phone call about NIH input on transportation needs in the County

Hi Acadia,

So, I've passed the survey along to our CAREShuttle coordinator and filled it out myself. Definitely seemed geared toward walking/biking improvements, but put my 2¢ in.

Then, as far as our program, here's what you can use for updated information:

Northern Inyo Healthcare District offers non-emergency medical transportation to/from medical appointments when ESTA or other transportation cannot be found. There is no cost to use this service and the CAREShuttle offers door-to-door service within a 60-mile radius of the city of Bishop, reaching from Mammoth Lakes to Lone Pine. The CAREShuttle is also transporting residents in Goldfield and Tonopah, NV who are seeking care at the District. The CAREShuttle uses wheelchair accessible and passenger vans and is partially supported by volunteer drivers. Since its start in 2016, the shuttle has made an estimated 8,000 trips totaling 250,000 miles, with an average of around 200 transports a month.

Let me know how that all sounds!!

Thanks-Greg

Greg Bissonette

Foundation Executive Director

T: (760) 873-2166

www.nihdfoundation.org

greg.bissonette@nih.org

UPCOMING AWAY DATES:

From: Acadia Davis <acadia@lsctrans.com>

Sent: Monday, January 16, 2023 12:22 PM

To: Greg Bissonette <Greg.Bissonette@nih.org>

Subject: [EXTERNAL MAIL]RE: NOENCRYPT: FW: [EXTERNAL MAIL]Follow up to phone call about NIH input on transportation needs in the County

**** This message has originated from outside the NIH network and has been tagged as EXTERNAL ****

**** Use care when opening attachments. Attachments are a common method for delivering malware. Do you know the sender? Were you expecting this attachment? If the message appears suspicious to you in any way, DO NOT click on any links or open the attachment(s) and NEVER FORWARD any emails that you have questions about.**

If you are unsure what to do please Contact the service desk by email or phone servicedesk@nih.org or X2835. **

Greg,

Good question. The RTP will include reference to the CareShuttle and it would be great to have updated numbers on rides given and service area but they do not need to be super detailed. Here is what was included in the last RTP. If you would like to update/add to any of these statistics, that would be great!

“Northern Inyo Hospital CAREshuttle

Northern Inyo Hospital offers non-emergency medical transportation to/from medical appointments when ESTA or other transportation cannot be found. There is no cost to use this service and CAREshuttle offers door-to-door service within a 60-mile radius of the city of Bishop, reaching from Mammoth Lakes to Lone Pine. The CAREshuttle uses a wheelchair accessible van and volunteer drivers. Since it’s start in 2016, the shuttle has made an estimated 8,000 trips totaling 250,000 miles.”

The survey is geared more for public input so is going to ask you more about your personal transportation habits/concerns although there is ample opportunity for write-ins.

Thanks,
Acadia

From: Greg Bissonette <Greg.Bissonette@nih.org>

Sent: Monday, January 16, 2023 11:05 AM

To: 'Acadia Davis' <acadia@lsctrans.com>

Subject: RE: NOENCRYPT: FW: [EXTERNAL MAIL]Follow up to phone call about NIH input on transportation needs in the County

Hi Acadia,

Thanks for the follow up there and shouldn't be an issue to have this wrapped up early next week. I'm off the end of this week and most everyone is out today, so I'll circle around with who I can tomorrow before I go out.

One other thing I was wondering, and maybe it's in the survey so want to be prepared, but will you be looking for data on our program and like the number of transports we do and locations those transports are happening in?? knowing that would be helpful as well!!

Thanks-Greg

Greg Bissonette

Foundation Executive Director

T: (760) 873-2166

www.nihdfoundation.org

greg.bissonette@nih.org

UPCOMING AWAY DATES: Jan. 18th – 20th

From: Acadia Davis <acadia@lsctrans.com>

Sent: Thursday, January 12, 2023 11:18 AM

To: Greg Bissonette <Greg.Bissonette@nih.org>

Subject: [EXTERNAL MAIL]RE: NOENCRYPT: FW: [EXTERNAL MAIL]Follow up to phone call about NIH input on transportation needs in the County

Greg,

Thanks for reaching out!

Ideally, we'd have a response by the end of January, but that's a soft deadline. We will still work to incorporate your feedback if you send it over after that.

That being said, if you are interested in taking and/or sharing the survey, we'd really appreciate if that happens by the end of January or sooner so we can begin looking at the responses.

Best,

-Acadia

From: Greg Bissonette <Greg.Bissonette@nih.org>
Sent: Thursday, January 12, 2023 10:42 AM
To: 'acadia@lsctrans.com' <acadia@lsctrans.com>
Subject: NOENCRYPT: FW: [EXTERNAL MAIL]Follow up to phone call about NIH input on transportation needs in the County

Hi Acadia,

I've been asked by Chad to follow up on this for the District, as I'm intimately involved with our CAREshuttle program that offers non-emergency transportation services to our patients.

One thing that jumped out to me first was a timeline you'd like our responses back by. Could you give me a heads up there?

Then, I need to coordinate with a few different departments here and gather their feedback before I'm comfortable providing some priorities on our end.

Looking forward to hearing what kind of timeframe we're working under!!

Thanks-Greg

Greg Bissonette

Foundation Executive Director

T: (760) 873-2166

www.nihdfoundation.org

greg.bissonette@nih.org

UPCOMING AWAY DATES: Jan. 18th – 20th

From: Chad Chadwick <Chad.Chadwick@nih.org>
Sent: Monday, January 9, 2023 5:04 PM
To: Greg Bissonette <Greg.Bissonette@nih.org>
Subject: FW: [EXTERNAL MAIL]Follow up to phone call about NIH input on transportation needs in the County

Greg, can you take a look at this please? Thanks.

Lionel "Chad" Chadwick, PhD, LFACHE

Interim Chief Executive Officer

Northern Inyo Healthcare District

150 Pioneer Lane

Bishop, CA 93514

Phone: 760-873-2838

Fax: 760-872-5802

From: Acadia Davis <acadia@lsctrans.com>

Sent: Monday, January 9, 2023 2:48 PM

To: Chad Chadwick <Chad.Chadwick@nih.org>

Subject: [EXTERNAL MAIL]Follow up to phone call about NIH input on transportation needs in the County

Chad,

Thank you for picking up the phone. I work for LSC Transportation Consultants Inc and we have been hired by the Inyo County Local Transportation Commission (ICLTC) to update the Inyo County Regional Transportation Plan (RTP) and we would like your input!

The RTP is a document that outlines the region's vision for all types of transportation capital improvements over the next 20 years. Any projects on roadways, bike paths, sidewalks, transit facilities, and at the airports that are funded with state or federal funds must be named in the RTP. Therefore, it is important to hear from the community as to what transportation related issues and needs there are in Inyo County. The plan must be updated every 5 years.

A link to the current RTP is here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf>.

We would appreciate the following:

- Let us know what types of transportation improvements (anything relating to roads, sidewalks, public transit, bike paths, parking, access, vehicles, etc.) are needed to help you and the hospital best serve Inyo County? Are there any transportation related concerns about access to healthcare in the County you see?
- Complete a 5-minute survey regarding regional transportation issues in Inyo County:
 - <https://www.surveymonkey.com/r/2023InyoRTPPublicSurvey> (English)
 - <https://www.surveymonkey.com/r/2023InyoRTPEncuestaPublica> (Spanish)
- Share the survey link to staff, volunteers, friends, family, and others interested in transportation.

Thank you so much for being involved in this process! Please don't hesitate to contact me with any questions or to provide input.

Best,

Acadia Davis
Transportation Planner
LSC Transportation Consultants Inc.
PO Box 5875
2690 Lake Forest Road
Tahoe City, CA 96145
Office: 530-583-4053 ext.410
acadia@lsctrans.com

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*** Privacy Notice ***

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Acadia Davis <acadia@lsctrans.com>

We want your input on transportation in Inyo County

4 messages

Acadia Davis <acadia@lsctrans.com>
To: LonePineKurt@aol.com

Mon, Dec 12, 2022 at 11:33 AM

Kurt,

LSC Transportation Consultants Inc has been hired by the Inyo County Local Transportation Commission (ICLTC) to update the Inyo County Regional Transportation Plan (RTP) and we would like your input!

The RTP is a document that outlines the region's vision for all types of transportation capital improvements over the next 20 years. Any projects on roadways, bike paths, sidewalks, transit facilities and at the airports that are funded with state or federal funds must be named in the RTP. Therefore, it is important to hear from the community as to what transportation related issues and needs there are in Inyo County. The plan must be updated every 5 years.

A link to the current RTP is here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf>.

We would appreciate the following:

- Let us know what types of transportation improvements (anything relating to roads, sidewalks, public transit, bike paths, parking, access, vehicles, etc.) are needed to help you and the community safely get around Inyo County?
- Complete a 5-minute survey regarding regional transportation issues in Inyo County:
 - <https://www.surveymonkey.com/r/2023InyoRTPPublicSurvey> (English)
 - <https://www.surveymonkey.com/r/2023InyoRTPEncuestaPublica> (Spanish)
- Share the survey link to clients, friends, family, and others interested in transportation.

Thank you so much for being involved in this process! Please don't hesitate to contact me with any questions or to provide input.

Best,

Acadia Davis

Transportation Planner

LSC Transportation Consultants Inc.

PO Box 5875

2690 Lake Forest Road

Appendix B

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Tahoe City, CA 96145

Office: 530-583-4053 ext.410

acadia@lsctrans.com

Lone Pine Kurt <lonepinekurt@aol.com>
Reply-To: Lone Pine Kurt <lonepinekurt@aol.com>
To: acadia@lsctrans.com

Mon, Dec 26, 2022 at 11:05 AM

Acadia,

I am surprised at receiving this e-mail. I wonder how my name came up to ask me these questions. I did read the section on transportation in the RTP.

My first reaction is the need for transportation in the Eastern Sierra on weekends. Currently the ESTA only provides transportation weekdays. During the summer from June 1 through Labor Day there are hordes of hikers hiking in the Sierra that need to get from one town to another as well as transportation to an airport. I am not aware of the economics of operating the buses which may dictate the costs of providing weekend services. Over the many years I have found the ESTA services to be reliable and punctual. The drivers are friendly and helpful and it is a great service. I just wish they would operate on weekends. My perspective is as a trail angel providing rides for hikers from trail heads to town or vice versa.

The only other issue which may be beyond the purview of your contract is pedestrian safety in the towns, especially in Lone Pine. Drivers have been driving at 80 mph for the 100 miles from the south and they fail to slow down when coming through town. The speed limit is 25 mph but people drive through at 40 or greater without caution for the many pedestrians. The CHP does give out a lot of tickets but there is still a hazard for pedestrians. I can identify at least six crossings which are frequently used by pedestrians other than the single traffic light. The main street is much narrower than the main streets in Independence and Big Pine. The answer is NOT to create no parking on the main street. That would impact all the businesses that rely on street parking. My preference would be large overhead lighted signs similar to the Caltrans signs which would warn drivers to slow down. The small speed limit signs are easily missed. Interestingly I have observed this more as a northbound problem than a southbound problem.

I will be glad to enumerate on any of these observations. I have been around this area for 57 years off and on.

Kurt 661-972-9476

[Quoted text hidden]

Acadia Davis <acadia@lsctrans.com>
To: Lone Pine Kurt <lonepinekurt@aol.com>

Wed, Dec 28, 2022 at 8:40 AM

Kurt,

Thank you for your thoughtful input and response. There will be an opportunity to provide more feedback if interested this spring when we do outreach and workshops on a draft of the updated RTP.

I believe that your name came up as someone who is involved in and provides transportation in Inyo County. We are very much trying to reach a wide diversity of folks—agencies, organizations, tribes, businesses, community members—so thanks for being involved.

Best,

[Quoted text hidden]

Lone Pine Kurt <lonepinekurt@aol.com>
Reply-To: Lone Pine Kurt <lonepinekurt@aol.com>
To: acadia@lsctrans.com

Sat, Dec 31, 2022 at 4:08 AM

Acadia,

As an example about weekend needs for transportation I just received an inquiry for a ride from Lone Pine to Lancaster on Saturday Aug 12 because ESTA does not operate on the weekends. There are tons of hikers needing transportation on the weekends during the summer. I have been providing a lot of those rides for the past nine years. I am not a business. I basically ask for gas money for the rides. We really need public transportation on weekends during the summer (June 1 until Labor Day).

Kurt

[Quoted text hidden]



Acadia Davis <acadia@lsctrans.com>

Updating the Regional Transportation Plan and Active Transportation for Inyo County

1 message

Acadia Davis <acadia@lsctrans.com>
To: lfrellich@inyocounty.us

Thu, Mar 16, 2023 at 9:52 AM

Larry,

I wanted to follow up with you and see if you would be willing to provide some updates on what is going on at the Lower Owens River Project in terms of transportation and recreation. As we are updating the Regional Transportation Plan and the Active Transportation Plan for Inyo County (two important strategic documents that guide transportation planning in the County), it would be great to include some of the planning happening at LOWP more recent than the Recreation Use Plan.

1. What recreational access, trails, and facilities exist with the LORP currently?
2. What are the priority future projects in terms of transportation (i.e. roadways, bike paths, trailheads, parking areas, walking paths, etc.)
3. What concerns do you have about recreational use and transportation in the County and for the LORP?

Please feel free to call as well. Thanks for your involvement,

Acadia Davis

Transportation Planner

LSC Transportation Consultants Inc.

PO Box 5875

2690 Lake Forest Road

Tahoe City, CA 96145

Office: 530-583-4053 ext.410

acadia@lsctrans.com



Acadia Davis <acadia@lsctrans.com>

Follow up: We want your input on transportation in Inyo County

1 message

Acadia Davis <acadia@lsctrans.com>
To: info@lonepinechamber.org

Mon, Jan 9, 2023 at 2:22 PM

Hello Lone Pine Chamber of Commerce,

I'm following up on an email I sent in December looking for input on transportation needs in Inyo County. LSC Transportation Consultants Inc has been hired by the Inyo County Local Transportation Commission (ICLTC) to update the Inyo County Regional Transportation Plan (RTP) and Active Transportation Plan (ATP) and we would like your input!

The RTP is a document that outlines the region's vision for all types of transportation capital improvements over the next 20 years. The ATP focuses on bike and pedestrian facilities and needs. Any projects on roadways, bike paths, sidewalks, transit facilities and at the airports that are funded with state or federal funds must be named in the RTP. Therefore, it is important to hear from the community as to what transportation related issues and needs there are in Inyo County. The plan must be updated every 5 years.

We would appreciate the following:

- Complete a 5-minute survey regarding regional transportation issues in Inyo County if you haven't already:
 - <https://www.surveymonkey.com/r/2023InyoRTPPublicSurvey> (English)
 - <https://www.surveymonkey.com/r/2023InyoRTPEncuestaPublica> (Spanish)
- Share the survey link on social media, and with staff and anyone else interested in transportation.
- Let us know what types of transportation improvements (anything relating to roads, sidewalks, public transit, bike paths, parking, access, etc.) are needed to help you and Lone Pine businesses?

A link to the current RTP is here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf>.

Thank you so much for being involved in this process! Please don't hesitate to contact me with any questions or to provide input.

Best,

Acadia Davis

Transportation Planner

LSC Transportation Consultants Inc.

PO Box 5875

2690 Lake Forest Road

Tahoe City, CA 96145

Appendix B

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7/17/23, 5:27 PM

lsctrans.com Mail - Follow up: We want your input on transportation in Inyo County

Office: 530-583-4053 ext.410

acadia@lsctrans.com



Acadia Davis <acadia@lsctrans.com>

We want your input on transportation in Inyo County

1 message

Acadia Davis <acadia@lsctrans.com>
To: kharrison@kernrc.org

Mon, Dec 12, 2022 at 11:40 AM

Dear Karen,

LSC Transportation Consultants Inc has been hired by the Inyo County Local Transportation Commission (ICLTC) to update the Inyo County Regional Transportation Plan (RTP) and we would like your input!

The RTP is a document that outlines the region's vision for all types of transportation capital improvements over the next 20 years. Any projects on roadways, bike paths, sidewalks, transit facilities and at the airports that are funded with state or federal funds must be named in the RTP. Therefore, it is important to hear from the community as to what transportation related issues and needs there are in Inyo County. The plan must be updated every 5 years.

A link to the current RTP is here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf>.

We would appreciate the following:

- Let us know what types of transportation improvements (anything relating to roads, sidewalks, public transit, bike paths, parking, access, vehicles, etc.) are needed to help you and the community safely get around Inyo County?
- Complete a 5-minute survey regarding regional transportation issues in Inyo County:
 - <https://www.surveymonkey.com/r/2023InyoRTPPublicSurvey> (English)
 - <https://www.surveymonkey.com/r/2023InyoRTPEncuestaPublica> (Spanish)
- Share the survey link to staff, clients, friends, family, and others interested in transportation.

Thank you so much for being involved in this process! Please don't hesitate to contact me with any questions or to provide input.

Best,

Acadia Davis

Transportation Planner

LSC Transportation Consultants Inc.

PO Box 5875

2690 Lake Forest Road

Appendix B

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7/17/23, 5:29 PM

Isctrans.com Mail - We want your input on transportation in Inyo County

Tahoe City, CA 96145

Office: 530-583-4053 ext.410

acadia@lsctrans.com



Acadia Davis <acadia@lsctrans.com>

We want your input on transportation in Inyo County

1 message

Acadia Davis <acadia@lsctrans.com>

Mon, Dec 12, 2022 at 11:42 AM

To: rbaker@inyocounty.us

Dear Rhiannon,

LSC Transportation Consultants Inc has been hired by the Inyo County Local Transportation Commission (ICLTC) to update the Inyo County Regional Transportation Plan (RTP) and we would like your input!

The RTP is a document that outlines the region's vision for all types of transportation capital improvements over the next 20 years. Any projects on roadways, bike paths, sidewalks, transit facilities and at the airports that are funded with state or federal funds must be named in the RTP. Therefore, it is important to hear from the community as to what transportation related issues and needs there are in Inyo County. The plan must be updated every 5 years.

A link to the current RTP is here: <https://www.inyocounty.us/sites/default/files/2022-08/Final%20Inyo%202019%20RTPReduced.pdf>.

We would appreciate the following:

- Let us know what types of transportation improvements (anything relating to roads, sidewalks, public transit, bike paths, parking, access, vehicles, etc.) are needed to help you and the community safely get around Inyo County?
- Complete a 5-minute survey regarding regional transportation issues in Inyo County:
 - <https://www.surveymonkey.com/r/2023InyoRTPPublicSurvey> (English)
 - <https://www.surveymonkey.com/r/2023InyoRTPEncuestaPublica> (Spanish)
- Share the survey link to service users, friends, family, and others interested in transportation.

Thank you so much for being involved in this process! Please don't hesitate to contact me with any questions or to provide input.

Best,

Acadia Davis

Transportation Planner

LSC Transportation Consultants Inc.

PO Box 5875

2690 Lake Forest Road

Appendix B

Page B-35

7/17/23, 5:27 PM

Isctrans.com Mail - We want your input on transportation in Inyo County

Tahoe City, CA 96145

Office: 530-583-4053 ext.410

acadia@lsctrans.com

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COMMUNITY OUTREACH SUMMARY

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ONLINE COMMUNITY SURVEY SUMMARY

SURVEY METHODOLOGY

As part of an effort to obtain input from Inyo County community members and stakeholders, an online survey was developed with input from Inyo County Local Transportation Commission (ICLTC) staff. The link to the survey was distributed to stakeholders via email, the link and a QR code were advertised in local newspapers (both print and digital), and the link was posted on social media by stakeholder agencies, tribal entities, and organizations. The survey was available in both English and Spanish. This survey addressed both regional and active transportation topics as it was a joint RTP/ATP community survey. Respondents were asked to answer a series of questions about their personal and household transportation experiences and transportation needs and concerns in their community. The survey was available online for December 2022 and January 2023.

SURVEY ANALYSIS

A total of 238 survey responses were received, 237 in English and 1 in Spanish. The results are discussed in detail below.

Where Do you Live and Work?

Figure C1 shows where survey respondents live. 57 percent of those who took the survey live in the Bishop area, followed by 25.7 percent that live in Big Pine, 5.5 percent that live in Lone Pine, and 4.2 percent that live in Independence. 7.6 percent of respondents indicated 'Other', living in Aberdeen, Aspendell, Bakersfield, Benton, Chalfant, Chalfant Valley, Mono County, Olancho, Old Wilkerson, Onyx, Tinnemaha, and Wilkerson.

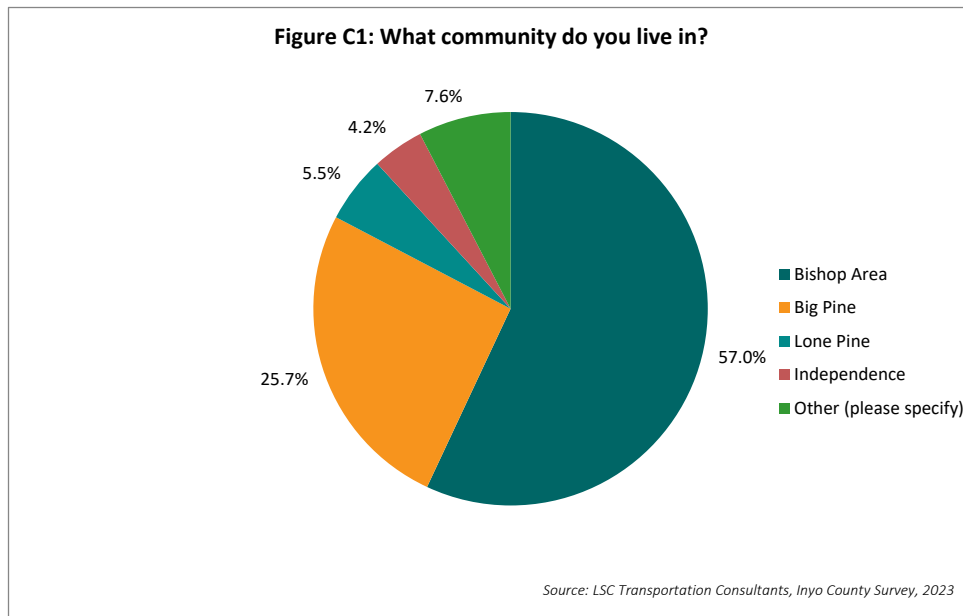
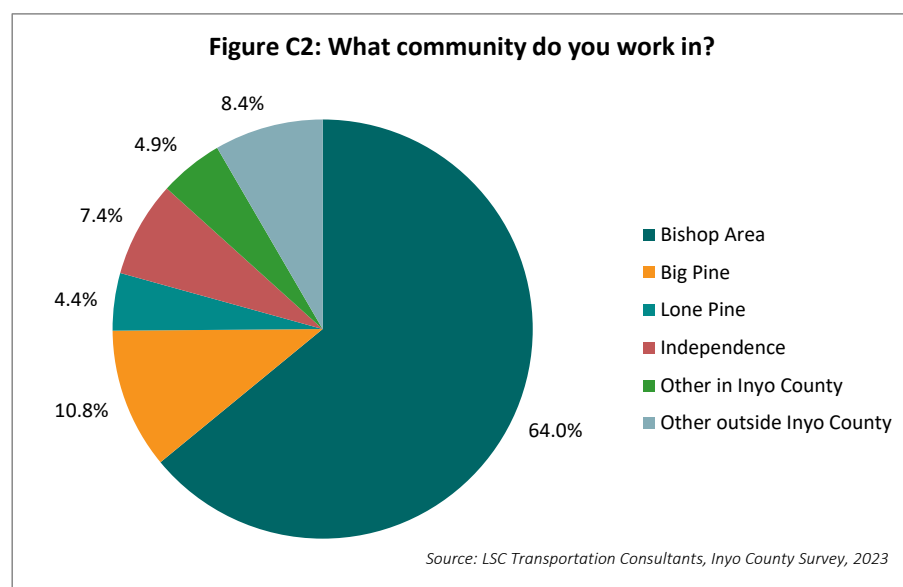


Figure C2 shows where survey respondents work. 64 percent of respondents work in the Bishop Area, followed by 10.8 percent that work in Big Pine, 4.4 that work in Lone Pine, and 7.4 percent that work in Independence. Around 5 percent of respondents indicated that they work somewhere else in Inyo County and 8.4 percent indicated that they work outside of Inyo County. Eight respondents specified that they work or worked in Mono County and several worked county-wide. Twenty-seven respondents are retired. Specified employment locations outside of Inyo County include: Orange County, Reno, Los Angeles, and San Francisco. Four respondents specified that they work from home. A complete list of 'Other' work locations can be found in Attachment A.



What Modes of Transportation Do You Use?

Table C1: What Mode of Transportation Used				
Frequency of Use	Personal Vehicle	Walked	Biked	Public Transit
Never (0%)	6.9%	54.5%	75.1%	94.4%
Some of the Time (1-99%)	50.2%	45.5%	24.9%	5.6%
Always (100%)	42.9%	0.0%	0.0%	0.4%

Source: LSC Transportation Consultants, Inyo County Survey, 2023

Survey respondents were asked to identify the modes of transportation that they use and how often by estimating what percentage of their trips are made using the following modes of transportation:

personal vehicle, walking, biking, public transit, and other. Respondents could choose as many modes as was applicable as long as the percentages totaled 100. Table C1 shows the percent of trips made using each mode of transportation for all survey respondents. In total, respondents used a personal vehicle for 83.8 percent of trips, walked for 17.5 percent of trips, biked for 17 percent of trips, and used public transit buses for 10.2 percent of trips. 16.3 percent of trips were made using another mode of transportation. Figure C1 shows that 45.5 percent of respondents walk, 24.9 percent bike, and 6 percent take the bus some or all of the time.

How Would You Allocate Transportation Improvement Spending?

Each respondent was asked how they would spend \$100 on various types of transportation improvements. Respondents could choose as many project areas as they wished. Table C2 shows that respondents chose to spend the most on average on maintaining and reconstructing existing streets and roads (\$27), followed by improving/expanding sidewalks, crosswalks, and other pedestrian facilities (\$19) and improving/expanding bicycle routes and paths (\$15). The least was spent on building new local roads (\$3).

TABLE C2: How Would You Spend \$100 on Transportation Improvements?

Improvement	Avg. Dollars Spent
Maintain/reconstruct existing streets and roads	\$27
Improve/expand sidewalks, crosswalks and other pedestrian facilities	\$19
Improve/expand bicycle routes and paths	\$15
Improve streetscape to make communities more attractive and inviting	\$11
Improve/increase bus stops, transfer centers, overall public transit system	\$10
Improve local airport facilities	\$7
Increase the capacity of state highways	\$5
Build new local roads	\$3

Source: LSC Transportation Consultants, Inyo County Survey, 2023

Which Transportation Issues Concern You the Most?

Table C3 shows the level of concern that respondents have about thirteen different transportation issues. Respondents are most concerned about unsafe intersections on state highways and not enough or poor condition sidewalks and crosswalks. 33.2 percent identified unsafe intersections on state highways as ‘very concerning’ and 37.6 percent identified them as ‘somewhat concerning’. Roughly 30 percent of respondents identified not enough or poor condition sidewalks and crosswalks as ‘very concerning’ and 34.6 identified them as ‘somewhat concerning’. Respondents were ‘not at all concerned’ about insufficient motorized recreational trails (43.29 percent) and not enough EV charging infrastructure (58.70 percent).

Respondents were also given the opportunity to comment on what they feel should be the top priority for transportation improvements in the County. According to the results, 66 percent of survey respondents identified at least one specific transportation improvement that is a top priority for them. Table C4 summarizes these comments. Of the 158 responses, 21 percent identified maintaining existing streets and roads as a top priority, followed by enforcement and reduction of speeding (20 percent), improving and expanding bike paths and lanes (18 percent), safer crosswalks (17 percent), and expanding public transit (16 percent). A full list of comments is included in Attachment A.

Table C3: What Transportation Issues are Concerning to You?

Transportation Issues	Very concerning	Somewhat concerning	Not very concerning	Not at all concerning
Pavement conditions on local streets and roads	19.48%	45.02%	26.41%	9.09%
Congestion on US 395	23.35%	35.68%	26.87%	14.10%
Unsafe intersections on state highways	33.19%	37.55%	24.89%	4.37%
Unsafe conditions on local roads	19.82%	39.21%	33.48%	7.49%
Poor street lighting	13.97%	32.75%	30.57%	22.71%
Traffic congestion on local roads	8.33%	28.95%	40.35%	22.37%
Not enough or poor condition of bicycle paths	24.35%	25.22%	24.35%	26.09%
Not enough or poor condition of sidewalks/crosswalks	30.26%	34.65%	21.05%	14.04%
Insufficient motorized recreational trails	10.82%	22.08%	23.81%	43.29%
Insufficient non-motorized recreational trails	11.45%	22.47%	31.28%	34.80%
Too much truck traffic	23.68%	28.95%	35.53%	11.84%
More commercial service at the Bishop Airport	22.37%	25.44%	29.82%	22.37%
Not enough Electric Vehicle charging infrastructure	4.35%	8.26%	28.70%	58.70%
<i>Source: LSC Transportation Consultants, Inyo County Survey, 2023</i>				

TABLE C4: What are Your Top Priorities for Transportation Improvements?

Improvement	Responses (%)
Maintain existing streets and roads	21%
Enforcement/reduction of speeding	20%
Improve/expand bike paths/lanes	18%
Safer crosswalks	17%
Expand public transit	16%
Build truck bypass around Bishop downtown	12%
Improve/expand sidewalks	8%
Widen existing roadways	8%
Expand non-motorized trail system	7%
Expand passenger air service	5%
Other	16%
<i>Source: LSC Transportation Consultants, Inyo County Survey, 2023</i>	

What Improvements Would Encourage You to Walk and Bike More?

Respondents were asked to identify if eleven different transportation improvements would encourage them to walk and bike more. As shown in Table C5, new separated bike paths and increased safety for children walking and biking to school would encourage the most respondents to walk and bike more (42.3 percent and 50.0 percent, respectively). Better enforcement of traffic laws (38.8 percent), improved lighting (31.5 percent), and improved existing bicycle paths/lanes (30.3 percent) would also encourage more walking and biking among respondents. Several improvements offered would not make a difference

for many of the respondents, including marketing efforts to encourage biking and walking (52.6 percent), education programs (47.1 percent), new bicycle lanes on roadways (42.4 percent), and new sidewalks (40.9 percent).

Each respondent was also given the opportunity to comment on what specific improvements would encourage them to walk and bike more. Over half of survey respondents identified at least one improvement. Table C6 summarizes these comments. Of the 136 responses, 30 percent indicated that improved and expanded bike lanes and paths would be an encouragement, followed by improved crosswalks (21 percent), improved crosswalks specifically on US 395 (14 percent), and enforcement and reduction of speeding (14 percent). 7 percent of all responses specifically identified the US 395 crosswalk in Big Pine. A full list of comments is included in Attachment A.

Table C5: What Types of Improvements Would Encourage You to Walk/Bike More?			
Improvement	Would not make a difference	Neutral	Yes, I would walk/bike more
New sidewalks	40.9%	30.5%	28.6%
Improve existing sidewalks	37.3%	37.8%	24.9%
New separated bike paths	34.0%	23.7%	42.3%
New bicycle lanes on roadways	42.4%	29.1%	28.6%
Improve existing bicycle paths/lanes (fix cracks and potholes)	31.7%	38.0%	30.3%
Improved walking and biking connections to transit	36.4%	38.4%	25.2%
Increase safety for children walking/biking to school	18.1%	31.9%	50.0%
Better enforcement of traffic laws	26.6%	34.6%	38.8%
Marketing efforts to encourage walking and biking	52.6%	32.7%	14.7%
Education programs (walking, biking, and driving safety)	47.1%	36.5%	16.4%
Improved lighting	31.5%	37.1%	31.5%
Source: LSC Transportation Consultants, Inyo County Survey, 2023			

TABLE C6: What Would Encourage You to Walk/Bike More?	
Improvement	Responses (%)
Improved/expanded bike paths/lanes	30%
Improved/more crosswalks	21%
Improved/more crosswalks on US 395	14%
Enforcement/reduction of speeding	14%
Separated non-motorized paths	13%
Improved/expanded sidewalks	13%
Improved lighting	9%
Traffic reduction	8%
Crosswalk on US 395 in Big Pine	7%
Improved condition of roadways	7%
Improved/expanded public transit	3%
Secure bike parking	3%
Other	14%
Source: LSC Transportation Consultants, Inyo County Survey, 2023	

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Two pop-up workshops were held in May 2023 by the consultant team and County of Inyo staff in Bishop and Lone Pine to further capture public input. These informal workshops provided the public with an opportunity to view and comment on the top priority transportation projects for Inyo County and a forum to provide open-ended input and learn more about the RTP process.

TABLE C7: Allocation of Transportation Funding by Pop-up Workshop Participants - Bishop

Improvement Type	% of total funds
Bicycle Facilities	32%
Pedestrian Facilities	26%
Public Transit	16%
Roads	16%
Airports	10%

Note: Each person, when given \$100 of simulated transportation funding, allocated it as they wished among five improvement categories.

Source: LSC Transportation Consultants, Pop up workshops 2023

Individuals also had the opportunity to simulate the allocation of \$100 in transportation funding among five types of transportation improvements. Table C7 and C8 show the

percentage of total money allocated to each type of improvement at the Bishop and Lone Pine pop-ups, respectively. At the Bishop pop-up, participants chose to allocate the most funding (32 percent of total funds allocated) to bicycle facilities while at the Lone Pine pop-up, the most funding was allocated towards roads (42 percent of total funds allocated). Pedestrian facilities ranked second at both pop-ups, getting 26 percent of the funds in Bishop and 23 percent in Lone Pine. This difference in the prioritization of transportation funding between Bishop and Lone Pine participants reflects the comments we received in each location. All comments received at the pop-up workshops are included in Attachment B.

TABLE C8: Allocation of Transportation Funding by Pop-up Workshop Participants - Lone Pine

Improvement Type	% of total funds
Roads	42%
Pedestrian Facilities	23%
Bicycle Facilities	18%
Public Transit	11%
Airports	6%

Note: Each person, when given \$100 of simulated transportation funding, allocated it as they wished among five improvement categories.

Source: LSC Transportation Consultants, Pop up workshops 2023

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TECOPA ACTIVE TRANSPORTATION SURVEY SUMMERY

INTRODUCTION

As part of the effort to obtain input from Inyo County community members, a survey specifically designed to understand the active transportation needs of rural residents was developed by Inyo County Local Transportation Commission (ICLTC) staff with input from the consultant team. This survey was introduced at an in-person workshop in Tecopa held in April 2023 and was available online and in paper form. Respondents were asked to answer a series of questions about their personal active transportation experiences and transportation needs and concerns in their community.

SURVEY ANALYSIS

A total of 30 survey responses were received. The results are discussed in detail below.

Demographics

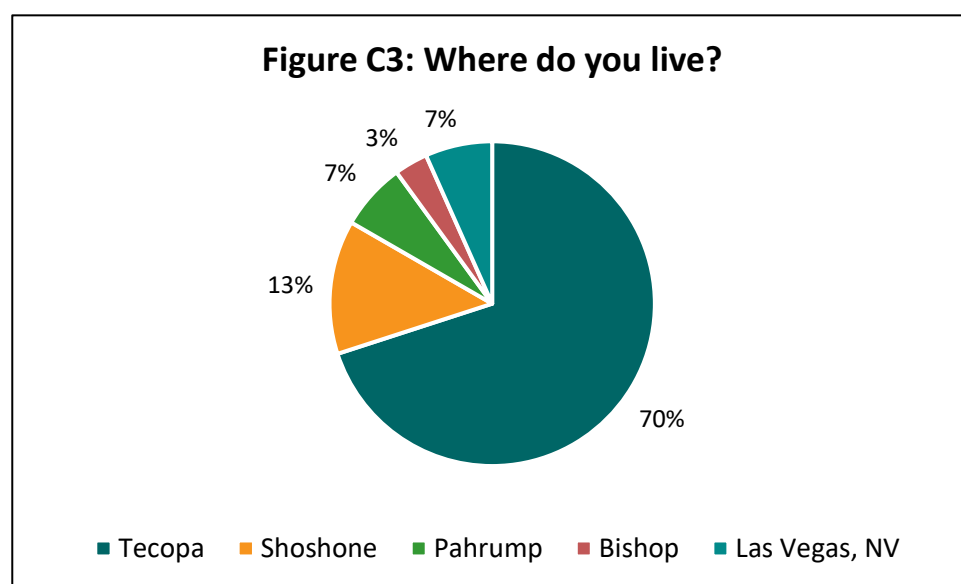
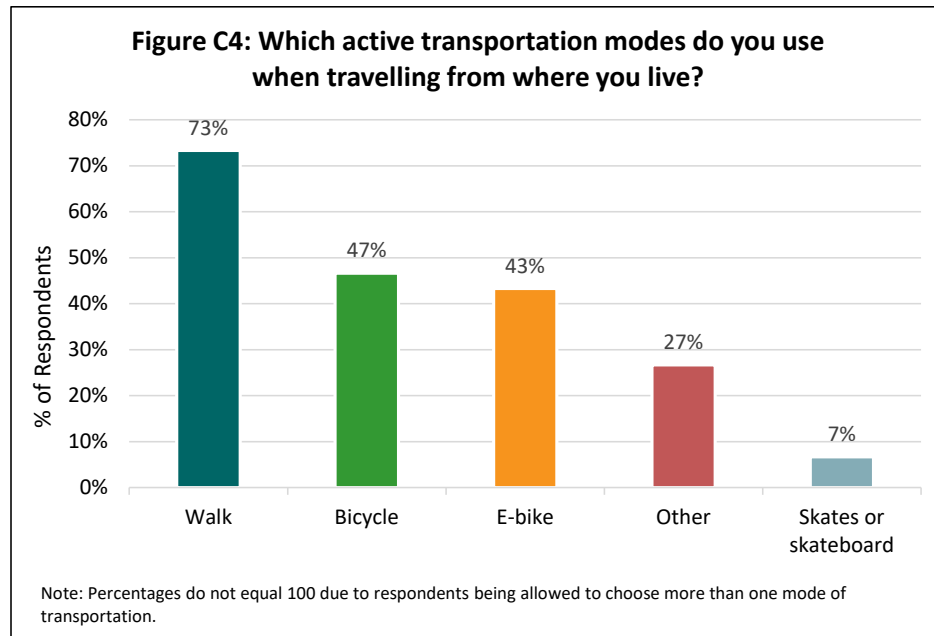


Figure C3 shows the vast majority of respondents live in Tecopa (70 percent) with the remaining respondents living in Shoshone (13 percent), Las Vegas, NV (7 percent), Pahump (7 percent), and Bishop (3 percent). The majority of respondents (69 percent) were over

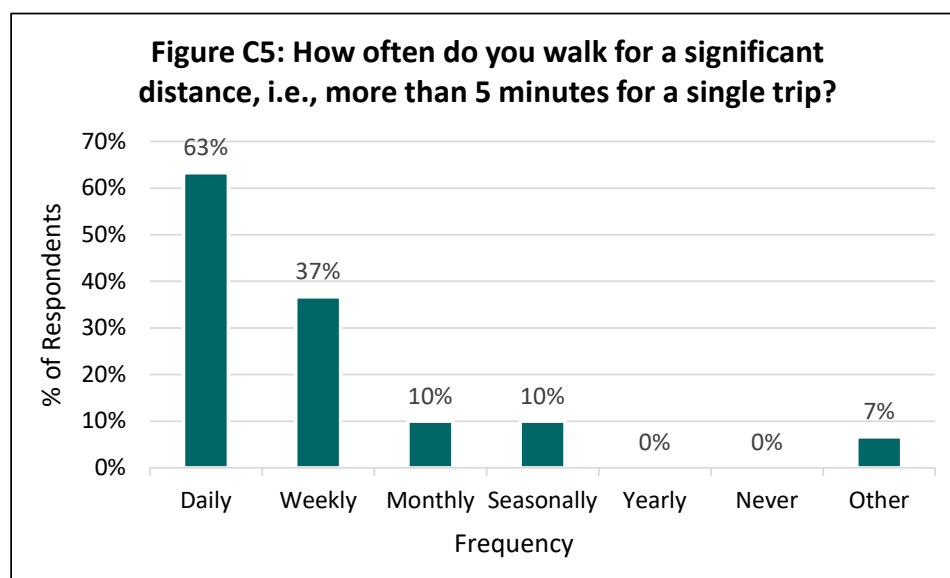
the age of 55 years old, 17 percent of respondents were aged 46-55, ten percent were aged 36-45, and three percent were aged 26-35. The majority of respondents were employed (58 percent), followed by retired (31 percent) and unemployed (8 percent). One respondent was a volunteer EMT/firefighter. Four respondents skipped the question. The majority of respondents were Caucasian (64 percent), followed by Native American (9 percent) and Asian (4 percent). One respondent identified Two or More. Eight chose to skip the question and four chose not to say. The majority of respondents had a household income of less than \$25,000 (43 percent), 19 percent had a household income of \$25,000 - \$50,000, 14 percent had a household income of \$100,000 - \$200,000 and 9 percent had a household income of \$50,000 - \$100,000. Twelve respondents chose to skip the question or Prefer Not to Say. An equal number of respondents identified High School, Bachelor's Degree, and Trade School as the highest level of education that they had completed (18 percent for each), followed by 14 percent of respondents having completed an Associate's Degree and a Master's Degree. One respondent (4 percent) had completed a PhD or higher. Three respondents Preferred Not to Say and seven chose to skip the question.

Current Use of Active Modes of Transportation

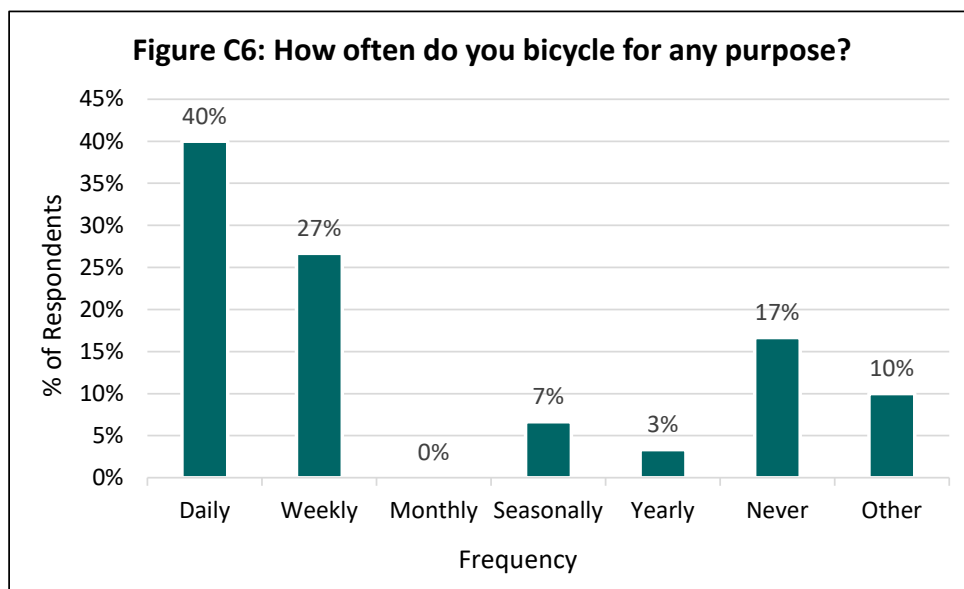
Respondents were asked which modes of active transportation they use when traveling from where they live. As shown in Figure C4, 73 percent walk, 47 percent bicycle, 43 percent use an E-bike, seven percent skate or skateboard, and 27 percent chose 'other' and identified that they drive a vehicle.



When asked how often they walk for more than five minutes for a single trip (Figure C5), 63 percent of respondents identified that they walk daily, followed by weekly (37 percent), monthly (10 percent), and seasonally (10 percent). Two respondents identified that they walk weather permitting.



When asked how often they bike for any purpose (Figure C6), 40 percent of respondents identified that they bike daily, followed by weekly (27 percent), never (17 percent), seasonally (7 percent), and yearly (3 percent). Two individuals identified that they bike daily *and* weekly and one individual specified that they bike 3-4 days a week weather permitting.



Respondents were asked why they walk, bike or roll. As shown in Figure C7, 93 percent of respondents walk, bike or roll to improve personal health and 77 percent said it was to be outside. Individuals also indicate that they walk, bike, or roll to help the environment (40 percent) reduce stress (33 percent), socialize with others (20 percent), because it is convenient (13 percent), to save money (7 percent), and because they have no choice: walking, biking, or rolling is the only or primary form of transportation or recreation (3 percent).

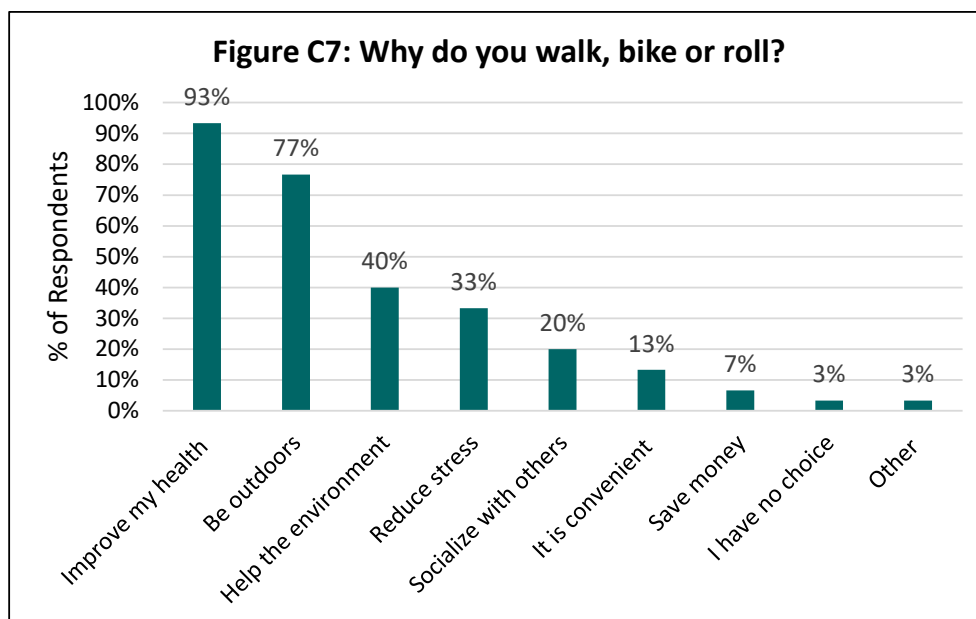


Table C9 shows where respondents walk, bike and roll to. The most common destinations are the post office (14 percent of respondents), unpaved off-street paths/trails (13 percent), restaurants/shops/bars (12 percent), and hot springs (12 percent). The least common destinations are open spaces (1 percent), place of worship (1 percent), running errand (1 percent), and school (1 percent).

TABLE C9: Where do you walk, bike or roll to?	
Destination	Responses
Post Office	14%
Unpaved, off-street paths/trails	13%
Restaurant/Shops/Bars	12%
Hot Springs	12%
Visit friends	10%
No particular destination (leisure/fun)	9%
Park, recreation area	9%
Community Center	7%
Work	7%
Playground facilities	3%
Community Pool	2%
In Open Areas	1%
Place of Worship	1%
Running errands	1%
School	1%
<p><i>Source: Inyo County Active Transportation Survey, 2023</i></p> <p><i>Note: Percentages do not equal 100 due to respondents being able to choose more than one reason.</i></p>	

Barriers to Active Transportation

Respondents were asked what prevents them from walking, biking, or rolling more often. Table C10 shows that the most commonly identified barriers are a lack of or incomplete sidewalks, bicycle lanes, or off-street trails (21 percent of respondents), weather (e.g., heat) (18 percent) and too much traffic or dangerous behavior by people driving (e.g., speeding, not yielding, etc.) (15 percent). Respondents were least likely to see safety (crime or personal safety) and insufficient bike parking as barriers to using active modes of transportation.

TABLE C10: What prevents you from walking, riding your bike or rolling more often?

Reason	Responses
Lack of or incomplete sidewalks, bicycle lanes, or off-street trails	21%
Weather (e.g. heat)	18%
Too much traffic or dangerous behavior by people driving (e.g., speeding, not yielding, etc.)	15%
Lack of shade	12%
Lack of benches	9%
Destinations are too far away	6%
Lack of safe crossings (no marked crosswalks or traffic signals)	6%
No street lights (too dark)	4%
Not enough time	4%
Insufficient bike parking or bike racks	3%
I don't feel safe (crime, personal safety)	1%
Not physically able to walk or bike	0%
<i>Source: Inyo County Active Transportation Survey, 2023</i>	
<i>Note: Percentages do not equal 100 due to respondents being able to choose more than one reason.</i>	

Top Priority Improvements

When respondents were asked to prioritize the top three improvements to walking and biking in their community, new separated bike paths ranked the highest (25 percent of respondents), followed by new bicycle lanes on roadways (17 percent) and better enforcement of traffic laws (16 percent) (Table C11). The least important to respondents were education programs and new sidewalks (3 percent) and marketing and promotional efforts (1 percent).

Table C11: Top Priority Bike and Pedestrian Improvements

Improvement	Responses
New separated bike paths	25%
New bicycle lanes on roadways	17%
Better enforcement of traffic laws	16%
Traffic calming features such as traffic circles	9%
Improve existing bicycle paths/lanes (fix potholes and cracks)	8%
Improved lighting	6%
New sidewalks where they don't exist today	5%
Pedestrian visibility improvements at crosswalks	5%
Other	5%
Educational programs for people walking, biking, and driving	3%
Marketing/promotional efforts to encourage walking and biking	1%
<i>Source: Inyo County Active Transportation Survey, 2023</i>	
<i>Note: Percentages do not equal 100 due to respondents being able to choose more than one reason.</i>	

When respondents were asked to describe specific locations where walking and biking access improvement were needed, nine respondents identified needing improvements on Hwy 127 and eight respondents specified that Old Spanish Trail needed improvements. Other comments identified needing improvements on Hwy 178, near Tecopa Hot Springs, along all county roads, on roadways through the reservation, and on roadways into BLM and wilderness areas.

When respondents were asked to describe where they would like to be able to walk or bike, the most commonly identified areas were between Tecopa and Shoshone along SR 127, along Tecopa Hot Springs Rd, along Old Spanish Trail Highway, and within the communities of Tecopa and Shoshone.

Respondents had the opportunity to provide any additional comments. The most common need identified was for bike lanes and paths, followed by a specific need to increase safety for bicyclists and pedestrians on roadways, public transit bus service to Pahrump, and improved roads.

ATTACHMENT A: ONLINE SURVEY COMMENTS

Write out specific improvements that would encourage you to walk or bike more:

Dedicated bike lanes on 395, in Bishop and Big Pine

Level sidewalks that were adequately lit when dark

Give us a stop light so people don't have to run the chance of being hit. At multiple locations. The one crosswalk we have is still dangerous.

Crosswalks with flashing lights

Bring back a regular route around the rez and West Bishop.

Better crossing along 395

Enforce speed limits on interstate through towns

None, it's a personal choice and we have many options in our communities. When I want to walk/bike I find a way.

Add sidewalk on both sides of 395 between Barlow and HWY 6, add crosswalk where people and bikes actually cross 395 between there every day

Walking/biking clubs/groups

Speed reduction through Lone Pine. Get on the bulb outs signage and lights to slow traffic down into Lone Pine especially on the south end before the high school

We need a real traffic signal in big pine on 395

More cross walks in Big Pine. ESPECIALLY near Copper Top/the park. There needs to be a safe way for us to cross there.


Maybe having a county wide summer goal program with walking biking and other goal rewarding partisans with partners from local businesses. Like walking 50 miles with your dog in March or going to a gym once a week. Partner with the local tribal community as well as the out door community like maybe a camping trip and such. Lol dang long winded

Any available transportation to and from Old Wilkerson would be much appreciated. If I want to go to Reno or Los Angeles, I have to walk a mile and stand on the side of the road because they don't serve Old Wilkerson

Safety from drivers on the 395

Maintain county roads

I walk enough already

Posting more lit up speed signs in town especially at night time and more police patrol to stop  many vehicles speeding through our many small towns!

More areas to park (secure) bikes

I would put a better crossing light in independence, though it is in caltrans district. Also, actual stop signs at the side street intersections

Safe places to cross the highway (traffic signals or low speed places to cross when heavily trafficked)

None. I only bike or walk off-road. Otherwise I drive.

Bike path connectors to ride north-south through Bishop without going on 395. Needed on both sides of the highway. City of Bishop should trim encroaching landscaping on sidewalks and fee titles road frontages to remove existing obstacles to pedestrian use of sidewalks (in some cases forcing children into the street).

Better/improved bike trails

Making bike paths that are safe and away from traffic. New road ways connecting west bishop to town. line street is now only 2 lanes and it's very congested and frustrating!

Getting people to slow down through town

Bike lanes from Lp to lees

Enforcement of speed limits through towns and on highways.

I hate bikes and I have no problem walking anywhere.

Most of my walking is on streets or out on trails. No improvements required.

Is it possible to run bike lanes off the main 395 through the LADWP land along canals to avoid vehicles? like from north bishop to west or east

More lights

Cars not speeding on Neighborhood streets and bicycles not being so chaotic when traveling

More bike and pedestrian paths
More bike paths like in Mammoth

I live 5 Miles to Independence. I have appointments mostly in Bishop. If there was easy parking by bus stop and the bus ran between towns hourly then I would consider transit. Right now I would have to give up a whole day to use transit.

I have to drive to work due to needing my car to get from site to site

More afternoon buses back from big pine. I think my only option is at 6pm, but I work about 7:30-3:15, so one at 3:30 would be ideal.

Better pathways off the main highway down side streets.

Crosswalks are somewhat dangerous. Which I believe is due to speeding, texting while driving and just no concern about the law

Crosswalks with multiple warning light options and extreme lighted warning for drivers to slow down when entering towns.

You cannot even bike on Main St (395) in the town proper. It's too dangerous. People run the red light at the intersection of Main and Line frequently! If I were a cop I could have pulled people over numerous times for running red light. More speed control needs to be done. Trucks should have an alternate route. Main St is SO UNPLEASANT to walk on the sidewalk. The noise is ridiculous and safety... it's not safe, especially if on a bicycle. Also, there are more and more atv's and dirt bikes on city streets these days. They are on routes that are NOT designated combined use routes. They are in city streets! It makes neighborhoods less pleasant to walk or bike through or even sit in your front yard. There seems to be very little policing to stop this. I would walk/bike more to do errands if it were more pleasant. With the growth in traffic (tourists) and the amount of huge trucks in town it just isn't very appealing to walk or bike.

Create a shaded town path. Create a bike path separated by trees on line St. it is too dangerous for kids to ride to school from Barlow and Manor Market neighborhoods

More connected walking ways and sidewalks that connect with trails and hiking paths; a better crosswalk in big pine for safety.

None... too old to ride bikes

NA

Living on the out skirts of Bishop, if you want to walk or ride your bike you have to do this on the main highway with ALL of the large trucks and other vehicles, not a safe environment. A designated path(s) would increase the safety.

I walk when I'm in town, but the crosswalks need to be lighting up when someone is in them!!!

More safety crosswalks through town. Crosswalks are dangerous

I would walk more if I knew that I could safely cross 395 in Big Pine.

Make the pathways easy to use, provide me with maps of bike paths, racks with locks around town, provide affordable bike rentals or free maintained bikes to use. I'd like to see more large shade trees planted all around town on main bike paths.

I was told that you don't walk through the reservation if you don't live there. Plus, with my hours , I would be walking in biking at dark.

Fix the roads and sidewalks

More sidewalks and make land available for new construction in hope of corporate business opportunities

Remove burdensome fences like DWP's new fence around Big Pine Park and Little League. SHAME ON THEM!

Sidewalks on Reynolds Rd

The extreme lack of safety at pedestrian crosswalks in all Owens Valley towns other than Bishop and Lone pine poses a threat to locals in the community. Big Pine is particularly dangerous as 395 traffic routinely well exceeds the speed limit and do not observe/acknowledge those waiting to cross, as well as a lack of speed enforcement due to LEOs spread thin. Additionally, after Caltrans widened the highway to 4 lane in Big Pine years ago, there is virtually no safe option for street parking, unlike Bridgeport for example. "Main St." became just another section of 395 with an increased speed limit of 35mph. Most Big Pine residents have observed on multiple occasions where some vehicles are stopped at the crosswalk and others are blowing through at highway speeds while someone is in the middle of crossing. I would like to see it go back to 25mph with a pedestrian crosswalk including a flashing red stop light as Bishop has. Why wouldn't Big Pine qualify for a pedestrian stop light when the speed limit is 10mph greater than Bishop and traffic speeds are much higher? The added yellow flashing light does little to alert traffic and is inferior to an overhead dual flashing red light to Stop.

Improved lighting and sidewalks for sure

Leave things as they are. We are quickly losing out rural atmosphere.

Homeless. Every time I do walk in town, I have to witness a human stripping down and yelling at his reflection, a man pooping or dog poop everywhere.

Make bikes pay a license fee if they are going to use the roads

Put a stop sign at the 395 intersection on Bartel road to slow down traffic in big pine.

Reroute the 395 around Bishop and create a thriving, pedestrian-friendly downtown

Street lights and sidewalks along county road

While I live here, I travel around the west often. Many comparable towns I visit have far more paved bike trails that are functional for transportation and recreation. They make the towns appeal skyrocket.

Warmer weather

Designated bike paths (not in the gutters.)

Paved bike trails away from highway through DWP land - every town we visit that has these is inviting and makes us want to stop and explore (and spend money). Towns like Telluride, Gunnison, Crested Butte (last summer we went to Colorado - can you tell? 😊)

Enforcement of the rules of the road asking the highway for the safety of bicyclists & pedestrians asking 395.

The streets off of Main Street in our community are of Lone Pine are so broken up and P.O. holed children can't ride bikes or roller skate. I bought 5 bikes for my grandchildren for Christmas. We had to put them in our truck and take the kids to the basketball court at the park to ride them. When they tried to ride on the street they let falling after hitting cracks or broken asphalt. We're young grandparents who participate in activities and want our grandkids out exercising. Having fun. Kids don't ride bicycles in Lone Pine!

My commute for work is too far to walk/bike. When I run errands I have too much to carry/haul back to make walking or biking realistic.

Crossing SR 395 near the park and Copper Top in Big Pine is extremely dangerous, especially on a Friday or Sunday. Please install a crosswalk so that our community has safe access to the park! I am terrified of crossing the highway, sadly I would never allow my teenage daughter to cross the road to go to the park. I (and other community members) have been asking for this for over 15 years.

None. I hate what was done to West Line Street. The bike lanes ruined it. Please bring back 4 lanes for cars.

Let's focus on vehicle traffic. Not the 10 people out of ten thousand that actually walk or bike. Cars first.

None. We are rural. Where we live and work prohibits much of this plan. Unless you live and work in the City limits you need transportation.

Better security for bikes to prevent theft and vehicle speed enforcement

Safer routes to schools for kids from all neighborhoods.

I work 20 miles away. Walking or biking is not possible

Reroute commercial trucks around town.

Allowance of more live/work and light mixed use within existing neighborhoods. Eliminating off street parking requirements in residential areas. Being open to more housing within existing neighborhoods. Doing away with local ordinances that conflict with the above goals. Example: allow two ADU's under 1200sf on any one lot in bishop. This is being done in many California Cities. Preapproved ADUs. These are housing ideas that support local, walkable and bikable neighborhoods. If we keep enforcing zoning laws that were designed around the car 75 years ago we will never achieve places and transportation centered around "people"

There is nothing that would encourage me to bike for transportation it isn't safe to mix bikes & cars. And most of our community is too spread out to make it an efficient use of time.

More Stop signs in small towns

We need paths for walking and biking

Better crosswalks. We do not have a safe way to cross the highway in Big Pine. This greatly impacts my ability to get to the shops on the east side by walking.

New body that doesn't hurt

I live outside the city limits and do not bike into town.

Speed on Home Street with kids

Incentives like getting paid back fees from DMV if use bike or walk

North Baker to Center Street access trail from Reservation to Post Office. Bridge across Big Pine Canal reopened. Need more asphalt roads.

Improve alleys (which are streets) in Independence.

Riding on the highway is very scary and county roads are not paved all the way through for road biking. I would ride my bike more if there was a long distance off-highway paved path.

Lighting at crosswalks. At night it is hard to see people wearing black to see them. Even the light lighting the cross walk would be so much better. Someone is going to get hit and killed as it is now.

The Park in Big Pine

There are plenty of areas to walk and bike in without changing our streets.

Safe sidewalks and lighting near 395

safer crossings from the east side of Bishop to the west side - reroute the trucks that race through town and install more safe crossings for pedestrians and bikes, please

Separate biking or walking lanes. Isolated bike lanes that connect safe streets instead of along the highway would make my commute much easier and safer:
<https://www.youtube.com/watch?v=d8RRE2rDw4k>

Build a truck route to get semis off Main Street in Bishop

Less truck traffic on Hwy 395

Having safe walking biking routes would be a huge improvement

Bike walk underpass to make safe crossing 395 All communities with sidewalks so kids can walk in their neighborhoods

Marketing! Make cycling and walking everywhere a part of the culture in Inyo County.

Make bike paths in Bishop that connect into the surrounding public land. Reduce traffic in downtown area. When improving local roads, include improving shoulder to make it easier to bike.

I road bike for exercise A LOT. And also bike downtown from West Bishop with my roommates for social events most months of the year. I'm most concerned with bike safety/awareness downtown Bishop. Once outside of the city limits, I feel safe on my bike.

New separated bike/ped path from Browns Town to downtown Bishop. Bike lanes on Main St in Bishop. Separated bike paths with center line, or at minimum a bike lane on road that isn't blocked by parked vehicles. Public restrooms and trash receptacles. Bike racks all through-out town, as Bishop currently has almost no bike racks.

It feels like risking your life every time you try to cross 395 in Big Pine. People drive way too fast. They refuse to stop at crosswalks sometimes even when you're in the middle of crossing. I once saw a truck driver switch lanes to go around a car that had stopped to let me cross. Truck didn't even slow down just went around and blew through the crosswalk. I often drive if I need to go across town because crossing on foot feels so dangerous.

Children, families, and all need safe ways to cross highway 395. Bike/ pedestrian over or underpass needed.

In Big Pine we need stoplights! One by the school/ library and another one at the intersection of Crocker and 395. The cars going through Big pine on 395 don't stop when there are people in the cross walks. I walk most days and often attempt crossing 395 with my double stroller and cars often blow right by my and my kid as I'm in the crosswalk. One time about two months ago this happened as I was walking to the

library with my baby and toddler there was a parked CHP officer at the cross walk and one car did stop it another car behind it switches lanes and nearly hit us. The CHP did nothing! I fear for all residents of Big Pine that want to simply enjoy a walk but mostly for our children that may want to walk to their school. The half measure that is on Crocker is not enough and the blinking lights do nothing. I have so many near misses that this point, that I have started filming them. Its terrifying and negligent on behalf of Inyo county to let this continue. Please more needs to be done!

Fund city projects for recreation paths that people can use for recreation and non motorized travel which also connect to county areas.

Better road surfaces on bike paths and county roads. Bike paths are falling apart. County roads are paved poorly with jarring expansion joints, course chipseal, and uneven surface making biking uncomfortable, unenjoyable and often unsafe.

Separated Bike paths

Paved non motorized vehicle path from lone pine to independence to big pine to bishop.

Rough roads, and the complete lack of shoulders are the main deterrents to biking.

More lighting in neighborhoods, especially meadow creek

Question #6 only allows you to choose one option for each category (would not - neutral- would make a difference). There are several options that would make a difference in me choosing to ride my bike more.

Safer 395 corridor to walk from Bishop Reservation to town. Safety at Wye Roas a concern too

Crosswalks on east line street are needed. Speed bumps or traffic calming measures are needed on 3rd st and Yaney in east bishop. Main St in Bishop needs proper bike lines or a better north south alternate bike route

Bike paths, improved condition of pavement, bike lane along highway 395

Bette bike lanes, such as the one on W Line St in Bishop!! Better street lights.

Note: question 6 only allows me to answer 3 of the statements. I think basically all of those would encourage me to walk or bike more or I would feel neutral about. I would love to see more continuous sidewalks in bishop—they are sporadic at best in most neighborhoods. Better enforcement of speed limits going through all the towns on 395—people are at least forced to slow down some in Bishop but it's not uncommon for me to see people going 50 or 60mph through big pine or independence. And in Bishop the timing of the yellow lights is off on some of them. I have spoken to Caltrans about this because I walk across 395 at Yaney every day and 8/9 times (I count) there is still a car going through the intersection on 395 when the light in Yaney turns green. I have been hit in my bike at this intersection and I know at least 6 other people who have as well but when I talked with Caltrans they said their data doesn't say anything is wrong there. They say it's up to Bishop PD to enforce the speed limit. But I have learned from friends at

Caltrans that they tend to only look at car accident data for an intersection in keep pedestrian incidents separate which seems like a big problem in all our communities. Making Caltrans more responsive to and aware of pedestrian concerns would be one of my top priorities. I don't know how it could be done at this point, but crossing 395 is a big challenge for pedestrians, especially bicycles. In part because in the main part of Bishop Yaney street is the only street that goes straight across 395. With the exception of the weird jog that Line street makes, all other crossings require you to ride on 395 for a little while which is often terrifying. I wish there were more crossings that went straight across 395. And that more of the backstreets of bishop went through. You basically have to be on Hanby or Home to go north- south in Bishop. Designating these streets as bikeways and improving the biking infrastructure and signage would encourage me to bike more and make me more likely to bike with others. As far as walking, it would be so nice to see Main Street in Bishop improved. Walking down Main is very unpleasant which certainly hurts local businesses. The loud truck traffic, the relatively narrow sidewalks, and minimal shade all make it unpleasant. Obviously rerouting 395 around town would have been the thing to do but in my opinion that ship has sailed. Trying to encourage traffic to slow down, planting more trees, adding more light up crosswalks, and perhaps changing the lane arrangement to allow for more space for sidewalks (which would force traffic to slow) could be good. Rerouting truck traffic around Bishop would be rad but I realize that's a pipe dream.

Dedicated bike paths that are actually safe to ride on. The W Line street lane reduction is an example of creating new biking infrastructure that is not any safer than before, with the bike lane directly next to 45 mph traffic. Creating ways for bikes to trigger town traffic lights at specific crossing spots. Fixing the heinously deadly "bike lane" though Main Street downtown by creating an alternative signed route down Warren Street.

Separated bike paths and increased bicycle/pedestrian path connectivity through the reservation and the coso would help encourage people to ride to school and work. Studies show that the biggest factor in getting people to ride is having safe paths away from cars. Currently there are some paths in the coso and on the canals, but many of them do not connect.

Your survey is set up so you can't select multiple things that would improve walking/biking. Bishop and Inyo Co have incredibly poor bicycle infrastructure compared to other places in CA. Its such an obvious place to have safe bike lanes and bike routes because so many locals are cyclists and ride year round. The main street bike lane is a joke. It's half in the gutter and has dangerous grates to ride over that take up more than half the lane where they are. It's incredibly unsafe and traffic pushes you into it, or you're pushed into traffic trying to avoid the grates and gutter. This bike lane should be a full size, fully paved bike lane or else it's just unsafe and you're putting the kids who use it in danger sending them onto that street. It's so unsafe people ride on the sidewalk more often than in the street which is dangerous to the pedestrians. Our bike shop in Bishop was sexist to me when I tried to buy something there so I don't have a safe place to get my bike worked on is also a hindrance.

The streets and sidewalks in the town of Lone Pine are in terrible condition. Their rough condition discourages walking, biking, skating, etc.

Bike lanes. I once rode my bike on Main Street and was terrified!

PROTECTED bike lanes, such that it's impossible for a motor vehicle to hit a cyclist.

Less traffic. Wider bike lanes. Easier to cross the street

Separate bike paths connecting meadowbrook area to downtown bishop

We need bike lanes on Dixon Lane

Sidewalks on side streets

FYI the above question (#6) only allows 3 choices total. Trying to mark more than 3 total responses removes the previous one. Traffic enforcement, especially along Main St. in Bishop, would make people feel safer walking. Speeding semi trucks running red lights and people blowing through crosswalks is a big problem.

Nothing

K-rail protected bike and walking paths connecting City of Bishop with N Sierra Hwy, along the US395 corridor. FYI, tech issue on Question 6, the survey dashboard only lets the user select one option out of all the questions (Mac OS 12.6, Chrome).

I bike ride for recreation.

Please write out specific transportation improvements you feel should be a top priority for Inyo County:

Ticket speeders-trucks & cars

2 ROUND TRIP ESTA trips from Big Pine to Bishop. 8am to Bishop; return by 12pm 12 pm to Bishop return by 4pm

Airport services and infrastructure. Recreational cycling etiquette - this group is a hazard to themselves and others and a nuisance in Round Valley, Millpond, Bishop Creek. They do not use bike lanes when present and slow down actual transportation. It's like pedestrian traffic ignoring sidewalks and insisting on walking down the middle of the road.

Road conditions are vital as well as safe sidewalks. It's good when they have the flashing lights in the cross walk over 395

Nothing else matters except stop lights and proper crosswalks.

More regional transit to neighboring towns and counties, mono county, LA, reno

Getting rid of a consistent route that went around to the various bus stops was a mistake. It became inconvenient.

Safer crosswalks with lights that flash

Traffic light at Ft. Independence

IM Transit is getting better. Helping them with more frequent stops between Bishop and Lone Pine might help. I don't know how many people currently use that service though.

Resurfacing local streets where houses are, like Bear Creek in Bishop, that has not been resurfaced since the roads were first laid in the 1970s

Transportation for elderly to and from appointments.

Current safety and speeding traffic should be number one.

We need full time airlines in Bishop

Cross walks in Big Pine. Too much traffic for us to cross safely

OHV but also others come to visit and should get to know our trails but an updated offroad map as it's closed so some that are not in side by sides don't spend 5hrs on a trail then have to back track because a trail is damaged.

I don't know who decided there needed to be a bike lane to west Bishop, but in my opinion removing a lane added to the traffic congestion.

Road surface, road reflectors, lighting at intersections

Optional truck/traffic route and Get rid of the single lane restrictions on Line Street.

Fix and maintain the roads and sidewalks that we already have! Good lighting around crosswalks!

Better lighting at crosswalk especially at night time!!!!

Better traffic enforcement! Average speed on Main Street is 10 mph above the speed limit on tourist commuting days. Everyone runs the stop sign at Sierra and home street, speeds down Sierra.

Biking/walking trails in communities and connecting communities

Better safety crossings

Return West Line street in Bishop to 4 lanes. Main street bypasses.

Separate bike paths for students to commute from west Bishop and Meadowcreek to school. Healthy for children, and would reduce needless vehicle trips and neighborhood congestion.

Improved residential streets/ less trucks on Main St.

*Make line street 4 lanes *Add scenic and fun bike paths that connect county areas to city areas *Divert semis from going down Main Street - so loud and so much noise and air pollution as you're walking or trying to walk Main Street * Build new private or neighborhood specific roads that can connect west bishop and county areas to downtown. Like through the fields that reach from Barlow to Sunland.

More Public transportation

Don't put all the money in northern Inyo County. Aka bishop

FINISHING THE DAMN BRIDBE IN ROUND VALLEY!!!!

More bus availability North to Carson City and Reno

Maintaining current infrastructure

Fixing existing roads painting lines on roads more frequently advertising rules of the road for bicycles and cars

Restore 4 lanes on Line Street

Restore 4 lanes on Line Street

Enforce speed limits and running of red lights. Year round flights out of Bishop airport. Improving some well traveled roads in desperate need of fixing.

Transit from line pine Indy big pine to Bishop as well as a access to commercial air from Bishop year round.

Repaving old roads in the town of Lone Pine not just 395. More sidewalks throughout town. More forced stops on 395 (traffic lights pedestrian crossing etc)

Just more bus times! I love the bus from big pine and want to use it more. More bike Otha would be great too- ideally a big pine to bishop separated trail.

Crosswalks in Independence - probably more and definitely more visible/well marked. I'm 100% that increasing CHP presence on 395 specifically in the towns between LP & Bishop would pay for itself in tickets even only to the worst/most dangerous drivers. People FLY through LP, Independence, and Big Pine and it's dangerous for pedestrians, cyclists, animals and drivers.

Stop Light in Big Pine, cross walk flashing lights are not sufficient enough to slow traffic going through town. Maybe like the red light cross walks in bishop would be better

A freeway bypass

Getting commercial vehicle traffic off of residential roads. Commercial truck parking in town to access services, mainly food, causes a lot of hazards and congestion for local traffic (vehicle, pedestrian and bike).

Create a truck route to the east of Bishop to get huge trucks off Main Street. Create some sort of interesting walking/bike route with art, trees, and a place to park/lock bikes in town. Have more traffic enforcement in town to curb speeding vehicles and drivers oblivious to speed limits and traffic lights.

Year round commercial/affordable air service from bishop airport to SFO, LAX and/or Denver etc. A regular bus to the airport from Big Pine and other communities.

Semi Truck speed on main St

Fix local streets, regularly maintain unpaved county roads(Manzanar Reward east) put in a stop light cameras to catch people running the red light.

This is a beautiful area and to get around via bicycle there are very few options for not riding with the traffic.

Keeping people (including motorized and non motorized users) on existing roads and trails to avoid creating new trails would help take maintain access to those trails and reduce impacts.

The line to Schats bakery has got to get help. It's too small of a. Area and it's a real pain

Transportation seems very limited later in the evening

West Line Street remarking.

More speed enforcement or some sort of "slow down" device/strategy implemented in our little towns. Trying to cross 395 in Big Pine on a weekend is down right dangerous. People constantly parking in the center median to grab a bite to eat, not slowing down below 50mph in town... The list goes on

Get the 395 off Main Street asap! A weekend bus schedule to and from Reno and Los Angeles, with additional departure times so that friend and family don't have to drive their car here.

Crosswalk next to kfc

Get rid of new red flashing lights at crosswalk in favor of yellow lights used around California that simply make you aware someone is trying to cross, instead of create a new set of rules no one seems to understand

Crosswalks need to be improved. I have almost been hit. That was during the summer. During ski season people from out of town just drive through them like they aren't even there. Even if people are in them. Fix the roads and sidewalks

Cross walks with light signals overhead and lights on the pavement

Improving side walks, removing obstacles like DWP fence around Big Pine Park/Little League and adding more water to places creating green spaces.

Please repave Reynolds Rd and add sidewalks.

There needs to be an increase of traffic enforcement by CHP and Inyo SO. Currently, Inyo SO deputies are not radar certified and do not have radar in their units which drastically reduces their ability to effectively enforce speed violations as they have to estimate and pace speeds which leads to Deputies choosing to issue warnings instead of citations (warnings do little to correct future driving behavior). Generally, Inyo SO views traffic enforcement as a primary duty of CHP, rightfully so. However, CHP highway beats are large and officers are spread thin. I think Deputies should be encouraged and supported to increase proactive traffic enforcement and provided radar and certification. Additionally, speed limits in Big Pine and Independence should be reduced to 25mph to increase safety while attempting to traverse/merge onto 395, as well as provide additional safety to those running errands, parking in front of local business etc.. one last rant - Big Pine locals should be able to park in front of local businesses on 395 without having to wait for a break in traffic traveling at literally highway speeds due to there being only inches of space between them and passing vehicles. I know Caltrans will never revert the town back to 2 lanes. BUT, maybe the speed limit can be reduced and enforced so Big Pine and Independence are respected as the local communities they are and not the inconvenient windshield blur they've become on the way to wherever. Thanks.

Might be Caltrans, but better crosswalks on 395 in downtown bishop. With at least flashing lights? Not necessarily the red ones that they just put in... they seem confusing to lots of folks. But someone is going to get hit in one of the crosswalks that are super hard to see downtown. Please address!!!

Fix existing roads, no new sidewalks, lighting, bike paths or stop signals especially on Line St. Enforcement of bike laws. 3 and 4 wide on county roads is illegal and impossible to safely pass on. But bicycles are not held accountable.

N/A

Route big rigs around the town.

Pot holes and pavement deteriorated in the city of Bishop! Tree roots!

Eliminate truck traffic on pedestrian areas for noise and safety

Speed bumps or something to SLOW down traffic in front of the school.

I would love to see easements on LADWP land where bike lanes could connect [portions of Northern Inyo County. That combines with good bike lanes. At a minimum, places like Meadow Creek and Wilkerson should have safe bicycle corridors to downtown Bishop.

Things that make the town more appealing to stroll and shop in - wider sidewalks and bike lanes downtown - either two lanes or reroute trucks. More sidewalk cafe/outdoor dining. Our town could be so cute and appealing - if only. Sitting outside at Looney Bean or Astorga's is great until trucks go by - the problem is they go by constantly.

Education and enforcement of laws between bicyclists, pedestrians, vs automobile. Easy to find information on when flights will be offered at the bishop airport. Repair & upkeep of current local roads including side roads, and dirt - be sure signage of roads are present for safety of getting on and off the highway.

We have to stop the vehicles speeding through our communities. CHP is short staffed, we all understand. But vehicles driving 60 mph in the morning past Lone Pine High School is unacceptable. Big Pine school seems to be able to have a CHP helping out to slow traffic down. Lone Pine needs help both North and South.

Ticket travelers speeding through town (Big Pine, Bishop, Independence, etc.). Ticket people with a ton of snow on top coming off the mountain. Find a better parking solution for Schat's Bakery. It's a traffic hazard. Add street lights from Home Street, down Sierra Street to Main Street. It's pitch black. No way I'm walking/biking after dark in that area.

Enforcing traffic laws. Stop Expanding the roads just. It ruins the land and encourages overuse Biking to the river on SR 168 is a favorite for our family, however on the return to town from SR 168 requires that a cyclist either cross SR 395 to get into the southbound bike lane or bike south in the northbound lane. This intersection is susceptible to vehicle collisions and automobile traffic speeds by dangerously fast in relation to cyclists. Installing a walking/biling path parallel to SR 395 from the north end of town (by Copper Top) to the intersection of SR 168 (by the Vetran's Memorial) would provide a safe path back to town where speed limits are decreased and crossing the highway is much safer. Freight truck parking in Big Pine is also a problem. Trucks park in the highway turn lanes and/or red zones along Main St (SR 395) to grab food etc. creating dangerous conditions for traffic pulling out onto Main St or turning off of the highway.

Bypass Bishop

Enforce traffic code. Make West Line a 4 lane road again.

Fix the truck traffic going thru bishop. More enforcement in downtown bishop of speeding traffic and monitoring trucks speeding and blowing thru red lights at line St and main. Happens all the time! We really need police enforcement downtown and on West Line St for speeding traffic including trucks. West line is seeing more and more traffic being diverted by map apps to route them around downtown and then down Sunland. It's becoming a real problem. West line is getting very noisy and busy with re routed traffic from 395. Main St and west line St need trafffic calming measures put in place to slow people down! We need better bike lanes that are more clearly marked. The ones on line st. Confuse many people as is evidenced by them driving in the right hand area or bike lane. Mark them green with bike symbol which is more universally understood. South Barlow has many pedestrians walking and running and is very dangerous. Cars speeding on south Barlow which has little enforcement and no real walking area for

pedestrians. It's a housing community with people exercising daily combating speeding cars and trucks. It really needs to be improved. A flashing speeding sign would even help quite a bit.

Widening 395 in areas where it is only one lane each way. I travel to so cal monthly.

Too much to say. I could right a book on improvements to Inyo county roads.

Maintain existing roads. Lack of staff prohibits much more than that.

Existing road maintenance

Street maintenance and law enforcement

Maintenance of existing county roads. Passing lanes or 4 lane improvements. The State hasn't completed its commitment to 4-laning many stretches of rural roads and needs to complete the system it started 100 years ago. The state has sacrificed safety in rural areas for urban areas.

Safer cross walks in Big Pine and Independence. Fix new pot holes or very worn highway sections.

Sidewalks

The local streets need serious improvements.

Increase bus service

395 road diet in Bishop. Start with temporary cheap glue down cones. Maybe more permanent improvements if it goes well. Parking along Main Street, which will create a more comfortable, inviting and safer walking experience. A study in Sweden found just marking parking spaces with tick lines slowed traffic down by 20%. The illusion of a narrower road slows people down. I would like Inyo County to look at these types of very affordable "tweaks" to our infrastructure as opposed to massive costly infrastructure projects. Also, improvements to asphalt to concrete transitions on Main Street Bishop could be done. Currently, agg trucks hit these bumps at speed making a huge "boom" sound. Getting tourist to come to a complete stop prior to entering each town so they will slow down through town. Contacting online map companies about alternative routes around Bishop, those roads weren't meant for that amount of traffic and it is damaging the roads.

Making 395 into 4 lanes all the way

Transit stops between Bishop and Big Pine

More stop signs in small towns

Fix and expand the number of lanes on 395 north of the 15 freeway through Kramer Junction. Get rid of the no passing zone or add several new passing zones.

The people of Independence have been requesting updated pedestrian warning lights to slow traffic through town for years and nothing yet, but Big Pine gets all new lighting. ???

Speeding through towns is horrible. I feel my life is in danger every time I use the crosswalk in Big Pine Addressing the dilapidated and dangerous alleys in Independence. They are designated as streets, with street names. The potholes are our kids splash pools during the rain. They have not been maintained/ repaired/ paved in at least 25 years.

Highway crossing Independence

Way too much congestion on Main Street. I know it's impractical but a bypass around the city would be wonderful.

Occasional benches to catch my breath, old lady

Don't waste \$ chasing a truck route. Fix crosswalks and speeds in ALL communities on 395.

New asphalt on old roads

More bus route times for local travel from Lone Pine to Bishop. Needs to be a fixed route for 8 to 5 employees using bus transportation.

Truck by-pass off Bishop main street, more frequent and consistent flights out of Bishop airport to major transit hubs, more frequent shuttle to/from Mammoth and June Mountain.

Crosswalk safety, increased public transit

Line street needs to be put back to four lanes. Too congested with traffic and never see anybody in bike lanes. Heard they were thinking of putting bike lanes in big pine on 395 DO NOT do this.

Increased access to public transportation

The intersection by grocery outlet needs a traffic signal. There have been too many accidents.

Putting more day to day bus routes between Big Pine and up to Mammoth would help with people who don't drive, to get to a job or the supermarket, doctors or whatever.

The wye road triangle is always congested and unsafe, for cars and walkers. The "bike lanes" on Main St in Bishop are a joke - very unsafe, basically a 4 inch strip in the gutter. More bike racks around town would be a cheap and easy way to promote biking - the 3 slots in the little park on Main and Academy doesn't begin to allow for everyone who wants to ride to Amigos, frozen yogurt, and the movie theater to park. So people don't ride. Also: PLEASE REROUTE THE TRUCKS FROM MAIN STREET IN BISHOP, they are hands down the number one reason why people drive 3 blocks rather than walk or bike, you feel like you're going into battle, or playing a game of chicken, trying to cross with trucks + the Mammoth ski traffic.

Increased bike infrastructure and increased public transportation (more shuttles, more stops) within town and also between towns on 395.

Build a truck route to get semis off Main Street in bishop

Better visibility for pedestrians at crosswalks- but not the confusing flashing lights near Yamatani

Pedestrian safety!! Crosswalks that are safe, and traffic actually stopping. LEO, doing more than just sitting and watching school traffic, go into the parking lots and educate people. School traffic, ingress and egress is ridiculous. Tourism speeding is out of control

Home St light congestion

Developed infrastructure for recreation, not just transportation.

More bus transits and/ or electric scooters

Create a truck route that bypasses bishops downtown and make the downtown more pedestrian friendly.

Downtown bike safety, awareness, lanes

Speed enforcement approaching and through communities. Improving infrastructure to enable more safe trips via bicycle (including more electric ones).

Efficient and price-effective public transit. Getting reliable flights in/out of Bishop airport all throughout the year (not just when Mammoth tourism is up). Marking crosswalks in town clearly and safely so no one gets hit.

Walking and bicycling infrastructure for people who live here should take priority

I feel really proud of the re paving work that was done in the Reynolds neighborhood this year. It makes me want to improve my front yard. It makes me feel like our community is nicer and worthy. Thank you for the work you did. When you improve non-Bishop communities, I suspect that at least some would feel like me and it might lead to some small revitalization. I wish the Reynolds neighborhood had sidewalks along Reynolds road and County Rd from 395 to Reynolds. Cars go quickly and it's a very commonly walked path. It would make walking with a child feel easier and might cause cars to slow a bit.

1) Safe bike routes to schools, 2) passive recreational trails accessible from town

As our community is growing we need to work to it's great recreation, transportation. Cities like Boise, and Idaho I have made this a priority only benefit from the access to outdoor spaces, but can create business opportunities through proper transportation planning is it work to be innovative, and think of the county not only a separate city, but a whole. Eastern fear experience as a bike, packing and mountain biking river gorge like fisherman people who claim or three people become more into Overland or

experiences. It would be smart to start to create waves are transportation and trails can link up and therapies population with having bathroom facilities, places for clean access to climbing and river faces, as well as shut to allow from biking from one end of the valley together. Which also allows for the benefits of the residents who live here, long-term if we can be innovative with her thinking, we can help to promote recreation and create facilities for everyone here.

Divert through traffic and commercial traffic around downtown.

Fix existing bike paths and complete safe routes to join paths or lead to destinations. Specifically, complete the path from Dixon Lane across north Sierra Highway to Elm Street School. Long overdue! Link Line street bike lane to Millpond!

Send truck traffic around Bishop.

Slowing down the Main Street traffic especially the big trucks

Stop light in big pine for pedestrians to cross highway 395. Drivers still don't stop at people in the crosswalk even when I have my kids in a stroller!

A north to south bike path and shoulders on the highways through Death Valley National Park.

Make west line St two lanes again. Please please.

Bike lanes on Main Street. Better stop lights for crosswalks instead of the current ones that stay red for minutes after the pedestrians have crossed.

* Safe/ separate bike lanes/paths. * Slowing traffic down when entering our small towns (by creating an identifiable change between the open highway and entering a small town or photo tickets?? I don't know but go sit at Big Pine School one day and see how scary fast some people go by the school!). ***Big time dream: California creates a high speed train connecting Eastern Sierra to San Diego and LA area to cut down on all the speeding traffic :)

Air service to LAX, all year air service to at least one major airport.

Buses that run on weekends!!!! Especially Bishop -Mammoth

Enforce speed limits through towns on 395, create more continuous sidewalks, plant and maintain more trees along sidewalks for better shade (Warren street looks great!), add more crosswalks (especially with flashing lights), make all stoplights able to be triggered by bicycles (home street can be triggered but none of the others can in Bishop). Also identifying the good bike and walking routes through town and focusing pedestrian infrastructure on those routes. Thanks for putting this survey out!

Pedestrian crossings on 395. The new crossing signals are a good start, but now the non-signalized crossings are still dangerous. People should be able to walk the downtown area without fear of getting hit

by a vehicle crossing the street. At a minimum, there needs to be flashing street lights embedded in the road and flashing crossing signs at the Academy and Clarke street crossings. Traffic enforcement for speeding in downtown Bishop is poor.

Within the Bishop area, the county should work to ensure a livable city and avoid the pitfalls other western towns make when they develop infrastructure solely for cars. Bishop has limited space and devoting more of that to roadway and parking removes public space for people. Walkable public space downtown and safe walking and cycling paths around the area would allow children to get to school and workers to commute without the need for increased traffic and parking.

Repave and redesignate more of Main St in Bishop to be a real bike lane and not the fake gutter/grate "bike lane" that is there now. Make the 395 have a wide enough shoulder the whole way to safely bike between mammoth and bishop. I also tried commuting by bus recently and it was so horrible I'll probably never try again and am warning others away from it. First off, you should be able to just buy a bus ticket online. Currently, you have to send in a form and wait for it to be approved, so you can never just make spur of the moment decisions to ride the bus. I'm not going to call in, what is this 1985. I took the bus instead of driving to mammoth recently due to road conditions from that storm that came in early January. The bus from Bishop to mammoth was 25 minutes late, and arrived way later than the schedule said making me late for work. Then, when I left, the bus was a full HOUR AND 15 MINUTES late. I understand there can be delays with the snow, but you'd think by now a TRANSPORTATION company would have figured that out and sent drivers out earlier or adopt a "snow schedule" to announce these delays. As it was, there was maybe 15 of us standing still on the snow bc there's no shelter, in 20 degree weather at night, for again, an hour and 15 minutes. And no one was working dispatch after 5:00 so when I tried to call to ask when the bus was coming there was no one to talk to. We all just waited indefinitely. Then when the driver got there he was grumpy, yelled at riders for putting skis in the back when that's exactly what the morning driver had them do, offered no apologies or discounts for the lateness. There were kids and elderly people waiting. And they don't even have a stop at the Pine Creek Rd turn off, so me a Rovana resident had to go extra the wrong way to get picked up and dropped off by the bus in bishop. Specific improvements for ESTA: Make a snow schedule so residents aren't left stranded with no info and can get to work on time. Make a heated bus stop or at least shelter with seating in Mammoth so we don't have to wait below freezing in the snow. Make a bus stop for Pine Creek Rd so we don't have to anxiously flag the driver down standing on a major highway. Make it so you can buy tickets online instantly. Staff customer service to answer phones so riders can talk to someone about where the bus even is since it was more than an hour late I tried to take it. RUN ON THE WEEKENDS so tourists can get to recreation sites! Go to recreation sites/trailheads! Residents also need to get to Reno/LA on weekends for flights! Thanks district 9 in general for the work you do to keep the roads in great shape and snow cleared in the winter. I lived in Oakland before this and the roads here are so good in comparison it's dreamy honestly. Keep up the good work on that front. :)

Improve local streets, add sidewalks & bike lanes, EV infrastructure.

EV charging, rerouting of truck traffic, more bike lanes and ped access around Main Street.

I am legally blind, a better bus service from Big Pine to Bishop offering more times for coming and going at least one or two times a week. The service should come door to door.

Protected bike lanes. Greatly improved cushioning on the ESTA bus passenger seats.

Reduce truck traffic and through traffic on Main Street

Improve pedestrian crossings and bike path/lane connectivity

More bus stops

Family bike path east to west

Traffic enforcement from law enforcement, especially in and around the towns. Year round commercial air service. Aesthetic improvements to encourage walking - trees, traffic calming infrastructure, etc.

Better snow and ice removal in downtown areas like parking lots and sidewalks on the occasions we do get snow.

Allow more use of OHV on streets as Arizona has done and many other states.

I feel more corridors and shared OHV combined use roads would reduce trailer trips and congestion
Connecting Bishop to N Sierra Hwy along the US395 corridor with bike/walking path protected by a K-Rail.
This route would be lit at night and follow the supposed broadband route that has yet to be installed.

I would like Inyo County to expand combined use routes.

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ATTACHMENT B: POP-UP WORKSHOP COMMENTS

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If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Later bus service & later bus service on Sundays

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Homeless people make biking unsafe. Bike lane on Main St unsafe. Cuts through park instead to avoid Main St.

Bike path parallel 395 (needed) so bikers don't have to bike on Main St

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Current bus every $\frac{1}{2}$ hour at Vons, Pite Lake Casino, Reservation
Bishop area

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Educated bike riders. Reflective tape for back of bikes for night. No lights on Res or Dixon

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Herland is usually improved we need sidewalks
Sierra St, we tripped. Need DART a lot of elderly people
live here. Consider older folks, crosswalks, sidewalks

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Down Rock Creek, Washed out

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

No Notes in Wells in Tungssten Hill Rd. / Dleaving is problem
More aforment is needed

No OHV on regular streets, repeat that

Roads are fine

Bike paths OK
alot of cyclists on
Bishop Creek Rd

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

1. Improve access to Vans

2. Add a Bishop town shuttle like Mammoth has:

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Shower for travelers

Am BNB

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

W. Herson → B. Lake → O. bin, floods alot

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Bad road on 395 in Mono County toward Junelake

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

* Bike path to tourist destination, airport
Start into town, Bike lane on Line St to Owens River, 4 mi.
Bishop Creek go up a couple miles,

Email for Vons gift card drawing: _____
Dune St bike path needs to be repaved + extended

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Commercial service to airport

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Line St. make 2 lanes again
get rid of Those islands on main st.
They only clog up traffic. Airport 2 lanes would help

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Ranch Rd - needs maintenance (potholes, ruts)

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

More connectivity in bike routes throughout Inyo County. Especially need to increase safe routes for kids to bike.

Email for Vons gift card drawing: [REDACTED]

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

On highways - need bike lanes

Email for Vons gift card drawing: [REDACTED]

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Bishop to Shafant - bike path

Email for Vons gift card drawing: [REDACTED]

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Improve Park To Vans - get that truck on North side of Sierraville
There are good roads
More dog poop receptacles

Email for Vons gift card drawing: [REDACTED]

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Community Park - central place for upkeep.
Upgrades for children.

Email for Vons gift card drawing: [REDACTED]

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Line St bike lane extended to college

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

^{condition}
Pavement, 99, 395

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Bridge over 395 from E/W of Bishop

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Make the buildings look more cohesive - better matching look.

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Juniper, bike lane paths / Riota / E-Line St
Hwy 6 → need bike lanes

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Animal shelter for Res dogs.

Bike lane on Main Street.

Email for Vons gift card drawing:

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Need more public transport accessibility.

Email for Vons gift card drawing:

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Better lighting throughout the backstreets in town, especially noticeable in winter when it's dark earlier and there's early evening events in the dark when going to the car.

Email for Vons gift card drawing: [REDACTED]

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Keep the airport & increase flights. Direct from EUG or PDX!

Email for Vons gift card drawing: [REDACTED]

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Addition of sidewalks

Email for Vons gift card drawing: [REDACTED]

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Update sidewalks in Lone Pine

Email for Vons gift card drawing: [REDACTED]

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

There needs to be a regular bus shopping/ Better. Publicity about! My mother is disabled & many residents need such a service.

Email for Vons gift card drawing: [REDACTED]

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

We could use some form of public transportation
to Darwin for elderly folks or those with no vehicle
- like a couple days a month or once a week

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Rodney Hoyer # 559-205-6401
Bike lanes, bike racks

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

A Bike PATH From THE LP/DV AIRPORT To
TOWN WHERE THE SIDE WALK IS PROPOSED.
NEW PAVEMENT IN TOWN'S (LP) LOCAL ROAD

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Our streets are terrible -
we have lived 70 years! No work done
on roads!!!

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Lone Pine Town Streets have terrible
potholes

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

It would be the ROADS
Lone Pine Roads are crap! They tear up our tires.

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Repair Lone Pine Streets!
add sidewalks

Email for Vons gift card drawing: _____

If you could fix one thing about transportation in Inyo County (roads, sidewalks, bikepaths, public transit, crosswalks, etc), what would it be?

Need more signals in Lone Pine

Email for Vons gift card drawing: _____

ATTACHMENT C: TECOPA ACTIVE TRANSPORTATION WORKSHOP COMMENTS

Please describe specific locations where walking & bicycling access improvements are needed in your community.

A bike path between Shoshone and Tecopa. Rails-to-trails (using existing old railroad berm as a connecting bike and walk trail between the communities.

Old Spanish Trail Hwy, Hwy 127, Bob White way

Hwy 127 thru Shoshone is dangerous - need to reduce speed limit, add speed bumps, and other measures

Places along highways that have soft or no shoulder.

BETWEEN TECOPA HOT SPRINGS (COMMUNITY CENTER) AND TECOPA POST OFFICE. THE POST OFFICE AREA KNOWN AS THE TRIANGLE NEEDS TO HAVE A MARKED CROSSWALK FOR THE LOCAL BUSINESSES THERE

We need bike lanes and (or at the very least) "Share the Road" signs on Hwy 127 from Ibex Pass to Shoshone at least, ideally all the way to Death Valley Junction or Ash Meadows.

Tecopa Heights. China ranch road, around post office

From Tecopa Heights to Post Office to Tecopa Hot Springs they 127 and Old Spanish Trail from Charleston View California to Hwy 127.

Hwy 178 both east to Stateline at Pahrump Nevada. Hwy 178 west into Death Valley National Park.

Hwy 372 to Shoshone, CA hwy 127 and Old Spanish Trail

Highway 127 & Old Spanish Trail

Old Spanish trail hwy

Need safe crossing of hwy 127 in Shoshone

Into the wild open spaces, BLM and Wilderness areas

Tecopa Hot Springs Road and/or Old Spanish Trail

Pahrump 132 sq miles of this woke town!

N/S through reservation

All county roads

Tecopa Hot Springs

Lighting near sidewalk

EVERYWHERE!!!

Where would you like to be able to walk and bike?

Between Tecopa and Shoshone

From Shoshone to Tecopa and back.

Old Spanish Trail Hwy

"TECOPA HOT SPRINGS ROAD, OLD SPANISH TRAIL HIGHWAY, TECOPA HEIGHTS RESIDENTIAL AREA, TECOPA TRIANGLE POST OFFICE AREA "

Places where I won't encounter O.H.V. (Off Highway Vehicles)

Bike from Tecopa to Shoshone and beyond to Death Valley Junction, Tecopa to Ibex Pass and beyond to Dumont Dunes, walking and biking trails on Tecopa Hot Springs Rd. and the Old Spanish Trail Highway to Charleston View.

Tecopa spa district

"From Tecopa Heights to Tecopa Post Office and adjacent restaurants, Tecopa Hot Springs Community Center and Tecopa Hot Springs.

From Tecopa Hot Springs to Hwy 127 to see the wetlands and view the birds and to see the Amargosa River. In Shoshone to Hwy 178 west to Death Valley Park boundary.

"To the closest major grocery shopping which is in Pahrump Nevada.

To Death Valley National Park via Hwy 178 west.

On hwy 127 within Shoshone."

NV Hwy 372 to CA 127 to Old Spanish Trail

County hot springs, borehole, China ranch, Shoshone, Tecopa triangle

Old Spanish trail hwy, 127,178

Across hwy 127 without fearing for my life

Shoshone

Post office, water kiosk, hot springs

Down the roads I live by

All places in community

To China Ranch

Community Center

Near my house

In town

Tecopa, CA

Old Spanish Trail, Tecopa Hot Spgs Rd, Hwy 127

Work, school, store

Do you have additional comments regarding walking or biking in Tecopa and Shoshone?

Lots of our visitors and guests bring bicycles to this area. We should have bike-friendly trails for them so they can stay off the highways.

Hwy 127 is NOT SAFE for bicycling and walking!!)

It's very dangerous to bicycle on any roads due to vehicles going too fast and are not looking for or are aware of bicyclists. Having signage that make people aware of cyclists could be helpful.

THERE IS A RISK OF BEING BITTEN BY AGGRESSIVE "PET" DOGS ROAMING FREE ESPECIALLY IN THE TECOPA HEIGHTS RESIDENTIAL AREA FOR ANYONE BICYCLING AND WALKING

The number of folks who are riding e-bikes these days in our neck of the woods is astounding! We would love to ride on Hwy 127 and feel safe doing it. There aren't even shoulders on that stretch of highway. So, bike lanes would be awesome, not to mention some signage asking drivers to "Share the Road," at least reminding them that there may be bicyclists ahead. Walking and biking is what we live for in the Winter and the early Summer mornings or late nights.

"We also need weekly bus service to shop in Pahrump since it too far for biking and no stores here"

"Walking and bicycling in Tecopa and Shoshone can be fun, healthy, economical, environmentally sound, adventurous and worthwhile on all levels.

It's a way to meet neighbors, visitors, tourists and people passing through.

It's a fun healthy way to socialize and bring us all together.

It's healthy and fun and economical and environmentally friendly to use my bicycle to get to the beginning of trails I want to hike..

I would like to see a bicycle and walking trail going from Tecopa to Shoshone on the obsolete old Tonapah and Tidewater railroad bed that already runs between the two towns."

A wide enough bike lane for a trike between Tecopa and Shoshone.

Thank you for this opportunity

We also need the bus to Pahrump to be reinstated (it stopped because of covid and has not resumed)

Cars speed by the post office all time. Stop signs, speed bumps, or a traffic circle would help make this situation safer

Areas to e-bike not on roadways

There used to be a bus to Pahrump. If the route could be revived I would take it and I know a few others in Tecopa have said they would as well.

No, just get the grant to improve the citizens, taxpayers, and voters, safety, health, and workforce.

Move the transfer station down by the post office and turn that area into a park

Wider shoulders on 127 would facilitate riding bikes from Shoshone to Tecopa

Better paved roads/better pavement

Awesome place

No shoulders, no signs, no bike trails

I've not seen one bicyclist since February 2023

**Chance to
win a gift
card to
Vons!**

**Do you walk,
bike, drive a car,
take the bus, live or
work in Inyo County?**

- **Where is it unsafe to walk or bike?**
- **What road needs improvement?**
- **Is it hard for you to get around?**
- **How can roads, bike paths, sidewalks be improved?**

**Share your
opinion!**

The Inyo County Local Transportation Commission is currently updating the Inyo County Regional Transportation Plan (RTP) and Active Transportation Plan (ATP) and we want you to tell us what the priorities are for improvement projects.



TELL US WHAT COULD BE BETTER



BICYCLE AND PEDESTRIAN CRASH HISTORY

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Table D1: Inyo County Bicycle and Pedestrian Injury Crashes 2016-2020

When Collision Occurred			Where Collision Occurred		Collision Severity	Number			Motor Vehicle Involved with...	Pedestrian Action	Conditions		Alcohol Involved
Date	Day	Time	Primary Road	Secondary Road		Killed	Injured	Involved			Lighting	Road	
6/13/2016	Monday	10:20 AM	US 395	Fall Road	Injury (Other Visible)	0	1	2	Other Object	Not in Road	Daylight	Dry	N
6/26/2016	Sunday	10:00 PM	Buttermilk Rd	SR 168 WB	Injury (Other Visible)	0	2	2	Pedestrian	In Road, including Shoulder	Dark	Dry	N
6/29/2016	Wednesday	9:25 PM	Pa Ha Ln at US 395	US 395	Injury (Other Visible)	0	1	2	Bicycle	--	Dark	Dry	N
7/8/2016	Friday	12:50 AM	US 395 NB	Sunland Ln	Fatality	1	0	2	Bicycle	--	Dark	Dry	N
7/23/2016	Saturday	1:00 AM	Diaz Ln	See Vee Ln	Injury (Other Visible)	0	1	2	Pedestrian	In Road, including Shoulder	Dark	Dry	Y
9/29/2016	Thursday	8:40 AM	US 395	Mill Creek	Injury (Other Visible)	0	1	1	Non-collision	--	Daylight	Dry	N
9/29/2016	Thursday	9:45 AM	US 395	Barlow Lane	Injury (Other Visible)	0	1	2	Bicycle	--	Daylight	Dry	N
11/5/2016	Saturday	2:25 PM	SR 168	Death Valley Rd	Injury (Severe)	0	1	1	Non-collision	--	Daylight	Dry	N
2/13/2017	Monday	4:30 PM	US 395	2345 N. Sierra Hwy	Injury (Other Visible)	0	1	2	Pedestrian	In Road, including Shoulder	Daylight	Dry	N
4/1/2017	Saturday	7:16 PM	SR 168 WB	Winuba Ln	Injury (Complaint of Pain)	0	1	2	Pedestrian	Crossing not in crosswalk	Dark	Dry	N
5/1/2017	Monday	6:55 AM	Mesa Vista Dr	Avenida Del Monte	Injury (Other Visible)	0	1	2	Pedestrian	In Road, including Shoulder	Daylight	Dry	N
5/27/2017	Saturday	11:02 PM	Tu-Su Ln	US 395	Injury (Other Visible)	0	1	2	Bicycle	--	Dark	Dry	Y
6/4/2017	Sunday	10:05 PM	Pa-Ha Ln	US 395	Injury (Complaint of Pain)	0	1	2	Pedestrian	intersection	Dark	Dry	N
6/9/2017	Friday	11:45 PM	Locust St	Jackson St	Injury (Other Visible)	0	2	3	Pedestrian	Crossing not in crosswalk	Dark	Dry	N
7/1/2017	Saturday	11:05 AM	SR 168	Meadow Ln	Injury (Complaint of Pain)	0	1	2	Other Motor Vehicle	--	Dark	Dry	N
8/30/2017	Wednesday	6:30 PM	Locust St	Hay St	Injury (Complaint of Pain)	0	1	1	Non-collision	--	Dark	Dry	Y
9/8/2017	Friday	9:00 PM	US 395 SB	Tu Su Ln	Injury (Other Visible)	0	1	2	Pedestrian	In Road, including Shoulder	Dark	Dry	Y
12/1/2017	Friday	10:15 AM	Rocking W Dr	Bar L Ln	Injury (Severe)	0	2	3	Pedestrian	In Road, including Shoulder	Daylight	Dry	N
12/26/2017	Tuesday	8:25 PM	US 395	Post St	Injury (Other Visible)	0	1	2	Pedestrian	intersection	Dark	Dry	N
2/4/2018	Sunday	4:20 PM	Warm Springs Rd	US 395 NB	Injury (Severe)	0	1	2	Bicycle	--	Daylight	Dry	N
10/5/2018	Friday	3:40 PM	Pa Me Ln	SR 168	Injury (Complaint of Pain)	0	1	2	Other Motor Vehicle	--	Daylight	Dry	N
1/27/2019	Sunday	3:45 PM	US 395 NB	Macgregor Ave	Injury (Severe)	0	1	2	Bicycle	--	Daylight	Dry	N
3/8/2019	Friday	2:35 PM	US 395	See Vee Ln	Injury (Other Visible)	0	1	1	Non-collision	--	Daylight	Dry	N
4/26/2019	Friday	3:40 PM	See-Vee Lane	West Line St	Injury (Severe)	0	1	2	Pedestrian	intersection	Daylight	Dry	N
7/19/2019	Friday	12:10 PM	Tu Su Lane	Payahuupa Way	Injury (Other Visible)	0	1	2	Bicycle	--	Daylight	Dry	N
9/10/2019	Tuesday	4:00 AM	SR 178	SR 127	Injury (Other Visible)	0	1	2	Pedestrian	Not in Road	Dark	Dry	N
5/24/2020	Sunday	11:00 AM	S Round Valley Rd	Sawmill Rd	Injury (Severe)	0	1	1	Non-collision	--	Daylight	Dry	N
8/2/2020	Sunday	6:01 PM	Main St	Mac Iver St	Injury (Other Visible)	0	1	2	Bicycle	--	Daylight	Dry	N
11/9/2020	Monday	10:00 AM	W Elm St	Schley St	Injury (Severe)	0	1	2	Pedestrian	Crossing not in crosswalk	Daylight	Dry	N

Source: SWITRS

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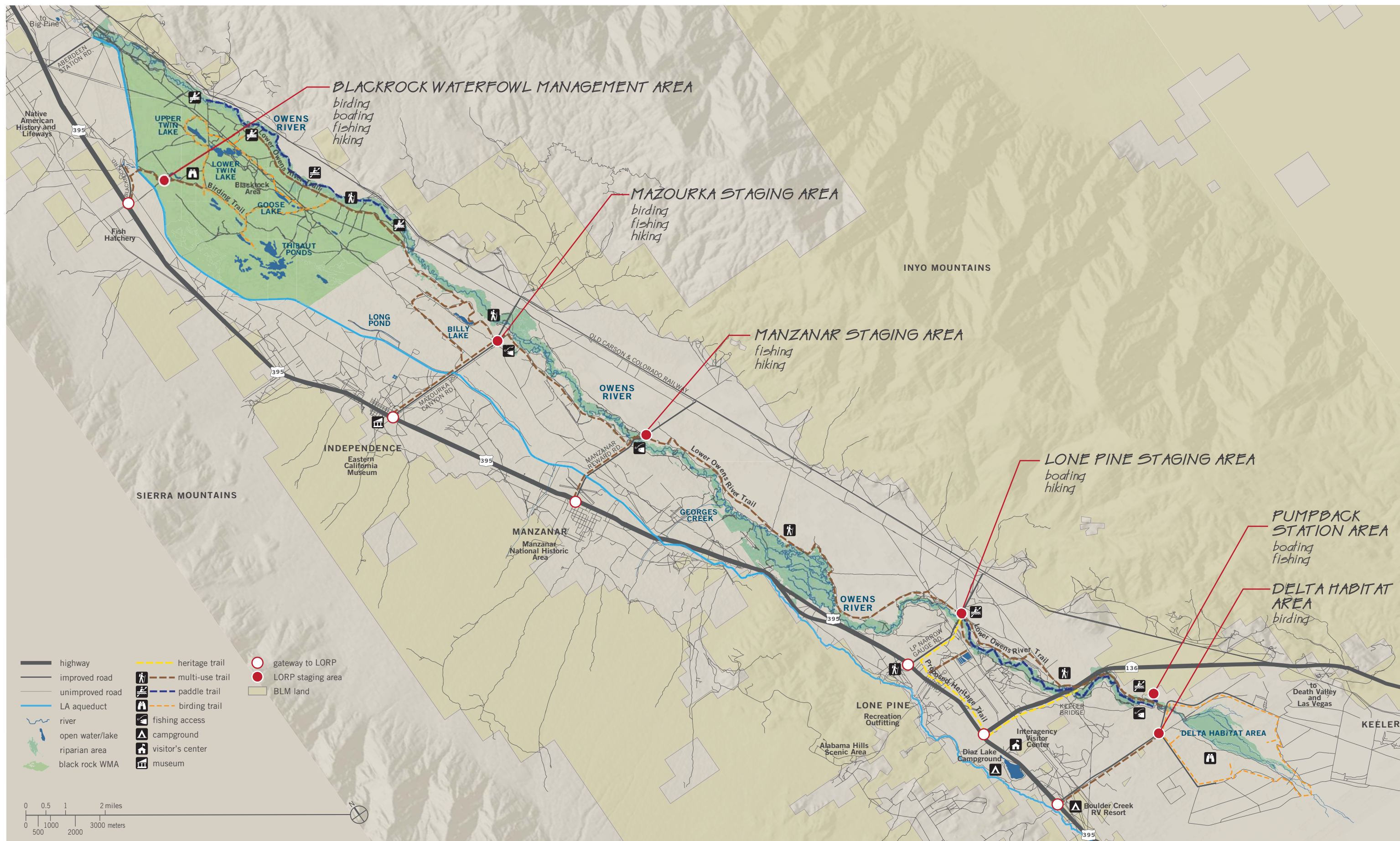
Appendix E

LOWER OWENS RIVER PROJECT MAP

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MAP 1 recreation use plan

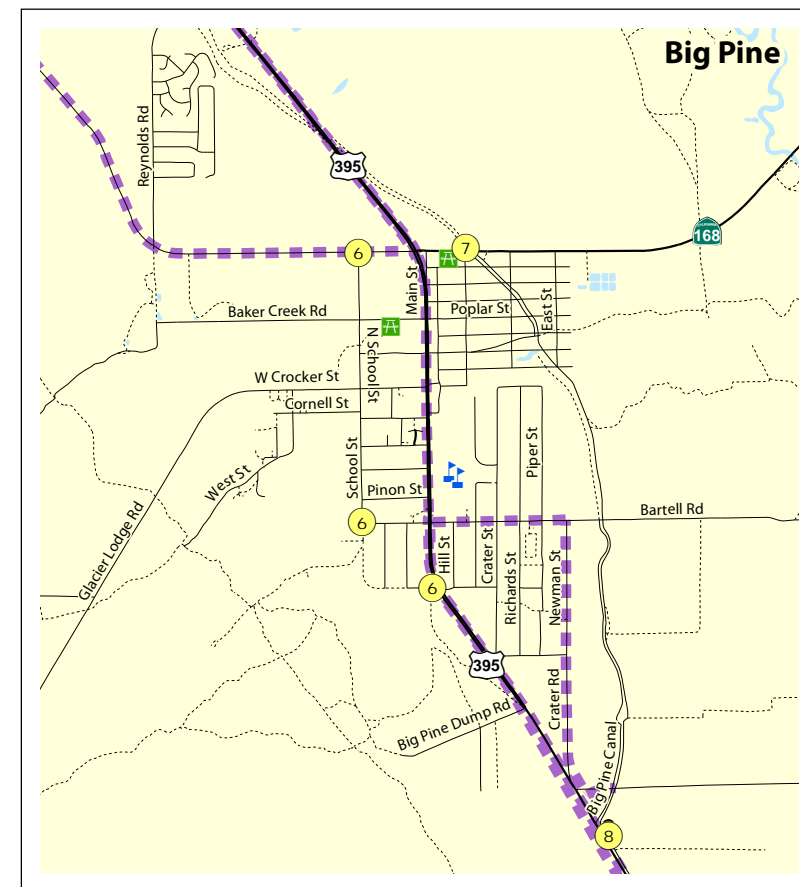
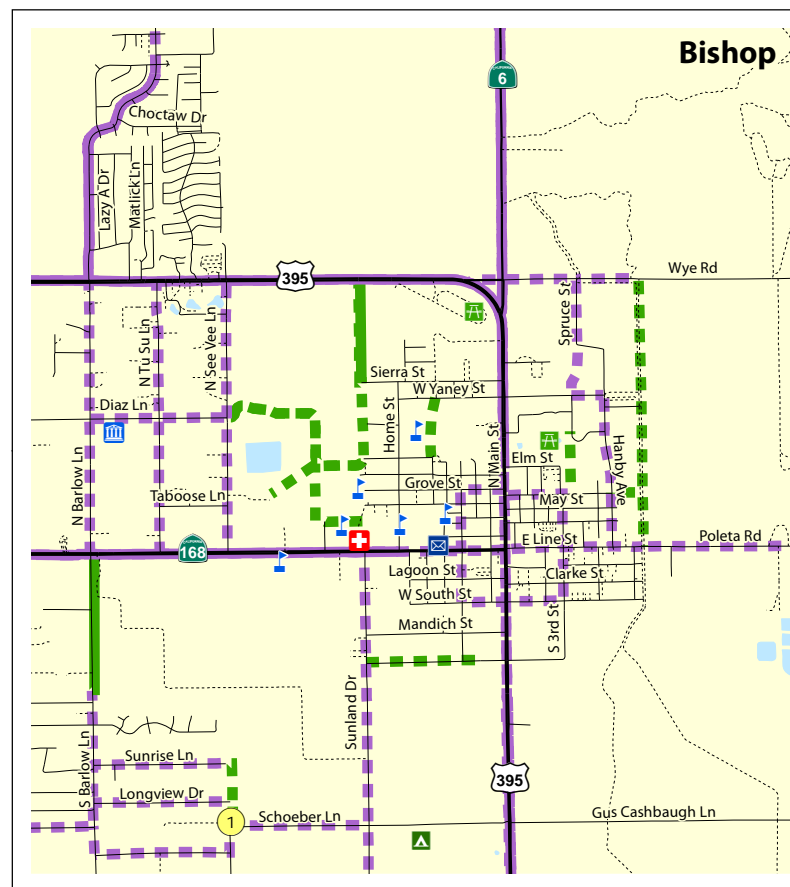
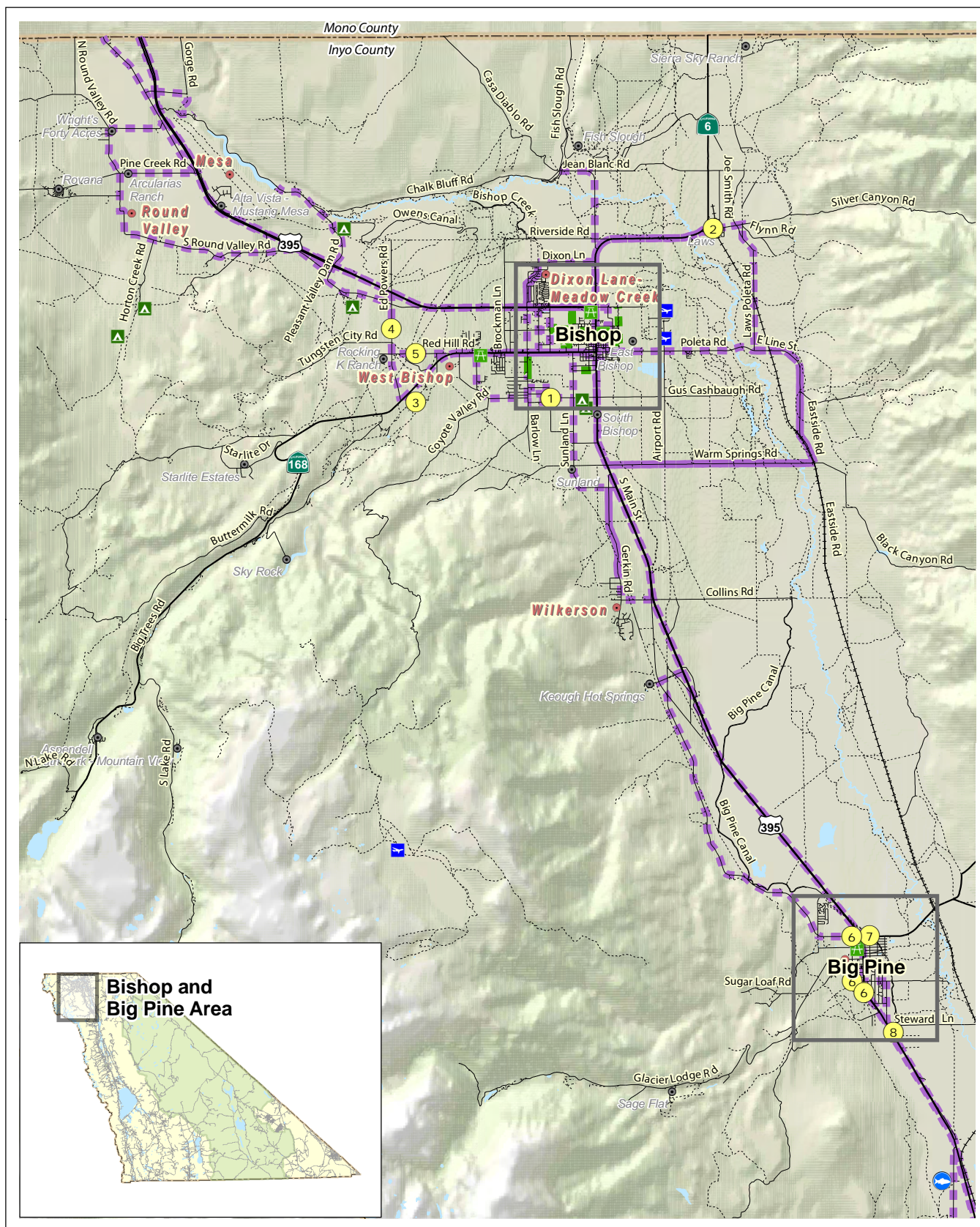


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Appendix F

**INYO COUNTY 2008 COLLABORATIVE BIKEWAYS PLAN MAPS
AND RECREATIONAL ROUTE PROJECTS**

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

LEGEND

Destinations

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

Existing Bike Facility

- Class I
- Class II or III

Proposed Bike Facility

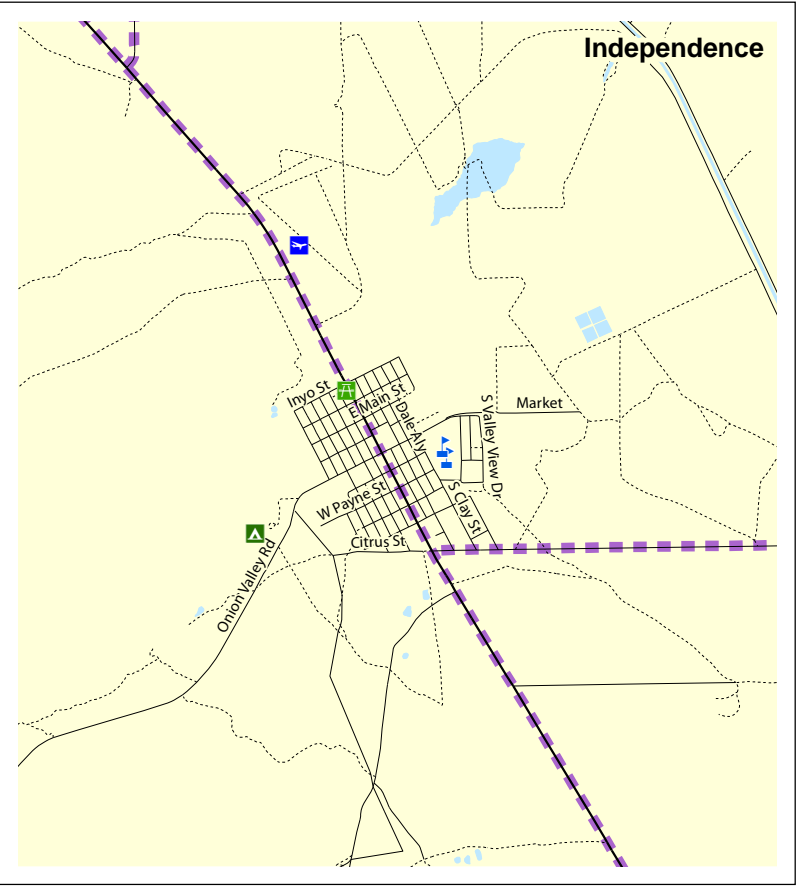
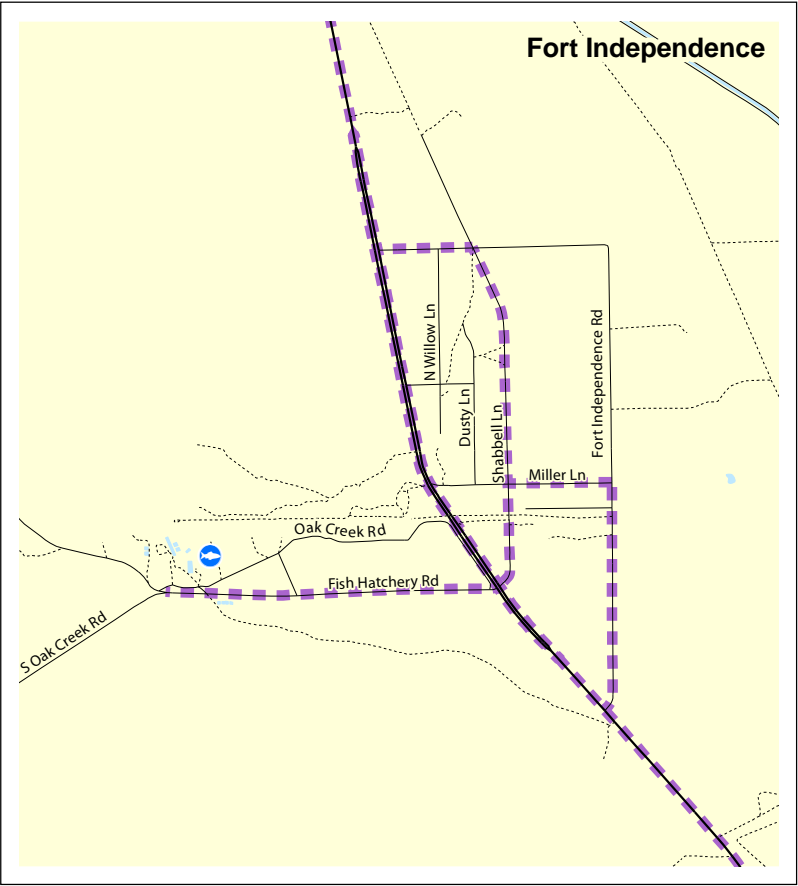
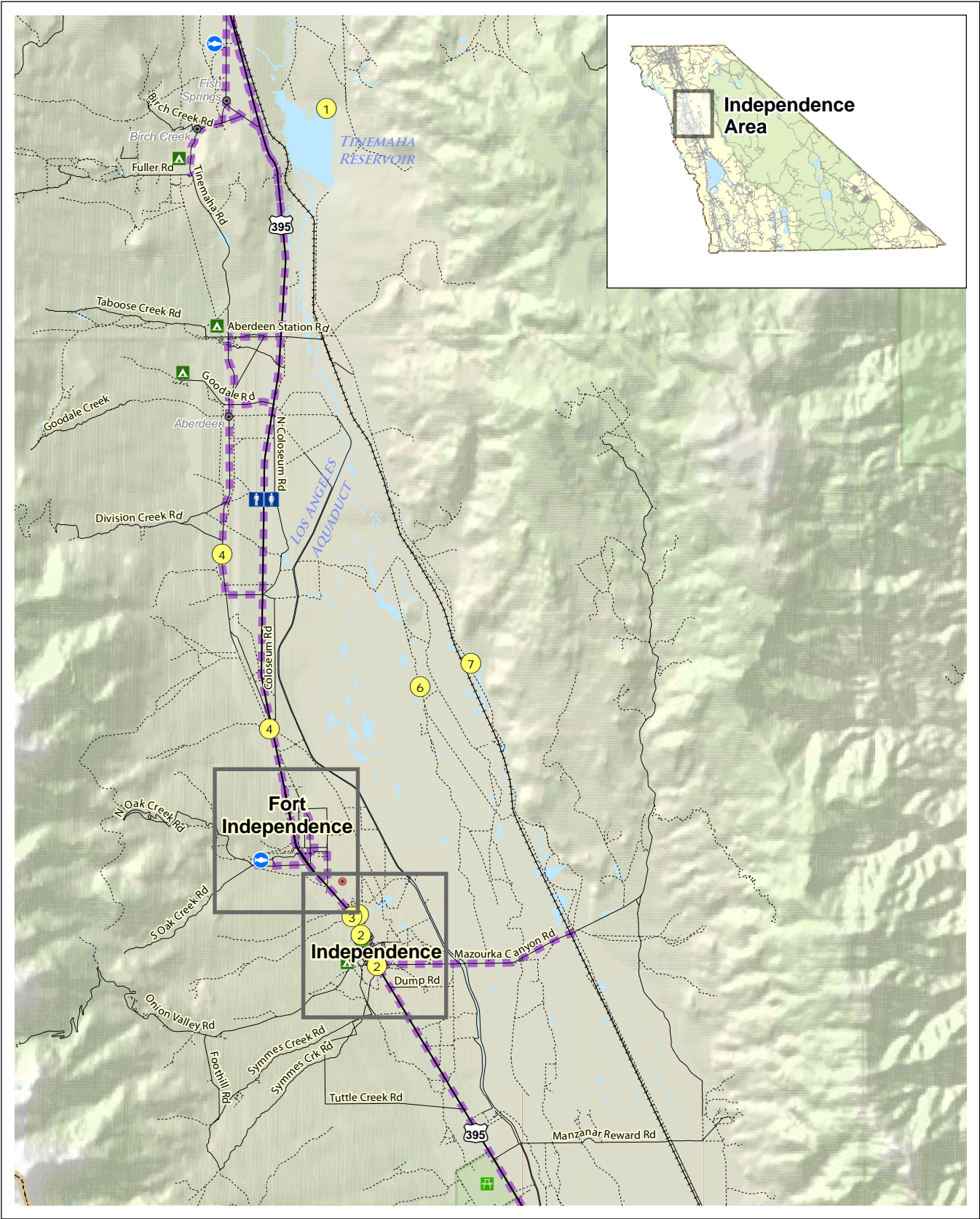
- Class I
- Class II or III

Transportation Facilities

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

North Arrow

NOT TO SCALE



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

LEGEND

● Outlying Area

Destinations

✈ Airport

⛺ Campground

🏫 School

🏛 College/University

🏥 Hospital

🌳 Park

📧 Post Office

🐟 Fish Hatchery

🚶 Rest Area

+++++ Railroad

Transportation Facilities

— Major Road - Improved

— Local Road - Improved

..... Other Road - Unimproved

Existing Bike Facility

— Class I

— Class II or III

Proposed Bike Facility

— Class I

— Class II or III

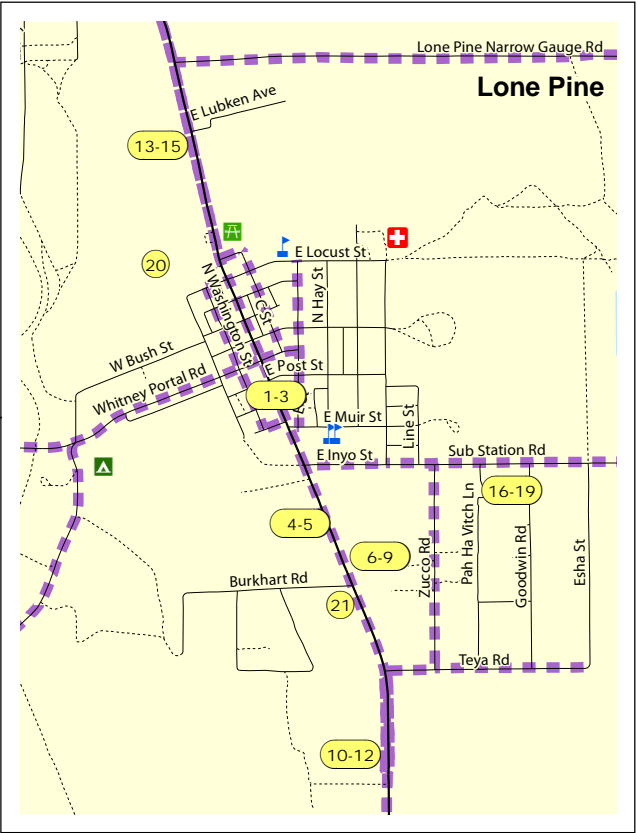
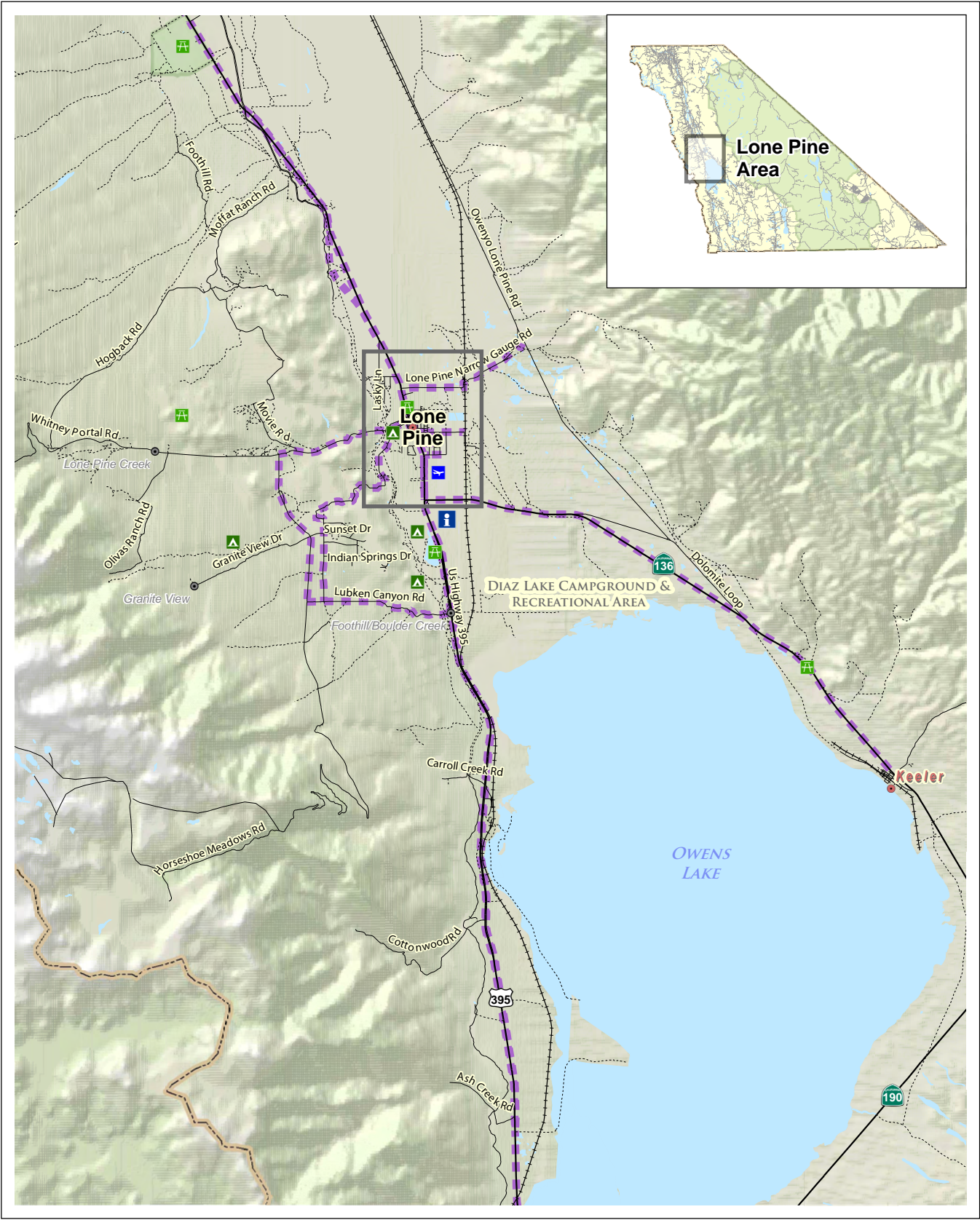
↑ N

NOT TO SCALE

FORT INDEPENDENCE AND INDEPENDENCE

BICYCLE FACILITIES

FIGURE 3.8



LEGEND

- Outlying Area

Destinations

- Airport
- Campground
- School
- College/University
- Hospital
- Park
- Post Office
- Fish Hatchery
- Visitor Center
- ++++ Rail Road

Transportation Facilities

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

Existing Bike Facility

- Class I
- Class II or III

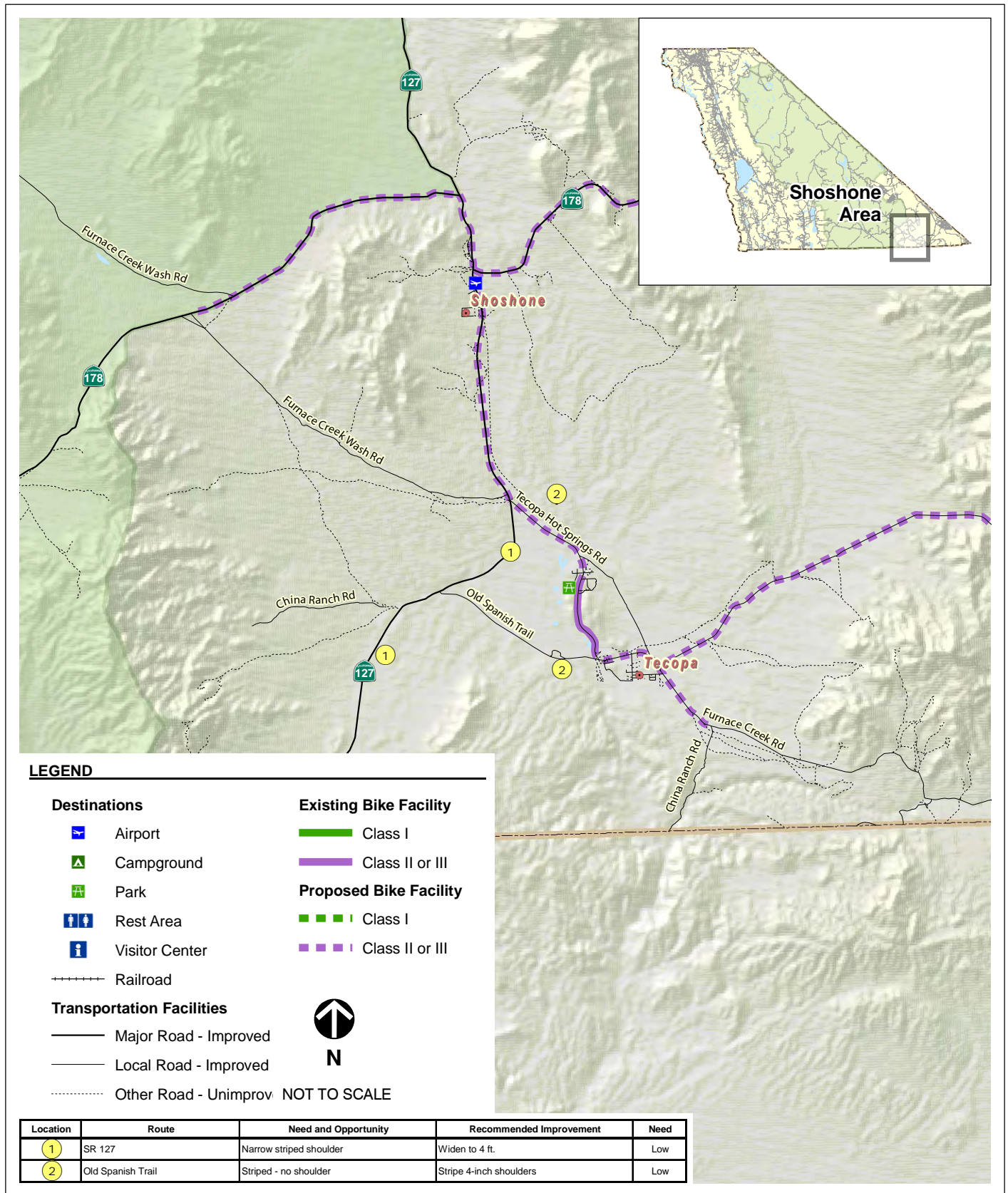
Proposed Bike Facility

- Class I
- Class II or III

N

NOT TO SCALE

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



Recreational Bikeway Facilities

Page 1

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

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

Source: Inyo County 2008 Collaborative Bikeways Plan

Recreational Bikeway Facilities

Page 2

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

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

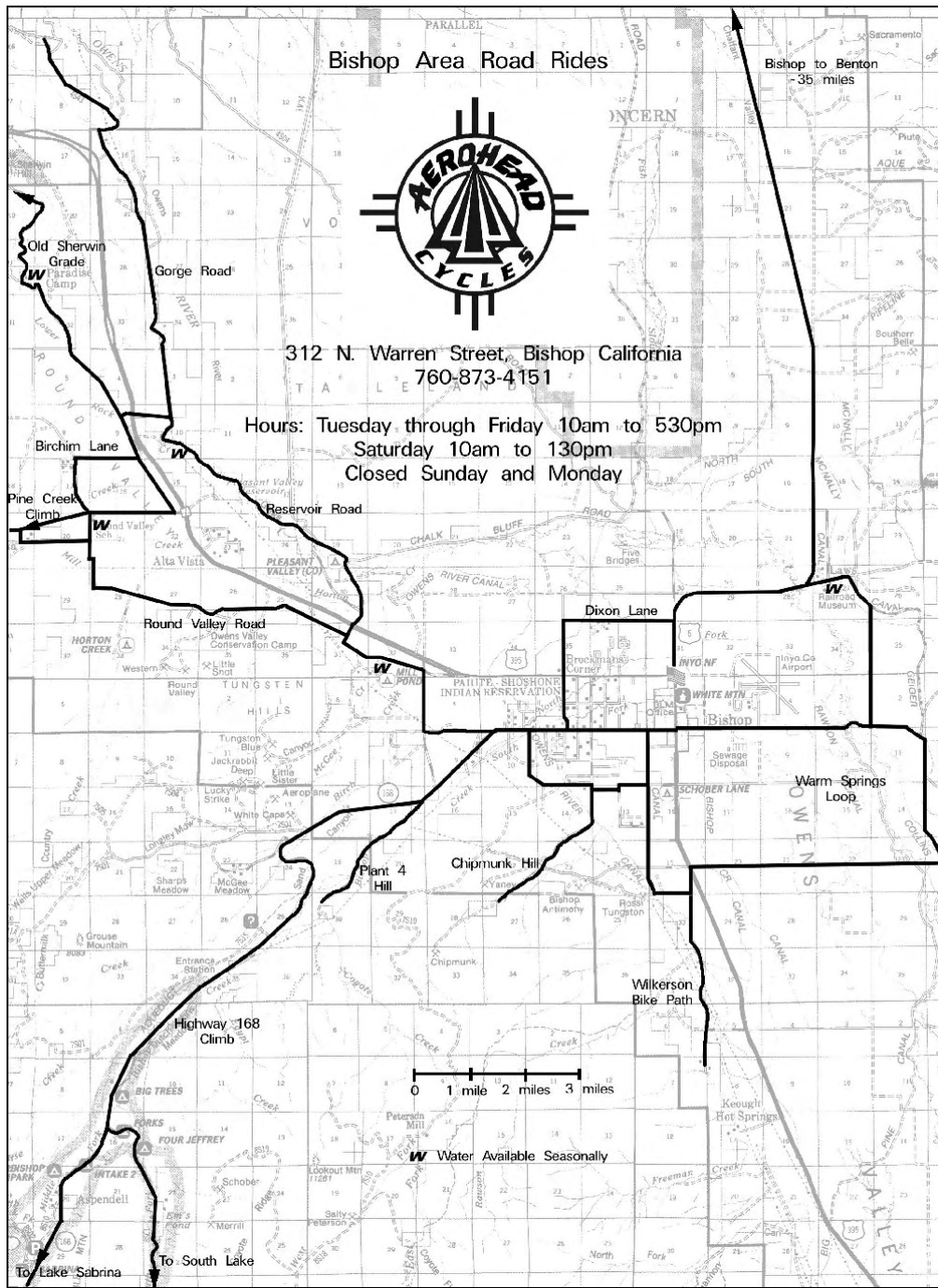
Source: Inyo County 2008 Collaborative Bikeways Plan

Aerohead Cycles Recreational Bike Maps

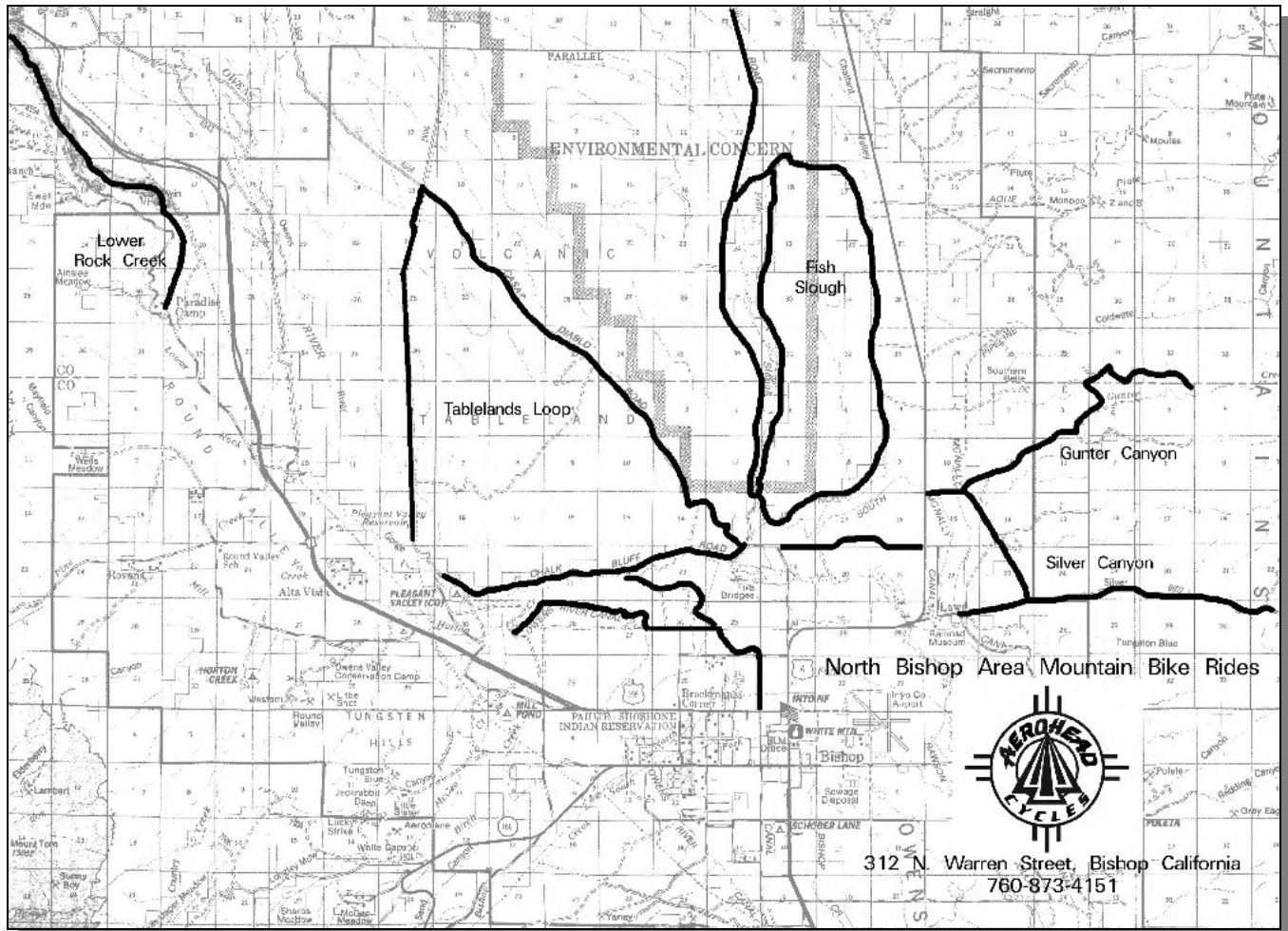
Aerohead Cycles, a bicycle shop located in Bishop, produced the following recreational ride route maps, reproduced here with permission. They appear online at:

<http://www.hometown.aol.com/aeroheadbishop/aeroheadcycles.html>

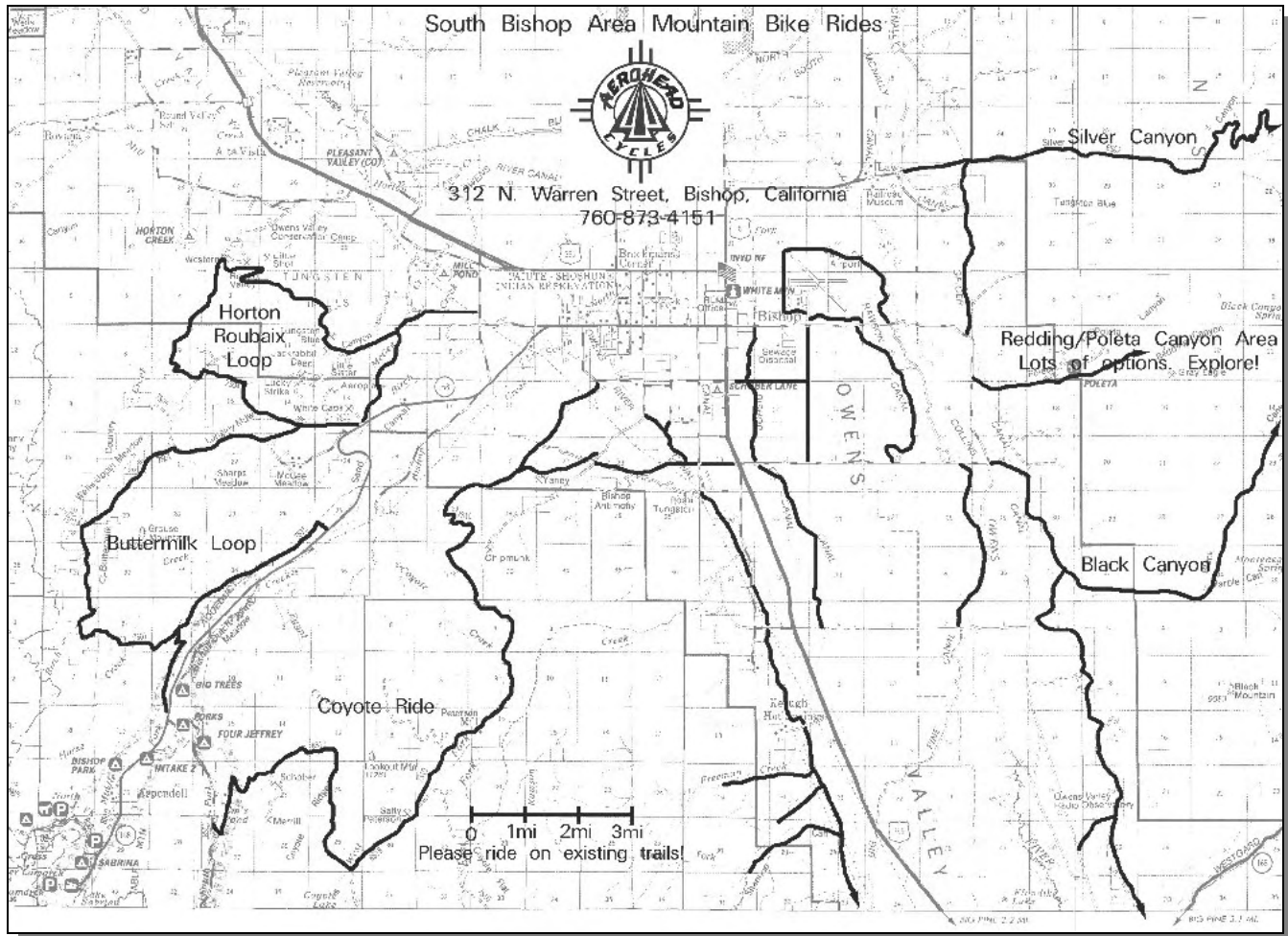
Aerohead Cycles – Bishop Area Road Rides Map



Aerohead Cycles – North Bishop Area Mountain Bike Rides Map



Aerohead Cycles – South Bishop Area Mountain Bike Rides Map





DRAFT

Tecopa Community Plan



Prepared by the Inyo County Planning Department – December 2018

Acknowledgements

The amazing community of Tecopa

The people of Tecopa were very active in this planning effort for their community. The ideas and visions from the community are directly reflected in the policies found in the Community Plan

Inyo County Board of Supervisors

The Inyo County Board of Supervisors directed planning staff to prepare this Plan for Tecopa. Without the vision and direction from the Board the Plan would not have been developed.

Matt Kingsley, Fifth District

Mark Tillemans, Fourth District

Rick Pucci, Third District

Jeff Griffiths, Second District

Dan Totheroh, First District

Inyo County Planning Department

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EXECUTIVE SUMMARY

The Tecopa Community Plan (Plan) sets forth the vision, goals, policies and implementation strategies to address specific issues and guide future development in Tecopa. When fully adopted, the Plan will become part of the County's General Plan that contains specific policies designed to help the Tecopa community achieve its vision. These policies will also provide guidance to decision makers when evaluating development to ensure it fits in with the unique characteristics, priorities and particular concerns of the community. The Plan was created by the community, for the community, with the help of Inyo County Planning staff through a series of lively workshops.

There are nine chapters included in the Plan that include:

1. Introduction
2. Background
3. Land Use
4. Economic Development
5. Public Services and Utilities
6. Circulation
7. Conservation and Open Space - Recreation

The Tecopa Community Plan explores the various natural and human factors that have shaped and reshaped Tecopa over the years. It includes an Introduction Chapter that explains why a plan was prepared for Tecopa and how it coordinates with the County's General Plan.

There is a Background Section that describes Tecopa's location consisting of: the three different areas that make up Tecopa and Tecopa's setting with descriptions of the History, Demographics and the Business Community that contribute to Tecopa's sense of place. The Background Section also presents Tecopa's Issues and Opportunities as discovered by an Existing Conditions Report and the input gathered at community meetings. The community's Vision for the Plan is also introduced in the Background chapter.

A Landuse Chapter is included. It reviews the current state of Zoning and General Plan designations in Tecopa and evaluates how well they work with regard to present, on the ground, conditions and future visions for landuse. Additionally, it considers changes to the Zoning Code and presents policies that will help promote the community vision for Tecopa.

The Public Services and Utilities chapter contains an inventory of the available public services in Tecopa and describes each. Furthermore, the chapter looks at the

deficiencies in services and offers policies that encourage and guide the community and County to improve the current state of service availability.

A Circulation Chapter is provided to identify and review the roadways, trails and public transportation systems in Tecopa. It also contains policies for these circulation elements designed to support the community's vision.

The Conservation and Open Space Chapter explores recreation opportunities within and surrounding Tecopa. It also discusses the community's desire for a new or remodeled community center and public swimming pool. Policies have been created from community input to address recreation opportunities.

SUMMARY OF POLICIES

Land Use (LU) Commercial

- LU-1 Encourage the owner of the parcel of land located at 100 Tecopa Hot Springs Road to rezone to C5 or the proposed Tecopa Mixed Use designation.
- LU-2 Rezone areas in Tecopa Hot Springs (see Vision Map) to Commercial Recreation (C5) and Highway Tourist and Commercial Services (C2).
- LU-3 Have County staff further work with the Tecopa community to design a mixed use commercial/residential zone for the Hot Springs area (see Vision Map) that will allow commercial and residential uses to be co-mingled without causing tensions between users.
- LU-4 Encourage the Tecopa community and County to discuss with the BLM possible land releases/sales of properties located along the Old Spanish Trail Highway and properties surrounding the Hot Springs area, to private owners.
- LU-5 Conduct a review of the front-yard setbacks required for C2 and C5 for potentially changing them in Tecopa to 5-feet or 0-feet.
- LU-6 Encourage the land owner of 'Tecopa' to work with County planning staff on a masterplan for his property.
- LU-7 Add design requirements for Tecopa Hot Spring business area to include store fronts to face street, parking in back, and street trees for shade.

Land Use (LU) Residential

- LU-8 The community will work with the County on a neighborhood cleanup program.
- LU-9 The community and County will set meetings with the BLM to discuss possible land releases/sales of properties located around and mixed in with the residential area of Tecopa Heights to private owners and possibly for a neighborhood park.

Land Use (LU) Dark Skies

- LU-10 lighting will be required to meet the policy set-forth in the County's General Plan (VIS-1.6) with up to date lighting fixtures.

Economic Development (ED)

- ED-1 Encourage Tecopa business owners to meet among themselves, and with County and other land managers in the Tecopa area, regularly, to discuss and plan for current and future economic development, grant opportunities and community events.

- ED-2 Periodically review and evaluate the number of commercial cannabis licenses obtained by members of the Tecopa community and how successful commercial cannabis has been as an economic driver. Request changes as appropriate to the County's cannabis policies and regulations based on these evaluations.

Public Services and Utilities (PSU)

- PSU-1 Southern Inyo Fire District shall explore and apply for equipment grants and to the extent practicable with the help of the County.
- PSU-2 Encourage the Southern Inyo Fire District explore and apply for grants for a public swimming pool and for grants and/or plan for the community to be responsible for the continued operation and maintenance of the swimming pool.
- PSU-3 County and community will continue to look for new ways and means to provide potable water to the Tecopa community, especially Tecopa Heights.
- PSU-4 County and community will find educational materials on sustainable water use practices.
- PSU-5 Community and County will find possible grants for individual solar systems or a community solar facility.
- PSU-6 County and community will contact phone and internet service providers to see what local incentives might be available to improve and deliver better services. County staff will look for grant opportunities and ways continue and expand the 21st Century Obsidian project.

Circulation (Roadways and Highways-RH; Public Transportation - PT; Bicycles and Trails-BT; Railroads-RR)

- RH-1 The community as a whole, and individual landowners, will work together to clear personal property of public and private roads, easements and driveways.
- RH-2 The County will look into traffic controls at the intersections of Tecopa Hot Springs Road and the Old Spanish Trail Highway and at the intersection of Tecopa Hot Springs Road and the driveway to the County campground and community center and the driveway to the Tecopa Hot Springs pool, and pursue grant opportunities to further evaluate traffic control methods including potential traffic circles.
- RH-3 The County will pursue grants to evaluate and possibly fund a multi-modal path along Tecopa Hot Springs Road from: on the north, the turn-off to Furnace Creek Road; through Tecopa Hot Springs; onto the Old Spanish Trail Highway along Tecopa and Tecopa Heights; and, south to the China Ranch Road turn-off (see vision map).
- RH-4 Gateway, wayfinding and signage indicating where off-road vehicles are allowed and not allowed, should be added at the gateway locations and at

intersections along Tecopa Hot Springs Road and Old Spanish Trail Highway. The County will work with the community on design and funding opportunities for wayfinding signs.

- PT-1 Encourage the community to work with County community center staff on coordinating a ride sharing program to supplement the services provided by Eastern Sierra Transit.
- RR-1 The County and community will work together to investigate a Rails to Trails multi-modal path connecting Death Valley Junction, Shoshone, Tecopa, China Ranch and the multi-modal trail envisioned for Tecopa and Charleston View.

Conservation and Open Space (Recreation, REC)

- REC-1 County and community will aggressively explore grant opportunities to either remodel and modernize or build a new community center.
- REC-2 County and community will reach out to the Death Valley Unified School District about the unused school building in Tecopa as a potential alternative for a community center or library.
- REC-3 County and community will aggressively explore grant opportunities to help plan and fund a community garden and setting up a farmers market.
- REC-4 County and community will work to ensure any potential community pool facility be located at or near the community center.
- REC-5 County and community will work on a signage plan focused on directing visitors to area recreation opportunities; informational signage describing the history and environment of the area; and, rules pertaining to where legal off road driving, hiking and bathing are allowed.
- REC-6 County will work more with the community on possible connections from Tecopa to existing hiking and off-road vehicle trails to the extent that the community is interested.

1 INTRODUCTION

During the adoption discussions for Inyo County's Renewable Energy General Plan Amendment (REGPA), the Board of Supervisors directed staff to research what a Specific Plan for Charleston View (a small community located east of Tecopa) would entail and potentially accomplish. During the presentation of the potential Plan for Charleston View to the Board, members from the Tecopa and Shoshone communities requested that the Board direct staff to prepare Specific Plans for their communities as well. The Board responded to these requests by asking planning staff to begin preparing specific plans for each community.

These communities, located in the southeast part of Inyo County, are often overlooked due to their low populations and the remote nature of the area in which they are located. At the onset of the planning process there had been an increase in the focus on this part of the County due to the REGPA, a proposed concentrating solar power project, an increased interest in tourism, more specifically eco-tourism, and elevating concerns about diminishing water availability. There had also been a growing interest in federal landuse designations for the lands in southeast Inyo County under public management. Much of the proposed federal designations discussions came out of the Desert Renewable Energy Conservation Plan (DRECP) that was in the process of being developed.

Over time, the owner of Shoshone asked to rezone her property outside of the community planning process and the Shoshone Plan was dropped. It also came to staff's attention that the Plans were not setting up as Specific Plans, but instead, as Community Plans and were renamed to reflect this.

Tecopa's Draft Community Plan took about 3-years to complete. Four workshops were held to elicit information from the community on the vision for Tecopa, focusing on what it should look like in the future while embracing its past. The Plan, above all else, works to maintain the unique landscape and community character of Tecopa that are of the utmost importance to the people who live there. As an implementation strategy, several zone changes are recommended and a whole new mixed use zone is proposed to allow for the equal co-existence of residential and commercial activities in the same landuse zone.

Inyo County's General Plan applies to all of the unincorporated areas of the county and establishes the policy framework that guides the decision making process on issues such as land use, transportation, and the environment. The General Plan was most recently updated in 2002 and contains a wide range of goals that address agriculture, the built and natural environments, circulation, and economic development issues.

The Tecopa Community Plan, like all community plans, must be consistent with the County's General Plan. Community plans are designed to contain additional policies to the General Plan that are based on a particular community's unique characteristics, issues and opportunities, and the community's vision. Tecopa's Community Plan Vision is:

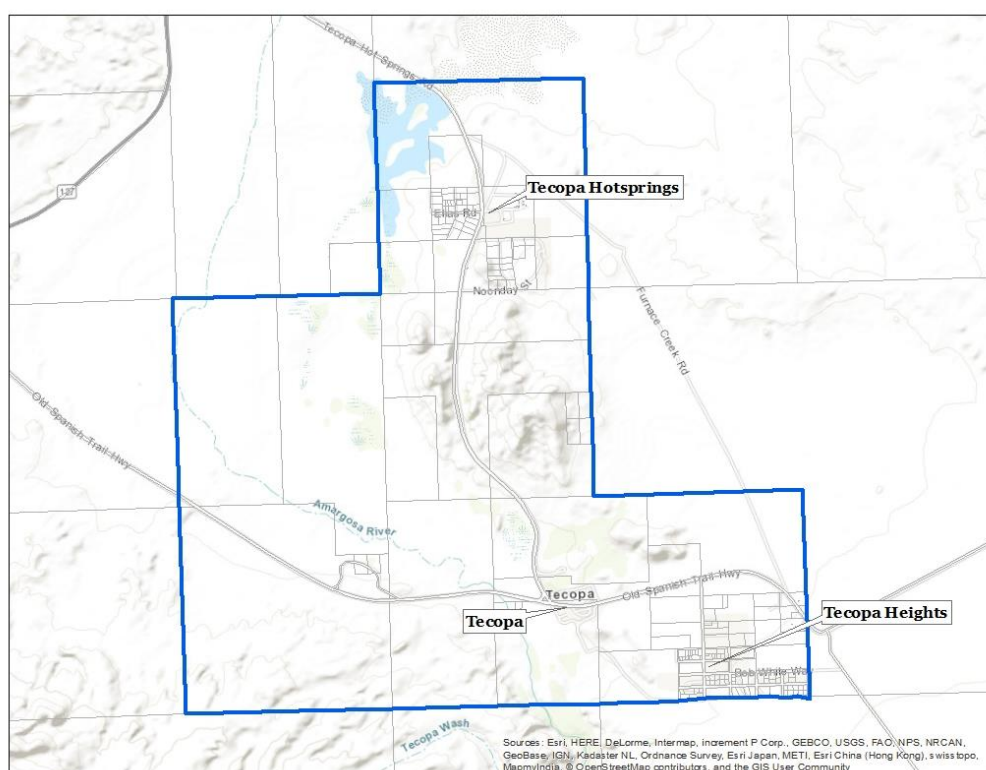
“Tecopa is a forward thinking, technologically advanced, community and destination that preserves relaxation and encourages discovery.”

Once adopted, the Tecopa Community Plan will be implemented through: changes and additions to zoning designations; programs that the community and county staff will engage in; and, with discretionary permit reviews such as for variances, conditional use permits, and subdivisions.

2 BACKGROUND

2.1 LOCATION

The area defined for the Tecopa Community Plan is approximately 3,766-acres (total of parcel area, does not include roads or right of ways). It is comprised of three areas that are developed with low density residential uses mixed with commercial uses that consist primarily of hot springs facilities, resorts and campgrounds. These areas are locally referred to as Tecopa Hot Springs, Tecopa Heights and Tecopa (see following map).



2.2 TECOPA HOT SPRINGS

Tecopa Hot Springs is principally a winter resort community. The hot springs located in Tecopa Hot Springs are the main draw to the area and are responsible for the livelihood of the several resorts located there. At the center of Tecopa Hot Springs are a County park/campground, a hot springs facility, and a community center. The private resorts provide a mixture of services including motels, restaurants, hot baths and saunas, campgrounds, trailer parks, a laundromat, and permanent residential units.

2.3 TECOPA HEIGHTS

Tecopa Heights is a residential area with one resort located on the northeast end at the intersection of the Old Spanish Trail Highway and Furnace Creek Road. This area has been subdivided into smaller sized parcels reflecting the intention of the area to be a residential community.

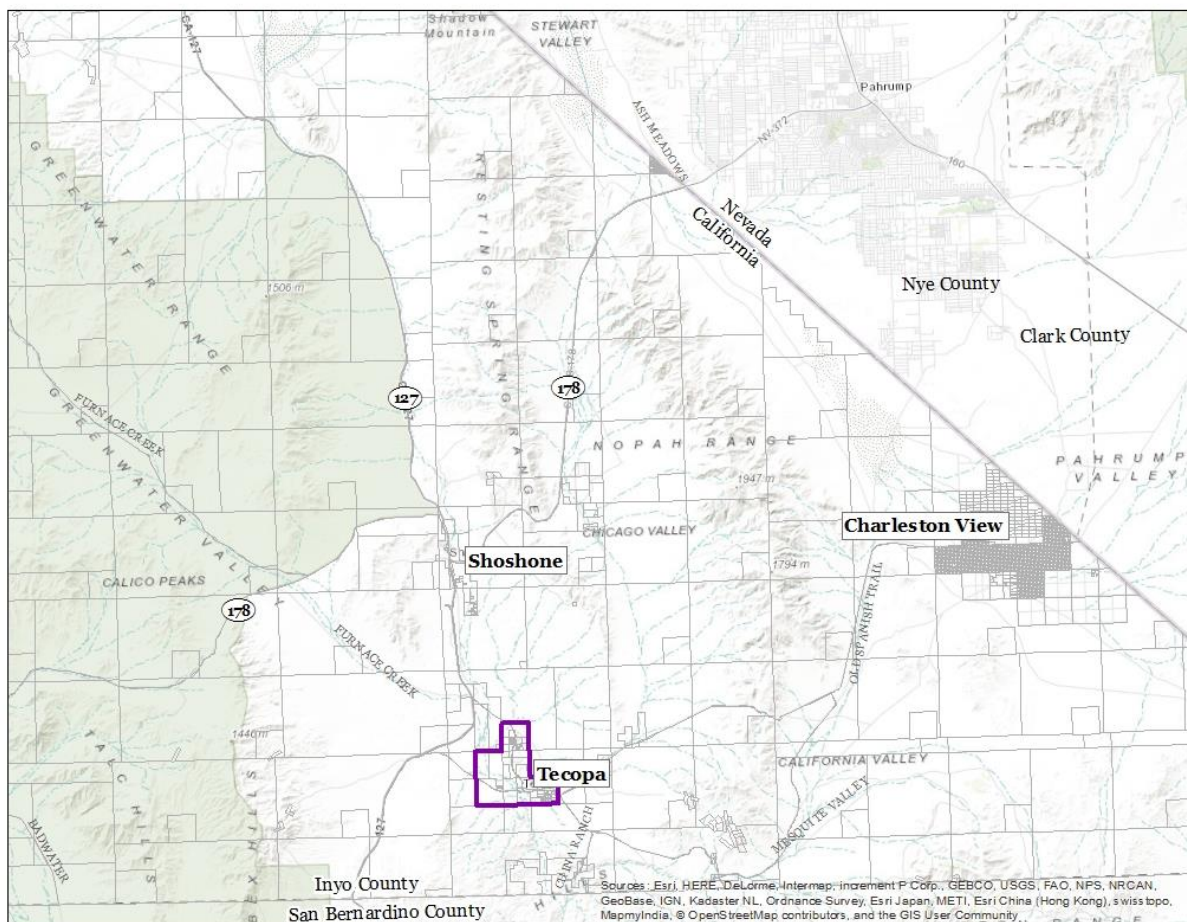
2.4 TECOPA

Tecopa is located at the intersection of Tecopa Hot Springs Road and the Old Spanish Trail Highway. The Tecopa post office and a church are located in Tecopa. There is also a brew pub, a restaurant, an old motel and apartment complex and an abandoned trailer park. The Tecopa School is located in the Tecopa area; it is not being used presently. Tecopa is the historic town site, after the railroad was built, and the entire area developed out of a thriving mining industry. The Tonopah and Tidewater Railroad passed through Tecopa and there was a rail stop and station located at its center. The old railroad station has been renovated into a house and a brewpub.

The three areas of Tecopa are separated by vacant lands, most under federal management. Tecopa and Tecopa Heights are about 1-mile apart, and Tecopa Hot Springs and Tecopa are about 2-miles apart. The geography, land ownership pattern, and stark open space between these areas act to emphasize the distance between them. The geographic disunity makes the Tecopa Community Plan area difficult to approach as a cohesive unit. The Planning effort has, however, evaluated Tecopa in total and worked to find ways to create unity and cooperation between the three areas.

2.5 SETTING

Tecopa is located in the Southeast section of Inyo County about 40-miles from Pahrump Nevada to the east, and approximately 4-miles from the San Bernardino County line to the south. It is part the Mojave Desert and averages about 5-inches of rain per year. Tecopa sits east of Death Valley National Park south of Death Valley Junction and Shoshone along Highway 127 and the Amargosa River (see following map).



Tecopa has groundwater resources, with numerous warm and hot springs throughout it. The water has a very high mineral content that is optimal for bathing but not the best for drinking. The hot springs have been used for health and relaxation throughout the area's history beginning with the Native Americans who lived in the area. The cooler springs are marked by lush vegetation and provide habitat for various birds and animals. The Amargosa River also makes its way through Tecopa, providing wetland areas that are also rich with vegetation, bird and animal life. Parts of these wetlands are home to the endangered Amargosa Vole and are undergoing habitat restoration. Tecopa and the surrounding area are best described as desolate and rugged. It is also visually appealing with a lot of relief and varying rocks, minerals and desert plants that provide a range of washed color.

2.6 HISTORY

The Old Spanish Trail, which spanned from Santa Fe New Mexico to Los Angeles, and later the Mormon Wagon Road ran just east of Tecopa and brought the first American settlers to the area. These first settlers were a mix of explorers, horse traders and prospectors. Mining became the main draw for the people who moved to the Tecopa

area. Prior to these first settlers, there was a sizable population of Native Americans in the greater Death Valley area. These groups included the Southern Paiute, Shoshone and Kawaiisu people. The Southern Paiute were the most populous in the Tecopa area and had villages at Tecopa Hot Springs and Resting Springs.

Tecopa was founded as Brownsville in 1875 by a pair of brothers William and Robert Brown. Later when Jonas Osborne bought out the Brown brothers he renamed it Tecopa after a local Indian Chief.

Mines developed in the areas surrounding Tecopa and by the 1860s it served as the primary settlement for the miners in the area. The original site of the Tecopa settlement was about 5-miles southeast of Resting Springs. When the Tonopah Tidewater Railroad reached the area in 1907, the Tecopa settlement was moved so it could be along the rail line. Although most people came to the area to mine ores, salts, primarily borax, provided the most success. Tecopa has had throughout its history a boom and bust economic cycle, typical of an area with mining as its main economic driver.

2.7 DEMOGRAPHICS

The American Community Survey (ACS), US Census, for the period 2010-2014 estimates the population of Tecopa at 115-people. The number of households is about 60 giving a person-per-household number of 1.92. According to the ACS there are approximately 12 children under the age of 5 and about 8 children aged 5 to 19 for a total of 20 children representing 17% of the population. Tecopa has a very high median age of 55-years. Thirty-nine people in Tecopa are over the age of 65 representing 35% of the population. Everyone who participated in the ACS in Tecopa reported themselves as White. The number of people living in poverty is 60 or over half of the population (52%) and the unemployment rate is 19%. There are approximately 60 occupied housing units in Tecopa (lived in for more than half the year). Thirty-seven or 62% are owner occupied and 23 or 38% are renter occupied. The most common housing type is mobile home representing 63% of housing units and single-family homes 37%. There are no multi-family housing units reported in Tecopa.

2.8 BUSINESS

Tecopa has an active business community. Currently, there are two resorts that also have campgrounds and RV Parks in Tecopa Hot Springs. There is also a RV Park, and a campground with access to hot baths. The County campground and RV Park also offer hot baths. Two restaurants are located in Tecopa Hot Springs. There is one resort in Tecopa Heights and Tecopa has a fairly new brewpub and a restaurant.

3 ISSUES AND OPPORTUNITIES

Issues and opportunities are conditions that either need attention for improvement (issues) or are elements that are working well in the community and should be enhanced (opportunities). Issues and opportunities were identified at the October 22, 2015 public meeting and through the opportunities and constraints evaluation prepared for an existing conditions report. The two lists were combined into a single list that was used for the visioning meetings.

3.1 ISSUES

The issues identified through the process described above resulted in:

- Potentially insufficient supply of potable water in Tecopa Hot Springs and Tecopa Heights
- Poor infrastructure
- No cell phone service
- Needs better community center
- Junk
- Cultural/historic resources
- Potential federal landscape designations
- Endangered species habitat.

3.2 OPPORTUNITIES

The opportunities identified through the process describe above resulted in:

- Active and established business community
- Proximity to Death Valley, Dumont Dunes, Pahrump and Las Vegas
- Connections to Shoshone and Charleston View
- Beautiful desert landscape
- Good main road connections to and through
- Potential federal landscape designations
- Old Spanish Trail
- Potential Tonapah Tidewater Railroad right of way for a rails to trails project
- Cultural/historic resources
- Access to wilderness areas and Wild and Scenic Amargosa River area.

4 TECOPA'S VISION

The Tecopa community came up with a vision statement for the plan at the October 6, 2016 meeting, it is: ***Tecopa is a forward thinking, technologically advanced, community and destination that preserves relaxation and encourages discovery.***

The vision for Tecopa was discussed in more detail and additional vision statements were identified by categories, this included:

4.1 **VISION – BUSINESS AND ECONOMY**

- Marijuana dispensaries can provide economic opportunity and jobs
- Additional motel(s) will expand tourism and the economy
- Cater to tourists' relaxation and responsible recreation
- Ecotourism
- Acts as a gateway community to the desert
- A little more development, but preserved the way it is.

4.2 **VISION – HOUSING**

- Tecopa is a family spot
- A little more development, but preserved the way it is
- Zoning changed to allow alternative living technologies in the area e.g. earth homes.

4.3 **VISION – ENVIRONMENT, RECREATION, AGRUCULTURE**

- Better signage stating the rules for visitors
- Horseflies and mosquitos eradicated
- Development that supports dark skies
- It acts as a sanctuary for many this should not change with growth
- Updated or new community center
- Public swimming pool.

4.4 **VISION – INFRASTRUCTURE, UTILITIES, TRASPORTATION, SCHOOLS, ENERGY, SERVICES**

- All the area infrastructure needs to be updated: reliable electricity, phones and potable water
- Improved senior services
- Community and private solar to power the area
- Update zoning to allow for the use of new technologies in transportation, energy and development
- Public transportation more frequent and flexible

5 **LANDUSE**

A primary goal of the Plan is to maintain Tecopa's character and keep it a tranquil community and destination. During each public workshop held in Tecopa participants expressed a desire for some additional development, mainly commercial development, but only if it did not change the flavor of the community. Particular community traits

the people who live in Tecopa do not want to see changed are the peace and quiet, dark skies at night, remote and rural nature of the area and the live and let live attitude that prevails among the residents. Preserving the character of Tecopa is very important to the residents, who do not want to over regulate/design it to the point that it loses its identity and looks like a copy of somewhere else. Also understanding Tecopa's role as a tourist destination, the community expressed concerns and ideas on how to keep and possibly expand "responsible" tourism.

The County's General Plan recognizes many of the same issues as the Tecopa Community Plan, specifically maintaining existing character of the County; maintaining rural communities; supporting new commercial development; and encouraging tourism.

Topics included in the Tecopa Plan regarding Landuse include:

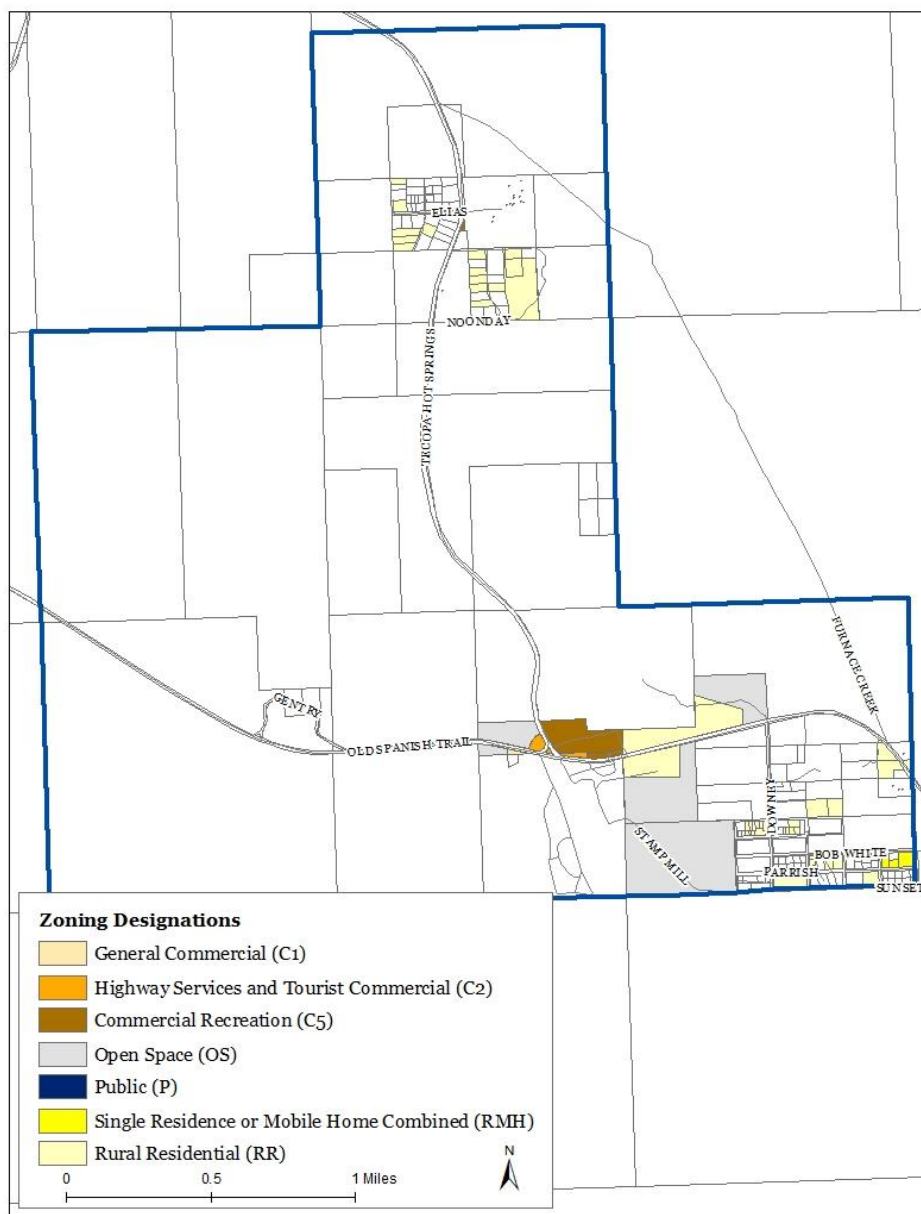
- Zoning designations
- Business development
- Setbacks along main thoroughfares
- Dark Skies

5.1 ZONING

Most of the area (75%) is zoned open space, with multiple zoning (parcels with more than one zoning designation) having the next highest percentage. Many of the multiple zoned properties have open space as one of the designations. Currently, the zoning and actual landuse in Tecopa is well matched making zoning mostly relevant for any future planning or development in Tecopa and not with regard to consistency issues. Currently there are approximately 231-acres of privately owned vacant land in Tecopa. The zoning on privately owned vacant parcels in Tecopa is as follows:

Open Space (OS)	124 acres	53.3%
Rural Residential (RR)	86 acres	37.4%
Commercial Recreation (C5)	18 acres	7.9%
Single Residence or Mobile Home Combined (RMH)	3 acres	1.4%
Total	231 acres	100%

*(see following map)



The intent and purpose of these zoning designations per the Inyo County Code, Title 18 include:

Open Space 18.12.010:

A. The purpose of this chapter is to provide a zone classification for those areas designated as open space by the county general plan so as to encourage the protection of mountainous, hilly upland, valley, agricultural, potential agricultural, fragile desert areas, and other mandated lands from fire, erosion, soil destruction, pollution and other detrimental effects of intensive land use activities.

B. It is the intent of this chapter to establish standards for land uses that will protect and preserve the environmental resources, scenic, natural features, and open space character of the county, while also providing for agricultural development and protection of existing agricultural areas from urban development or residential subdivision.

C. It is also the intent of this chapter to preserve agricultural areas open space around the more intensive urban areas of the county, while providing for compatible multiple use of nonagricultural lands which are principally held by federal and other public agencies.

Rural Residential 18.21.010:

It is the intent and purpose of this chapter to provide suitable areas and appropriate environments for low density, single family rural residential and estate type uses where certain agricultural activities can be successfully maintained in conjunction with residential uses on relatively large parcels. The RR (rural residential) zone is intended to be applied to the areas outside the urban communities of Inyo County which are without fully developed services and where individual residences are expected to be largely self-sustaining, particularly for water and sewage disposal

Commercial Recreation 18.54.010:

The intent and purpose of this chapter is to provide a zone for commercially operated recreational activities, including resorts, lodges, motels, restaurants, general stores, campgrounds, mobilehome parks, service stations, dude ranches, and other uses oriented primarily to the traveler and tourist.

Single Residence or Mobile Home Combined 18.36.010

The single residence and mobilehome combined district, designated herein by the primary symbol "RMH," is intended to protect established neighborhoods of one-family dwellings (dwelling includes in its definition a mobilehome), and to provide space in suitable locations for additional development of this kind, with appropriate community facilities.

5.2 **COMMERCIAL**

The Tecopa Hot Springs area has the highest concentration of businesses in the greater Tecopa area. There also appears to be a consensus within the community that the Hot Springs area is and should stay the hub of commercial activity. Tecopa Hot Springs Road runs through the Center of Tecopa Hot Springs providing access and exposure to the businesses located along it. There is no privately owned, vacant, commercially zoned land in the Hot Springs area. Most of the commercially zoned land currently has a residential use on it. There is one property that is adjacent to Tecopa Hot Springs Road

that is not zoned for commercial activity and should be considered for change to a commercial designation. There is potential for more commercial zoning throughout the Hot Springs area as there is quite a bit of vacant and under-utilized residentially zoned land. During the community plan public meetings, attendees indicated they were interested in more land being zoned commercial Tecopa for tourist related businesses.

A more inclusive mixed-use residential/commercial zone was also discussed by the community and is appropriate for the Hot Springs area, where more extensive home occupations (beyond the County's current home occupation allowances) can be engaged in. The community showed a great desire for more commercial activity, but not to the extent that it changes the overall character of Tecopa. There was a lot of interest in home/commercial activities that would allow for personal services and the production of arts and crafts and food items. The community was also in favor of allowing commercial and residential uses to operate side by side in the Hot Springs area instead of the more typical landuse separations.

The Tecopa Hot Springs area also has the greatest concentration of businesses currently operating in the Tecopa area. The commercial zoning designations along Tecopa Hot Springs Road are Highway Services and Tourist Commercial (C2) and Commercial Recreation (C5). Both of these designations work as far as allowed versus actual uses, but both also have large front yard setbacks for commercial designations (25-feet). Tecopa Hot Springs is predominately a tourist area. The potential development pattern is constrained by the large front yard setbacks where more building to street or path interface would be ideal for a walkable commercial area.

The Tecopa Heights area is primarily developed with residential uses. There is a small amount of land zoned for Commercial Recreation with a resort on it. There may be future opportunity for commercial development along the Old Spanish Trail Highway in Tecopa Heights, although the parcels that are adjacent to it are managed by the BLM and the Death Valley Unified School District. Additional commercial zoning along the Old Spanish Trail Highway could provide more opportunity for economic development in Tecopa and discussions with the BLM on releasing some of this land to private ownership should be considered.

Tecopa has the most land zoned for commercial and industrial use and is for the most part, owned by one person. There is considerable potential for commercial and industrial development in Tecopa based on the availability of vacant and under-utilized land located there. The County should work with the property owner on a master plan and/or potential rezoning to match the long term plans for the property.

Policies – Land Use (LU) Commercial

- LU-1 Encourage the owner of the parcel of land located at 100 Tecopa Hot Springs Road to rezone to C5 or the proposed Tecopa Mixed Use designation.
- LU-2 Rezone areas in Tecopa Hot Springs (see vision map) to Commercial Recreation (C5) and Highway Tourist and Commercial Services (C2).
- LU-3 Have County staff further work with the Tecopa community to design a mixed use commercial/residential zone for the Hot Springs area (see vision map) that will allow the uses to be co-mingled without causing tensions between users.
- LU-4 Encourage the Tecopa community and County to discuss with the BLM possible land releases/sales of properties located along the Old Spanish Trail Highway and properties surrounding the Hot Springs area, to private owners.
- LU-5 Conduct a review of the front-yard setbacks required for C2 and C5 for potentially changing them in Tecopa to 5-feet or 0-feet.
- LU-6 Encourage the land owner of ‘Tecopa’ to work with County planning staff on a masterplan for the property.
- LU-7 Add design requirements for Tecopa Hot Spring business area to include store fronts to face street, parking in back, and street trees for shade.

5.3 RESIDENTIAL

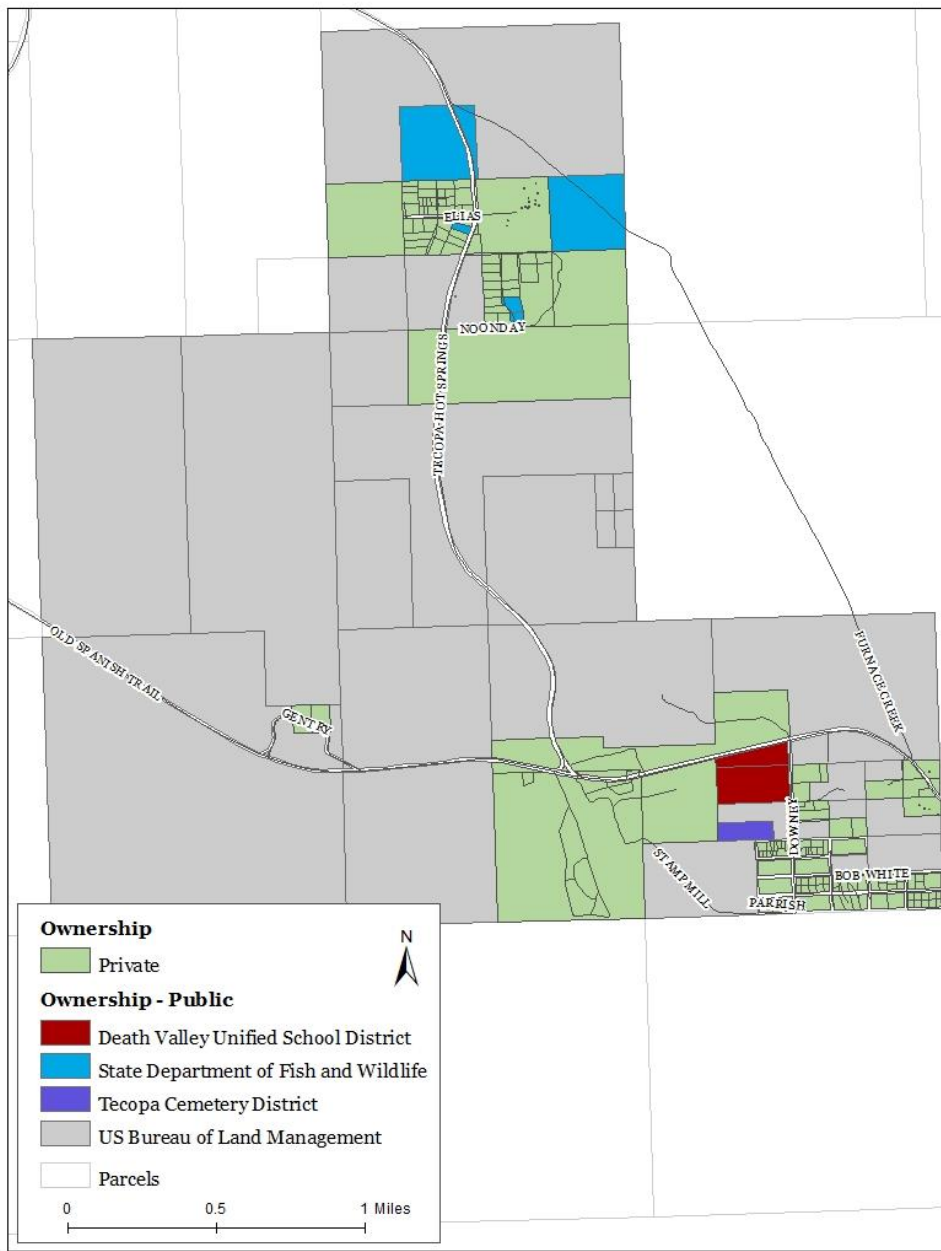
Based on Census 2010-2014 American Community Survey data, there are approximately 60 occupied housing units in Tecopa (lived in for more than half the year). Thirty-seven or 62% are owner occupied and 23 or 38% are renter occupied. The most common housing type is mobile home representing 63% of housing units and single-family homes 37%. There are no multi-family housing units reported in Tecopa.

During the community meetings held for the Tecopa Community Plan, attendees indicated that the Tecopa Heights area is generally thought of as the residential area of Tecopa and that they felt that it should stay a residential area. Based on the review of vacant private land the opinions gathered at the community meetings, there is currently no need to rezone Tecopa for more residential use. The community was also very vocal about wanting to use non-traditional building methods and types. Planning staff discussed this idea with Building and Safety staff and was informed that people can use non-traditional materials and build non-traditional buildings as they wish, as long as the resulting buildings meet California building code standards.

Much of the residential area in Tecopa has high concentrations of storage (cars, metal scraps, cans and other sundry materials). Some of the places have stored materials crossing property lines and encroaching onto the dirt access roads. There are clusters of properties with ‘storage’ and it’s hard to tell in some areas where one property ends and

the next begins as these items run between them without breaks. As such, Tecopa can greatly benefit from a community cleanup program.

Tecopa Heights has about 8 parcels that are managed by the BLM interspersed within the residential area (see following map). If development pressure grows in the Tecopa Heights area a conversation with the BLM about potentially releasing some of the land, especially the parcels surrounded by residential use, in Tecopa Heights for commercial and/or residential uses should be conducted. In the shorter term, some of the BLM land could possibly be used for a neighbor park.



Policies – Land Use (LU) Residential

- LU-8 Community will work with the County on a neighborhood cleanup program.
- LU-9 Community and County will set meetings with the BLM to discuss possible land releases/sales of properties located around and mixed in with the residential area of Tecopa Heights to private owners and possibly for a neighborhood park.

5.4 DARK SKIES

Tecopa is a small, isolated, community and the surrounding area is best described as desolate and rugged. It is also visually appealing with a lot of relief and varying rocks, minerals and desert plants that provide a range of washed color. The remoteness of Tecopa is a one of its defining characteristics and part of the experience in being there. This overall experience includes the dark, desert, night sky. With very little development and vast areas of open space surrounding Tecopa it is very dark at night making it a perfect place for unplugging from urban areas and star gazing.

Protecting and celebrating the dark skies in Tecopa is very important to the people who live and recreate there and was a reoccurring, passionately expressed, comment during the public meetings.

At the time of the writing of this plan, the County was beginning a Countywide process for preparing a Dark Skies ordinance. There is already language in the General Plan addressing Dark Skies (Visual Resources VIS -1.6).

Policies – Land Use (LU) Dark Skies

- LU-10 lighting will be required to meet the policy set-forth in the County's General Plan (VIS-1.6) with up to date lighting fixtures.

6 ECONOMIC DEVELOPMENT

Tecopa has an active and involved business community. This can be capitalized on by continuing to work with the already established business owners. A regular working group of the business owners can help in identifying and applying for future grant opportunities, coordinating community events and implementing the community plan.

Cannabis cultivation, manufacturing and sales also piqued the interest of the Tecopa community. The County's cannabis business license ordinance puts Tecopa in business license zone 5F. 5F allows for 10 cultivation, 10 manufacturing, 1 testing, 1 retail, 2 distributor and 2 microbusiness license types. These numbers provide for a healthy start to cannabis businesses in Tecopa.

Policies - Economic Development (ED)

- ED-1 Encourage Tecopa business owners to meet among themselves, and with County and other land managers in the Tecopa area, regularly to discuss and plan for current and future economic development and grant opportunities and community events.
- ED-2 Periodically review and evaluate the number of commercial cannabis licenses obtained by members of the Tecopa community and how successful commercial cannabis has been as an economic driver. Request changes as appropriate to the County's cannabis policies and regulations based on these evaluations.

7 PUBLIC SERVICES AND UTILITIES

7.1 SERVICE DISTRICTS

Tecopa is served by three districts: the Inyo-Mono Resource Conservation District, Southern Inyo Fire District and the Tecopa Cemetery District. The Inyo-Mono Resource Conservation District covers all of Inyo County. It provides: technical assistance to landowners, services related to the improvement of land capabilities, resource conservation, prevention and control of soil erosion and public education. The Tecopa Cemetery District covers 277-acres and is responsible for managing and maintaining the Tecopa Cemetery. The Southern Inyo Fire District covers about 1,390-square miles and includes Tecopa, Shoshone and Charleston View. The main facility for the fire district is in Tecopa located along Tecopa Hot Springs road. Presently, the Southern Inyo Fire District is building a new facility in Tecopa Heights along the Old Spanish Trail Highway and is increasing service availability to Charleston View.

During the Tecopa Plan workshops Fire District representatives indicated that they have a very low budget, which results in them having outdated equipment and/or no equipment making it more difficult for them to provide services. They also indicated that there are issues with access to water in the event of a large fire. The Fire Chief suggested that a community pool could help the situation as it would provide water for fire suppression as well as a be community benefit and by having it the residents could realize lower hazard insurance rates.

7.2 POLICE

Tecopa is served by the Inyo County Sheriff. The service area for the Sheriff's office that includes Tecopa is 3,200-square-miles. There is a Sheriff's substation in Shoshone about 10-miles away. The attendees at the community meetings did not indicate that there is a deficiency in police services.

7.3 WATER

There is not a community water district in Tecopa. Private property owners have individual wells. The quality of the drinking water in Tecopa meets the State/Federal standards for private wells as they only have requirements with regard to levels of bacteria. The water in Tecopa, is however, high in arsenic and fluorides. This varies across the three areas of Tecopa with the highest levels in Tecopa Hot Springs, next Tecopa and the least in Tecopa Heights. Many of Tecopa's residents have filtration systems on their wells or buy bottled water for drinking. The County was recently awarded a grant to put in a drinking water vending machine in Tecopa. This allows the community to get better quality drinking water without having to go to Pahrump or even further to buy it. Currently the Fire District is responsible for maintaining the water vending machine.

The upper aquifer, where the water for household use and drinking is pumped from is limited. Both the quality and availability of water pose limitations on development in Tecopa. These water issues support changing some the zoning in Tecopa to commercial and lowering the amount of vacant land available for residential development. Cal Green requirements relating to sustainable water use practices should also be followed in Tecopa.

7.4 SEWER

There is not a community sewer district in Tecopa. Private property owners have individual septic systems. The waste from the County campground, community center bathhouses and the Delights Resort's, located in the Tecopa Hot Springs area, goes to evaporative ponds. The Zellhoefer property in the Tecopa area has a sewer system and the owners let visitors use it as a dump station for travel trailers. Future development in the Tecopa Hot Springs area could be limited by the need for a better waste water removal system with regard to individual bath houses and private septic systems. Tecopa and Tecopa heights can handle increased development and density with the existing Tecopa sewer system and individual septic systems.

7.5 OTHER UTILITIES AND SERVICES

Tecopa is served by Pahrump Valley Disposal for solid waste disposal. There are about 12-dumpsters throughout Tecopa for solid waste and recycling. There is no residential service. People must bring their trash to the community dumpsters for disposal.

Southern California Edison provides electricity in the area. According to community comments, electricity service goes out quite often during storm events and takes a considerable time to fix. There is no cellular service in the area. AT&T is the phone service provider for landlines. Residents report that phone service can be unreliable as well. Residents have limited and expensive access to internet services, although they can

use the internet at the Community Center for free. The community is very interested in individual or community solar energy generation.

Policies – Public Services and Utilities (PSU)

- PSU-1 Southern Inyo Fire District shall explore and apply for equipment grants and to the extent practicable with the help of the County.
- PSU-2 Encourage the Southern Inyo Fire District to explore and apply for grants for a public swimming pool and for grants and/or a plan for the community to take on the continued operation and maintenance of the swimming pool.
- PSU-3 County and community will continue to look for new ways and means to provide potable water to the Tecopa community.
- PSU-4 County and community will find educational materials on sustainable water use practices.
- PSU-5 Community and County will find possible grants for individual solar systems or a community solar facility.
- PSU-6 County and community will contact phone and internet service providers to see what local incentives might be available to improve and deliver better services to Tecopa. County staff will look for grant opportunities and ways continue and expand the 21st Century Obsidian project.

8 CIRCULATION

Tecopa can be accessed from the west by the Tecopa Hot Springs Road and Furnace Creek Road via Highway 127 and Highway 178 that connects it to Death Valley and further west to Highway 395. Tecopa Hot Springs Road and Furnace Creek Road via Highway 127 also connects to Tecopa to the south into San Bernardino County and north to Shoshone and into Nevada as well as to the east via Highway 178 connecting it to and Pahrump and Las Vegas. The Old Spanish Trail Highway also connects to Highway 127 and goes directly into Tecopa. It connects Tecopa to Charleston View and further east to Pahrump and Las Vegas.

The County Road Department maintains some of the Roads in Tecopa, these include: Furnace Creek, Tecopa Hot Springs and the Old Spanish Trail Highway and a few neighborhood streets: Bob White Way, Downey, Gentry, Dawn Loop, Sun Down, Noon Day and Elias. The other roads in the area are locally maintained or not maintained at all. Many are dirt roads and some are washed out, have objects parked or stored on them and are otherwise hard to find or follow.

The Tecopa community showed an interest in road clearing and maintenance. They also commented on pass through traffic that affected the intersection at Tecopa Hot Springs Road and the Old Spanish Trail Highway. They would like to see safety improvements to this intersection. They are also concerned about the intersection at Tecopa Hot Springs Road and the driveway to the County campground and community center on the west

and the Tecopa Hot Springs pool on the east. A suggestion for a traffic circle at the Tecopa Hot Springs Road and the Old Spanish Trail Highway intersection was made and well received by the people in attendance.

The intersection at Tecopa Hot Springs Road and the Old Spanish Trail Highway is an ideal entry point to Tecopa. A traffic circle with an entry sign in the center with way finding markings for Tecopa Heights, China Ranch, Pahrump, Tecopa Hot Springs, Shoshone, Dumont Dunes and Death Valley would help to safely orient and direct people coming into Tecopa. Traffic improvements at Tecopa Hot Springs Road and the driveway to the County campground and community center and the driveway to the Tecopa Hot Springs pool should also be evaluated. A sign announcing Tecopa Hot Springs and way finding signs in this area would also help to direct people which would work to improve safety.

Another entry point sign could also be added just outside of the Hot Springs area. Again, this would announce to travelers that they are entering Tecopa and way finding signs should be included to help direct them to their destinations. Way finding signs would also be beneficial at the turnoff to and out of China Ranch at the junction of Highway 127 and Old Spanish Trail Highway and Tecopa Hot Springs Road.

A multi-modal path (walking, cycling, horseback riding) was highly desired by the Tecopa community that would extend from the entrance to Tecopa Hot Springs to the turnoff to China Ranch and could connect to the multi-modal trail paralleling the Old Spanish Trail, proposed in the Charleston View Community (see vision map). The community would also like to see a Rails to Trails multi-modal trail project, using the old Tonapah and Tidewater Railroad bed, connect Death Valley Junction, Shoshone, Tecopa and China Ranch (see vision map).

An additional frequently expressed concern from the Tecopa community is the recent proliferation of vehicles driving off road in areas not designated for it. This use is causing damage to natural resources and leaving scars on the landscape (see following photo). The community would like to see more signage directing people to appropriate areas for off-road vehicle use, as well as, signage indicating where it is not allowed.

Example of damage from off road vehicle in a non-designated area



Eastern Sierra Transit provides limited services to the community of Tecopa. They offer rides from Tecopa to the Shoshone Medical Center and to the Walmart in Pahrump two Thursdays a month (every other Thursday). They do not offer a service for Tecopa into Lone Pine, Independence or Bishop. People in Tecopa who rely on public transportation have to schedule their trips based on the bus's availability.

Policies - Circulation (Roadways and Highways-RH; Public Transportation - PT; Bicycles and Trails-BT; Railroads-RR)

- RH-1 Community as a whole, and individual landowners, will work together to clear personal property of public and private roads, easements and driveways.
- RH-2 County will look into traffic controls at the intersections of Tecopa Hot Springs Road and the Old Spanish Trail Highway and at the intersection of Tecopa Hot Springs Road and the driveway to the County campground and community center and the driveway to the Tecopa Hot Springs pool, and pursue grant opportunities to further evaluate traffic control methods including traffic circles.
- RH-3 County will pursue grants to evaluate and possibly fund a multi-modal path along Tecopa Hot Springs Road from: on the north, the turn-off to Furnace Creek Road; through Tecopa Hot Springs; onto the Old Spanish Trail Highway along Tecopa and Tecopa Heights; and, south to the China Ranch Road turn-off (see vision map).
- RH-4 Gateway, wayfinding and signage indicating where off-road vehicles are allowed and not allowed should be added at the gateway locations and at intersections along Tecopa Hot Springs Road and Old Spanish Trail Highway.

The County will work with the community on design and opportunities for funding wayfinding signs.

- RR-1 County and community will work together to investigate a Rails to Trails multi-modal path connecting Death Valley Junction, Shoshone, Tecopa, China Ranch and the multi-modal trail envisioned for Tecopa.
- PT-1 Encourage the community to work with County community center staff on coordinating a ride sharing program to supplement the services provided by Eastern Sierra Transit.

9 CONSERVATION AND OPEN SPACE

Tecopa's residents whole heartedly expressed a desire for a new or improved community center and a public swimming pool. The existing community center is located in an old building that is limited in size and technology for many activities. It currently does provide internet service and a few computers open to the public; a small library; senior programs including senior lunch and exercise classes; a community meeting space; and, some programs for children. It is also a heating and cooling center for the community as well as a disaster evacuation facility.

The community would like a larger and more up to date community center so that a larger variety of activities can be conducted. The community center could also benefit from better facilities to store and prepare meals for the senior lunch program.

As part of the grounds surrounding the community center, people in Tecopa would like space for community gardens, a playground, and a place for a farmers market.

A public swimming pool was mentioned for fire suppression and as a public benefit by the community and locating it at or near the community center was favored. A policy regarding the pool has been included in the Public Services and Utilities section.

The area surrounding Tecopa has numerous recreation opportunities, mostly the wilderness type. There are several wilderness areas around Tecopa that are administered by the BLM, including the Nopah, South Nopah, Ibex, and Resting Springs. These areas provide hiking trails and the opportunity for solitude in natural environments. No motorized vehicles are allowed in these areas and there are no camping amenities, only wilderness camping is allowed.

The Dumont Dunes are also located about 30-miles from Tecopa. Some of the people heading for the Dumont Dunes drive through Tecopa and/or visit Tecopa. The Dunes provide some economic benefit to Tecopa from these visitors. The average annual visitation to Dumont Dunes is approximately 50,000 per year. The OHV season runs from October to April.

Death Valley National Park is located approximately 67-miles from Tecopa. The Park Service reports that Death Valley hosted 1,154,843 visitors in 2015. This level of visitation is good for Tecopa's economy, as well as, the rest of Inyo County's.

These surrounding recreation opportunities are a benefit to Tecopa's economy and the community indicated that they would like to capitalize on them more. They are also concerned about some of the behaviors exhibited by these visitors and would like to see more directional, informational and rules related signage.

The community showed some inconsistent interest/disinterest in connecting off road vehicle trails to other such facilities in the surrounding area, as well as, connections to hiking trails from Tecopa. This manifested in some people wanting to provide these connections to help promote the areas recreational opportunities, while others did not want the extra attention on Tecopa and were concerned about bad behaviors.

Policies – Conservation and Open Space (Recreation, REC)

- REC-1 County and community will aggressively explore grant opportunities to either remodel and modernize or build a new community center.
- REC-2 County and community will reach out to the Death Valley Unified School District about the unused school building as a potential alternative for a community center.
- REC-3 County and community will aggressively explore grant opportunities to help plan and fund a community garden and setting up a farmers market.
- REC-4 County and community will work to ensure any potential community pool facility be located at or near the community center.
- REC-5 County and community will work on a signage plan focused on directing visitors to area recreation opportunities; informational signage describing the history and environment of the area; and, rules pertaining to where legal driving, hiking and bathing are allowed.
- REC-6 County will work more with the community on possible connections from Tecopa to existing hiking and off-road vehicle trails to the extent that the community is interested.



COUNTY OF INYO BOARD OF SUPERVISORS

NOTIFICATION FROM THE MEETING OF MARCH 12, 2024
OF THE INYO COUNTY BOARD OF SUPERVISORS

TO: File

*Public Works –
Tecopa Community
Connectivity Grant
Proposal*

The Board received a presentation from Transportation Planner Justine Kokx on the Active Transportation Grant Program, Tecopa Community Connectivity Project. Kokx pointed out that, in addition to speeding vehicles and vehicles failing to stop at signed intersections, Tecopa lacks road shoulders, sidewalks, and pedestrian- and bicycle-friendly facilities, and has gaps in connectivity. Proposed improvements include adding a shoulder and striping on Old Spanish Trail to connect residential areas to the post office, church, and restaurants downtown as well as bike lanes; adding bike lanes or a multi-use path on Tecopa Hot Springs Road; and installing traffic calming measures like LED-lighted stop signs, high-visibility crosswalks, and vehicle speed feedback signage.

Public comment was received from numerous individuals on the efficacy of various traffic calming measures. Kokx urged community members to weigh in on the proposals – especially the traffic calming measures – by taking online surveys being offered by Public Works.

Board members requested staff set up a community meeting for public input on the project.

*Attest: NATHAN GREENBERG
Clerk of the Board*

A handwritten signature in blue ink, appearing to read "Nathan Greenberg", is written over the printed name and title.



INYO COUNTY BOARD OF SUPERVISORS

TRINA ORRILL • JEFF GRIFFITHS • SCOTT MARCELLIN • JENNIFER ROESER • MATT KINGSLEY

NATE GREENBERG
COUNTY ADMINISTRATIVE OFFICER

DARCY ELLIS
ASST. CLERK OF THE BOARD



AGENDA ITEM REQUEST FORM

March 12, 2024

Reference ID:
2024-180

Active Transportation Program, Tecopa Community Connectivity Grant Proposal

Public Works

NO ACTION REQUIRED

ITEM SUBMITTED BY

Justine Kokx, Transportation Planner

ITEM PRESENTED BY

Justine Kokx, Transportation Planner

RECOMMENDED ACTION:

Receive presentation on the Active Transportation Grant Program, Tecopa Community Connectivity Project

BACKGROUND / SUMMARY / JUSTIFICATION:

The Active Transportation Grant Program (ATP) is a biennial grant program funded by federal and state SB1 and State Highway Account funds. The goals of the program are to increase walking and "rolling" in communities throughout California, with an emphasis on disadvantaged communities. The Inyo County Local Transportation Commission is pursuing grant funding to improve the connectivity in the community of Tecopa for biking and walking. Cycle 7 of the ATP Grant kicks off on March 21, 2024, ending June 17th, 2024. The ATP program provides an opportunity to improve conditions and safety for pedestrians and cyclists in a disadvantaged community.

FISCAL IMPACT:

Funding Source	N/A	Budget Unit	
Budgeted?	N/A	Object Code	
Recurrence	N/A		
Current Fiscal Year Impact			
Future Fiscal Year Impacts			
Additional Information			

ALTERNATIVES AND/OR CONSEQUENCES OF NEGATIVE ACTION:

Grant proposal only.

OTHER DEPARTMENT OR AGENCY INVOLVEMENT:

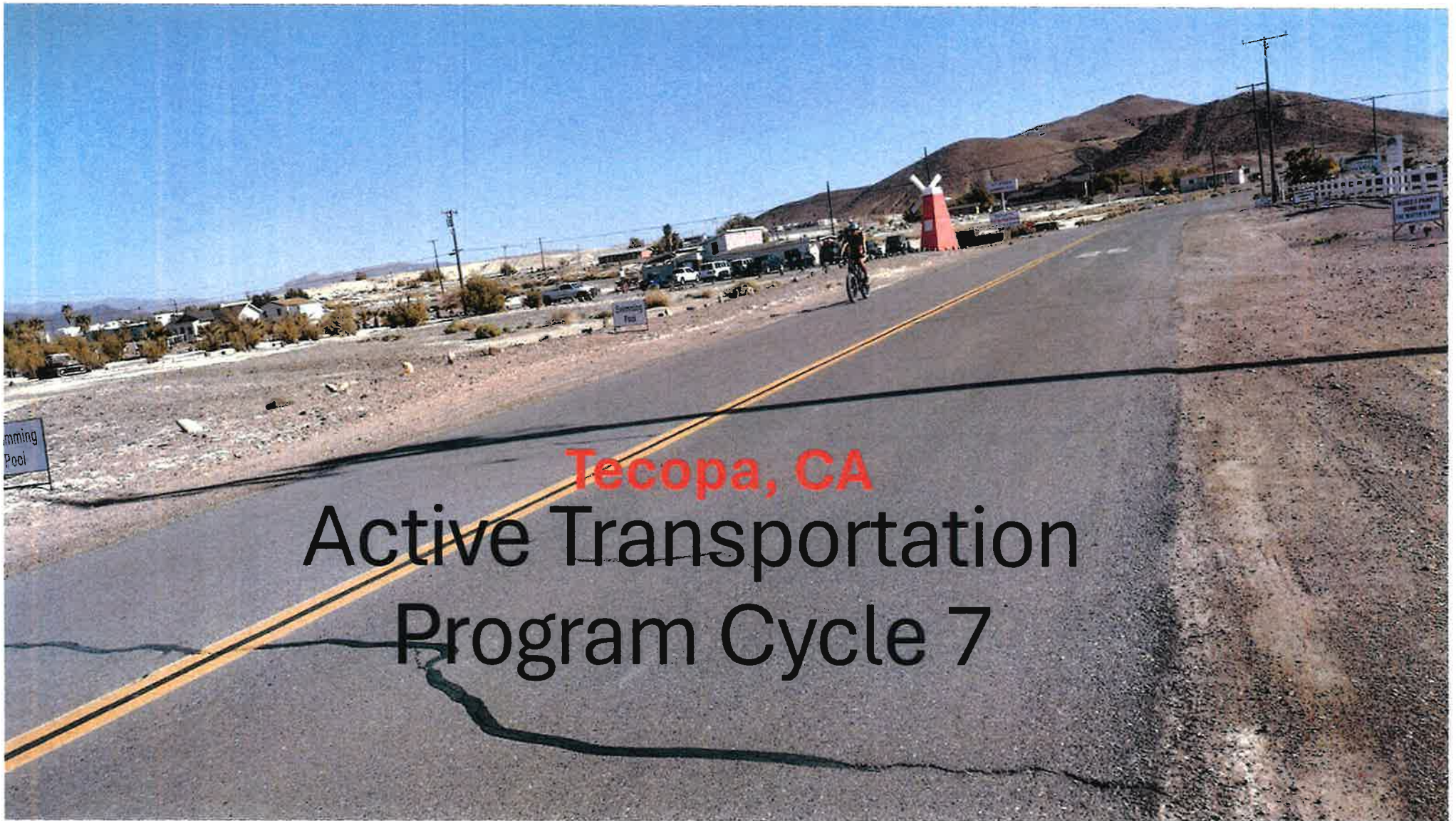
Local Transportation Commission
California Transportation Commission
Caltrans

ATTACHMENTS:

1. Active Transportation Program Cycle 7
2. Please Rate Traffic Calming Solutions Old Spanish Trail Hwy between Downey Rd and Downtown
3. Please Rate Traffic Calming Solutions on Tecopa Hot Springs Road

APPROVALS:

Justine Kokx	Created/Initiated - 3/7/2024
Darcy Ellis	Approved - 3/7/2024
Michael Errante	Approved - 3/7/2024
John Vallejo	Approved - 3/7/2024
Nate Greenberg	Final Approval - 3/7/2024



Tecopa, CA

Active Transportation Program Cycle 7

Active Transportation Program Funding

- Approximately \$555 million dollars in State & Federal funding in Fiscal years 25-26 through 28-29
- The Active Transportation Program was created to encourage increased use of active modes of transportation, such as walking and biking, and to improve safety
- Very competitive program
- 75% of Program's funds must benefit disadvantaged communities

Existing Conditions

Lack of shoulders

Speeding and stop sign running

Gaps in connectivity

Lack of pedestrian and bicycle friendly facilities

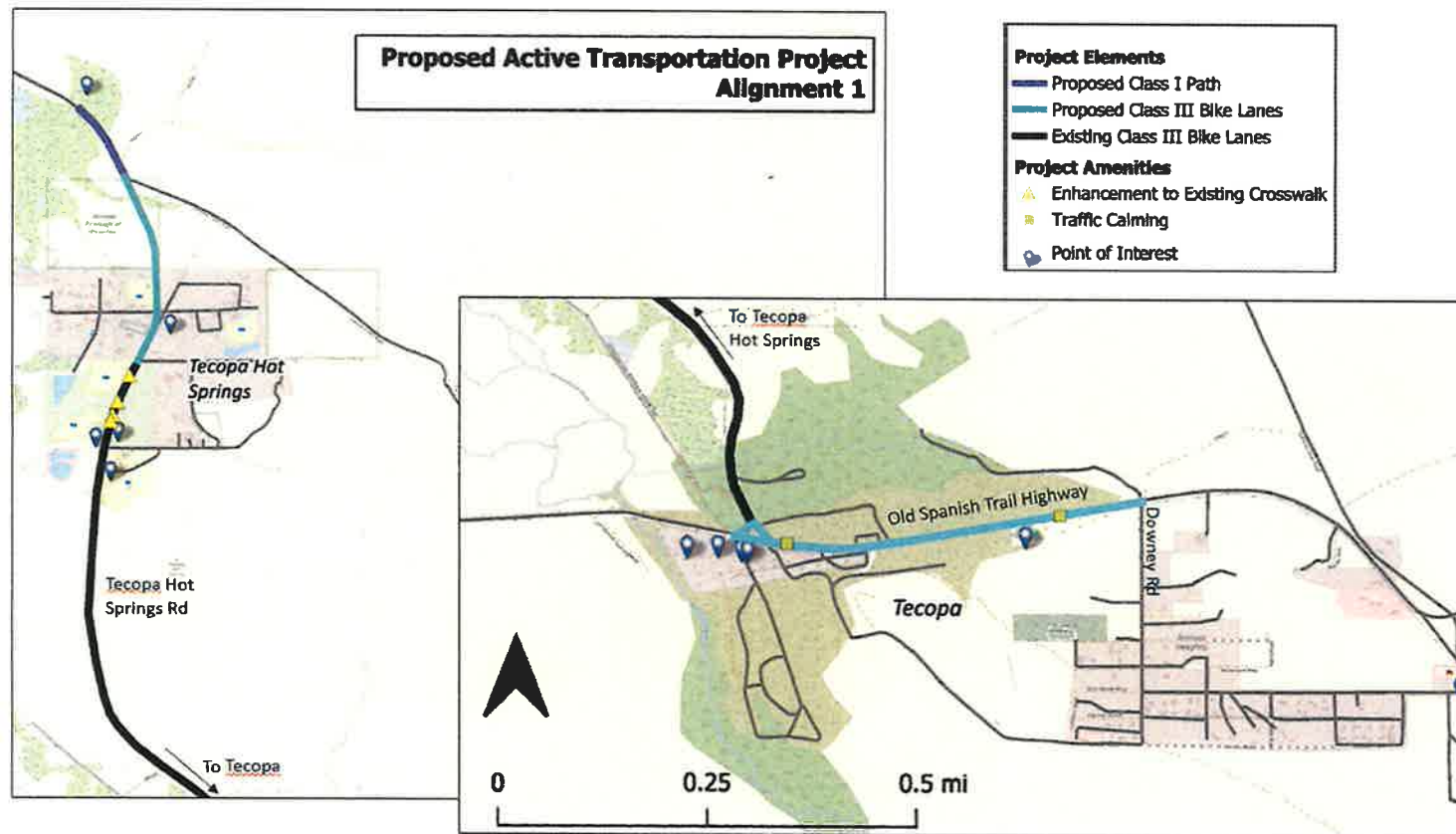
Tecopa Hot Springs Rd near the Hot Ditch



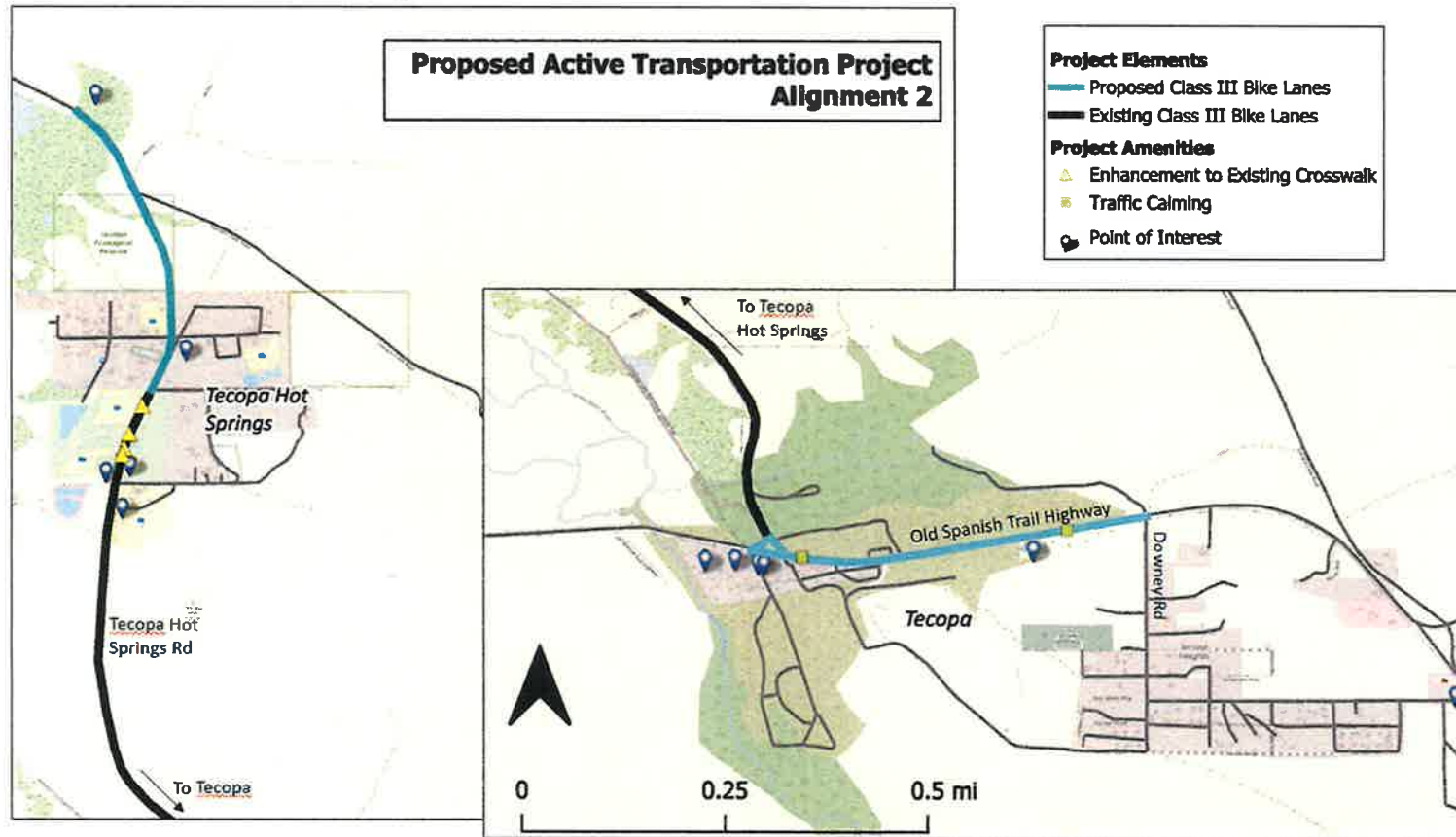
Existing Conditions



Proposed Project Area – Proposal No. 1



Proposed Project Area – Proposal No.2



Proposed Improvements

- Add shoulder and striping on OST from Downey Rd to Downtown connecting the residential area to the Post Office, church and restaurants – Class III bike lanes
- Class III bikes lanes or Class I multi use path on Tecopa Hot Springs Rd from the Resort area to the “Hot Ditch”
- Traffic calming measures such as, led lighted stop sign, high visibility crosswalks, vehicle speed feedback signage, OST interpretive signage at the Triangle, etc.

Still seeking community feedback!

- Tecopa Hot Springs Traffic Calming Survey
- <https://forms.office.com/g/7LsSmezLHt>



- Old Spanish Trail Traffic Calming Survey
- <https://forms.office.com/g/SHxu2hJRaN>





Please Rate Traffic Calming Solutions Old Spanish Trail Hwy between Downey Rd and Downtown

Rate the following traffic calming measures from 1 to 5 (1 = No way! 5 = Love it!) <https://forms.office.com/g/SHxu2hJRaN>

1
Speed Reduction Markings



☆ ☆ ☆ ☆ ☆

2
Vehicle Speed Feedback Signs



☆ ☆ ☆ ☆ ☆

3

Hi Viz Pedestrian Crossing Signs



☆ ☆ ☆ ☆ ☆

4

Pedestrian Hybrid Beacons (PHBs)



☆ ☆ ☆ ☆ ☆

5

Flashing Beacons



☆ ☆ ☆ ☆ ☆

6

Roundabout at the Triangle



☆ ☆ ☆ ☆ ☆

7
Gateway Monument



☆ ☆ ☆ ☆ ☆

8
Tee-up Intersection at the Triangle



Before (Google Earth)



After (Google Earth)

☆ ☆ ☆ ☆ ☆

9
Wayfinding Signage



☆ ☆ ☆ ☆ ☆

10

Please describe other ideas below

11

Please provide your email address for future updates!

This content is neither created nor endorsed by Microsoft. The data you submit will be sent to the form owner.



Microsoft Forms

Please Rate Traffic Calming Solutions on Tecopa Hot Springs Road



<https://forms.office.com/g/7LsSmezLHt>

Rate the following traffic calming measures from 1 to 5 (1 = No way! 5 = Love it!)

1

Speed Reduction Markings



☆ ☆ ☆ ☆ ☆

2

Vehicle Speed Feedback Signs



☆ ☆ ☆ ☆ ☆

Hi Viz Pedestrian Crossing Signs



☆ ☆ ☆ ☆ ☆

Pedestrian Hybrid Beacons (PHBs)



☆ ☆ ☆ ☆ ☆

Flashing Beacons



☆ ☆ ☆ ☆ ☆

Roundabout at the Triangle



☆ ☆ ☆ ☆ ☆

7
Gateway Monument



☆ ☆ ☆ ☆ ☆

8
Wayfinding Signage



☆ ☆ ☆ ☆ ☆


9
Please add your ideas below

10
Please provide your email address for future updates!

This content is neither created nor endorsed by Microsoft. The data you submit will be sent to the form owner.

Old Spanish Trail Safety Concerns – Survey Conducted in February 2024

[View results](#)

 [Open in Excel](#) ...

1. Have you felt unsafe walking, biking or rolling through the general region below? Or have you observed a close call between cyclists/pedestrians and motorists? Please explain and provide a description of the problem(s).

[More Details](#)

26
Responses

Latest Responses






"Yes, I own the brewery that hosted the fire fling. Have been trying to get the co...

"Its very dangerous on Old Spanish trail. It is a narrow road and with the Duner...

"Do not feel safe bike riding in town or surrounding areas. Old Spanish Trail has...

2. What types of safety issues have you encountered?







[More Details](#)

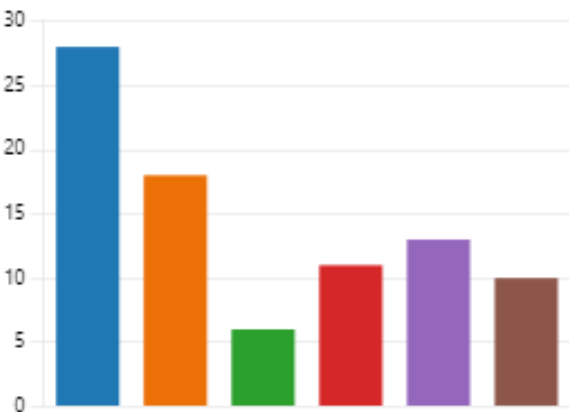
 Speeding	24
 Nonexistent crosswalks	16
 Distracted driving	14
 Lack of shoulders or bike lanes	30
 Other	8



3. What solutions do you have in mind? Please check all that apply and add your own ideas.

[More Details](#)

 Wider shoulder/bike lanes	28
 Crosswalks & striping	18
 Gateway monument	6
 Wayfinding signage	11
 Traffic circle at the "Triangle"	13
 Other	10



Old Spanish Trail Safety Concerns – Survey Conducted in February 2024

I see very few people walking or riding bikes in this area.

As an active cyclist who regularly commutes from the Tecopa Heights (Downey Rd) to the hot springs area, I often ride the OTH on the indicated project route and traffic there can be quite dangerous, not only because of the Las Vegas traffic headed to the hot springs, but especially the Las Vegas traffic headed to Dumont Dunes with very large RVs and camper/trailers. And very few of them are going the posted 25mph speed limit. Additionally, even though it is illegal, semi/tractor trailer trucks come through this route as well.

There needs to be a bike lane (or path) from the heights to the post office and to the hot baths. The old RR bed would make a good bike trail from the post office to the hot springs area that would be safer than going over the hill.

Yes! With no shoulders on the road, if cars are going by in opposite directions and I am on my bike, I have no way to get out of the way without risking a crash or worse. We need shoulders but a bike path would be awesome!

Yes, I have felt generally unsafe moving through the above extent of Old Spanish Trail as a pedestrian. This area could be improved to better accommodate multimodal transportation, including crosswalks, a bike lane separated with bollards, and overall better signage.

No

Lots of fast-moving RV's and trucks pulling trailers, usually on dune weekends but not always.

Dense traffic from Dumont Dunes every 3-day weekend. Egar to get to dunes, often speed. Interstate 15 closures reroute traffic through Tecopa on this road. Drivers are frustrated and tend to speed.

Yes

Roundabout @ OST & THS Rd

Lack of shoulder, uneven sides stops me from being able to walk and feel safe

Walking on the roads & people speeding through 25 mph zones. Mostly worried about elders & kids.

No

Road/berm big drop offs

Coming in and out of the Death Valley Brewing Co. is a little dangerous for bikes

Yes, and past Downey Road going downhill, loose and muddy. I crashed my bike.

I ride with a mirror looking back. People just don't give you a break, too close sometimes :(

Yes, on three day weekends when the Duners go through Old Spanish Trail Hwy is a nightmare from Hwy 127 to the state line in Charleston View

I would like to see a flashing caution sign by the mud pool on Tecopa Hot Springs Rd. South bound traffic never slows down, avg. going 60-70 mph with cars and pedestrians in the roadway all parked on shoulder.

Bike trails/paths need to be around town to local view zones.

Old Spanish Trail Safety Concerns – Survey Conducted in February 2024

On Hot Springs Rd, especially when the sun starts to set, drivers still drive pretty fast and ofrces people off close to teh edge. Downey Road is also a concern with blind spots.

Yes! Road has no shoulder. Very Scary. Road is broken up, pavement is broken up on each edge. Road is too narrow, no bike lane. Dangerous. Takes very heavy traffic with thousands of off road enthusiasts going to Dumont Dunes. They travel in big vehicles, RV's carrying trailers with ther off road vehicles. Their complete rigs are heavy and wide and that traffic tears up the road and is VERY DANGEROUS.

I am worried about my teenager riding his bike on OST

Do not feel safe bike riding in town or surrounding areas. Old Spanish Trail has no shoulder, narrow rd with toyhaulers roaring /speeding by. Law enforcement gives warnings no tickets. People not stopping at the stop signs by the Hot Springs again law enforcement does not enforce.

Its very dangerous on Old Spanish trail. It is a narrow road and with the Duners speeding. It's even dangerous driving when one comes at you and easy so to end up off the pavement.. I would like to ride a bike there but scared of the traffic and being hit.

Yes, I own the brewery that hosted the fire fling. Have been trying to get the county to recognize the potential for injury due to reckless drivers for close to a decade. I wish someone would have come and talked to me. Or told the community and businesses that a meeting was happening. Especially the businesses that manage the private property that is directly impacted. My name is Dan leseberg, owner of Death Valley Brewing. The brewery that hosted the fire fighter fundraiser. 775-513-6879

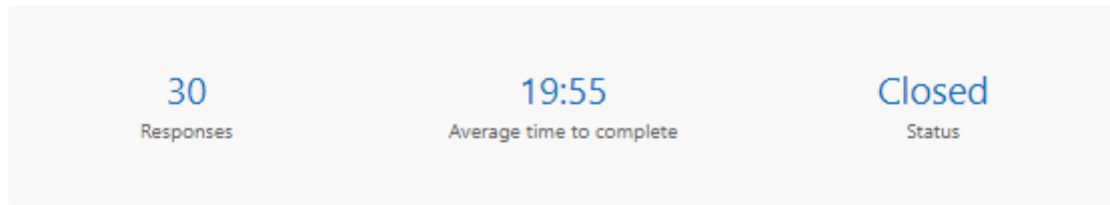
I don't really see much of a problem here other than that there's a school speed limit for a school that has been closed for 10 years. Seems kind of dumb. There are very few people who are using OST for pedestrian uses between Downey and the Triangle. I'm sort of surprised you're pursuing a project like this because it seems very low priority.

Do we have to wait for someone to be killed before any traffic calming measures are instituted on Hwy 127 in Shoshone?

Owner of death valley brewing. Protector of the triangle. Community member. 775-513-6879 call me.

Survey conducted in April 2023

Tecopa and Shoshone Area Active Transportation Survey

[View results](#)[Open in Excel](#) ***

1. Where do you live?

[More Details](#)

30
Responses

Latest Responses
"3 Moons Project, Tecopa"
"Tecopa, Calif"
"Tecopa, Ca"

2. Which active transportation modes do you use when travelling from where you live? (Check all that apply)

[More Details](#)

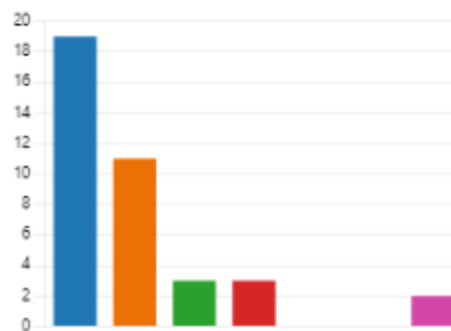
Walk	22
Bicycle	14
E-bike	13
Skates or skateboard	2
Other	8



3. How often do you walk for a significant distance, i.e., more than 5 minutes for a single trip?

[More Details](#)

Daily	19
Weekly	11
Monthly	3
Seasonal	3
Yearly	0
Never	0
Other	2

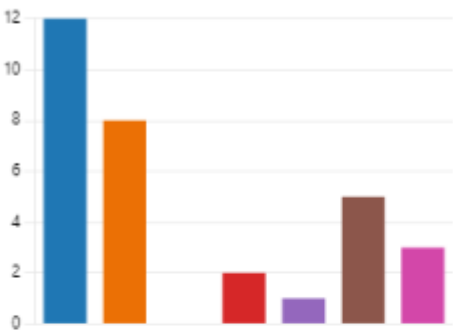


Survey conducted in April 2023

4. How often do you bicycle for any purpose?

[More Details](#)

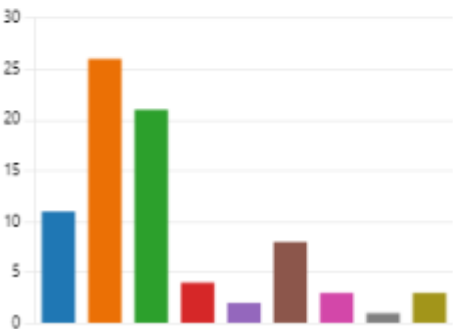
Daily	12
Weekly	8
Monthly	0
Seasonal	2
Yearly	1
Never	5
Other	3



5. Why do you walk, bike or roll? (Select your top 3)

[More Details](#)

Help the environment	11
Improve my health	26
Be outdoors	21
Socialize with others	4
Save money	2
Reduce stress	8
It is convenient	3
I have no choice; walking, biking...	1
Other	3

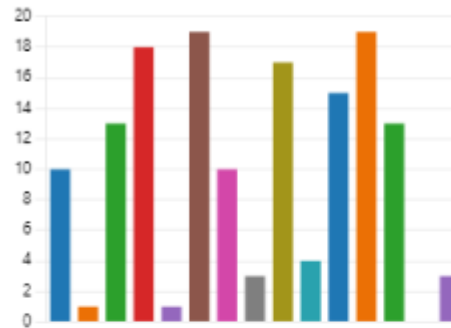


Survey conducted in April 2023

6. Where do you walk, bike or roll to (Select all that apply)

[More Details](#)

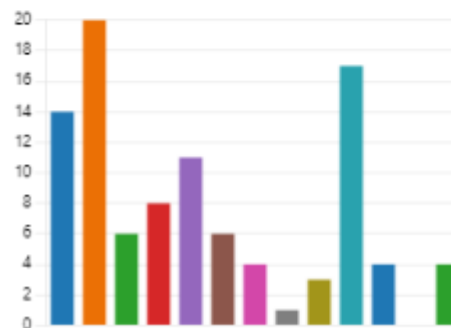
Work	10
School	1
Park, recreation area	13
Restaurant/Shops/Bars	18
Place of Worship	1
Post Office	19
Community Center	10
Community Pool	3
Hot Springs	17
Playground facilities	4
Visit friends	15
Unpaved, off-street paths/trails	19
No particular destination (leisure...)	13
I don't use active transportation...	0
Other	3



7. What prevents you from walking, riding your bike or rolling more often? (Select all that apply)

[More Details](#)

Too much traffic or dangerous b...	14
Lack of or incomplete sidewalks,...	20
Lack of safe crossings (no marke...	6
Lack of benches	8
Lack of shade	11
Destinations are too far away	6
No street lights (too dark)	4
I don't feel safe (crime, personal...	1
Insufficient bike parking or bike ...	3
Weather (e.g. heat)	17
Not enough time	4
Not physically able to walk or bi...	0
Other	4

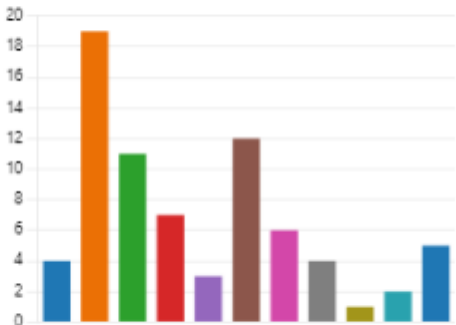


Survey conducted in April 2023

8. If you were to prioritize improvements to walking and biking in your community, which would be your top 3?

[More Details](#)

New sidewalks where they don't...	4
New separated bike paths	19
Better enforcement of traffic laws	11
Traffic calming features such as ...	7
Pedestrian visibility improvemen...	3
New bicycle lanes on roadways	12
Improve existing bicycle paths/L...	6
Improved lighting	4
Marketing/promotional efforts t...	1
Educational programs for peopl...	2
Other	5



Survey conducted in April 2023

9. Please describe specific locations where walking & bicycling access improvements are needed in your community.

21 Responses

ID ↑	Name	Responses
1	anonymous	A bike path between Shoshone and Tecopa. Rails-to-trails (using existing old railroad berm as a connecting bike and walk trail between the communities.
2	anonymous	Old Spanish Trail Hwy, Hwy 127, Bob White way
3	anonymous	Hwy 127 thru Shoshone is dangerous - need to reduce speed limit, add speed bumps, and other measures
4	anonymous	Places along highways that have soft or no shoulder.
5	anonymous	BETWEEN TECOPA HOT SPRINGS (COMMUNITY CENTER) AND TECOPA POST OFFICE. THE POST OFFICE AREA KNOWN AS THE TRIANGLE NEEDS TO HAVE A MARKED CROSSWALK FOR THE LOCAL BUSINESSES THERE
6	anonymous	We need bike lanes and (or at the very least) "Share the Road" signs on Hwy 127 from Ibex Pass to Shoshone at least, ideally all the way to Death Valley Junction or Ash Meadows.
7	anonymous	tecopa hights. , china ranch road , around post office
8	anonymous	From Tecopa Heights to Post Office to Tecopa Hotot Srings they 127 and Old Spanish Trail from mCharleston View California to Hwy 127.
9	anonymous	Hwy 178 both east to Stateline at Pahrump Nevada. Hwy 178 west into Death Valley National Park.
10	anonymous	Hwy 372 to Shoshone, CA hwy 127 and Old Spanish Trail
11	anonymous	Highway 127 & Old Spanish Trail
12	anonymous	Old Spanish trail hwy
13	anonymous	need safe crossing of hwy 127 in Shoshone
14	anonymous	Into the wild open spaces, BLM and Wilderness areas
15	anonymous	Tecopa Hot Springs Road and/or Old Spanish Trail
16	anonymous	Pahrump 132 sq miles of this woke town!
17	anonymous	N/S through reservation
18	anonymous	All county roads
19	anonymous	Tecopa Hot Springs
20	anonymous	Lighting near sidewalk
21	anonymous	EVERYWHERE!!!

Survey conducted in April 2023

10.

Where would you like to be able to walk and bike?

24 responses **24** Responses

ID Responses

1	Between Tecopa and Shoshone
2	From Shoshone to Tecopa and back.
3	Old Spanish Trail Hwy
4	TECOPA HOT SPRINGS ROAD, OLD SPANISH TRAIL HIGHWAY, TECOPA HEIGHTS RESIDENTIAL AREA, TECOPA TRIANGLE POST OFFICE AREA
5	Places where I won't encounter O.H.V. (Off Highway Vehicles)
6	Bike from Tecopa to Shoshone and beyond to Death Valley Junction, Tecopa to Ibex Pass and beyond to Dumont Dunes, walking and biking trails on Tecopa Hot Springs Rd. and the Old Spanish Trail Highway to Charleston View.
7	tecopa spa district
8	From Tecopa Heights to Tecopa Post Office and adjacent restaurants, Tecopa Hot Springs Community Center and Tecopa Hot Springs. From Tecopa Hot Springs to Hwy 127 to see the wetlands and view the birds and to see the Amargosa River. In Shoshone to Hwy 178 west to Death Valley Park boundary.
9	To the closest major grocery shopping which is in Pahrump Nevada. To Death Valley National Park via Hwy 1 Shoshone.
10	NV Hwy 372 to CA 127 to Old Spanish Trail
11	County hot springs, borehole, china ranch, shoshone, tecopa triangle
12	Old spanish trail hwy, 127,178
13	across hwy 127 without fearing for my life
14	Shoshone
15	Post office, water kiosk, hot springs
16	Down the roads I live by
17	All places in community
18	To China Ranch

Survey conducted in April 2023

ID Responses

19	Community Center
20	Near my house
21	In town
22	Tecopa, CA
23	Old Spanish Trail, Tecopa Hot Spgs Rd, Hwy 127
24	Work, school, store

11.

Do you have additional comments regarding walking or biking in Tecopa and Shoshone?

20 responses20Responses

ID Responses

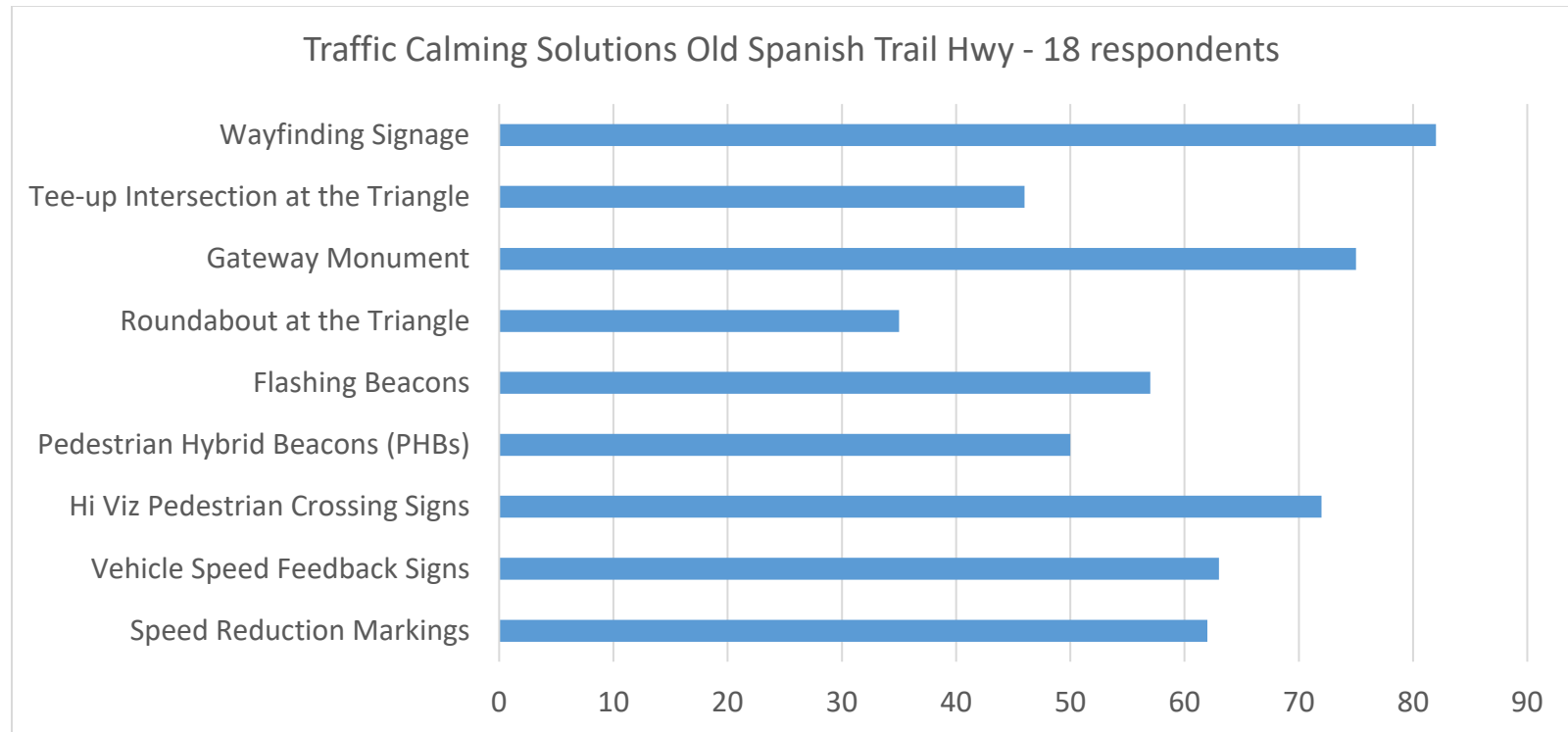
1	Lots of our visitors and guests bring bicycles to this area. We should have bike-friendly trails for them so they highways.
2	Hwy 127 is NOT SAFE for bicycling and walking!!)
3	It's very dangerous to bicycle on any roads due to vehicles going too fast and are not looking for or are aware of bicyclists. Having signage that make people aware of cyclists could be helpful.
4	THERE IS A RISK OF BEING BITTEN BY AGGRESSIVE "PET"DOGS ROAMING FREE ESPECIALLY IN THE TECOPA HEIGHTS RESIDENTIAL AREA FOR ANYONE BICYCLING AND WALKING
5	The number of folks who are riding ebikes these days in our neck of the woods is astounding! We would love to ride on Hwy 127 and feel safe doing it. There aren't even shoulders on that stretch of highway. So , bike lanes would be awesome, not to mention some signage asking drivers to "Share the Road," at least reminding them that there may be bicyclists ahead. Walking and biking is what we live for in the Winter and the early Summer mornings or late nights.
6	We also need weekly bus service to shop in Pahrump since it too far for biking and no stores here
7	Walking and bicycling in Tecopa and Shoshone can be fun,healthy, economical,environmentally sound, adventorous and worthwhile on all levels. It's a way to meet neighbors, visitors, tourists and people passing through. It's a fun healthy way to socialize and bring us all together. It's healthy and fun and economical and environmentally friendly to use my bicycle to get to the beginning of trails I want to hike.. I would like to see a bicycle and walking trail going from Tecopa to Shoshone on the obsolete old Tonapah and Tidewater

Survey conducted in April 2023

ID Responses

	railroad bed that already runs between the two towns.
8	A wide enough bike lane for a trike between Tecopa and Shoshone.
9	Thank you for this opportunity
10	we also need the bus to Pahrump to be reinstated (it stopped because of covid and has not resumed)
11	Cars speed by the post office all time. Stop signs, speed bumps, or a traffic circle would help make this situation safer
12	Areas to ebike not on roadways
13	There used to be a bus to Pahrump. If the route could be revived I would take it and I know a few others in Tecopa have said they would as well.
14	No, just get the grant to improve the citizens, taxpayers, and voters, safety, health, and workforce.
15	Move the transfer station down by the post office and turn that area into a park
16	Wider shoulders on 127 would facilitate riding bikes from Shoshone to Tecopa
17	Better paved roads/better pavement
18	Awesome place
19	No shoulders, no signs, no bike trails
20	I've not seen one bicyclist since February 2023

Please Rate Traffic Calming Solutions on Old Spanish Trail Hwy – February 2024



Other ideas & comments:

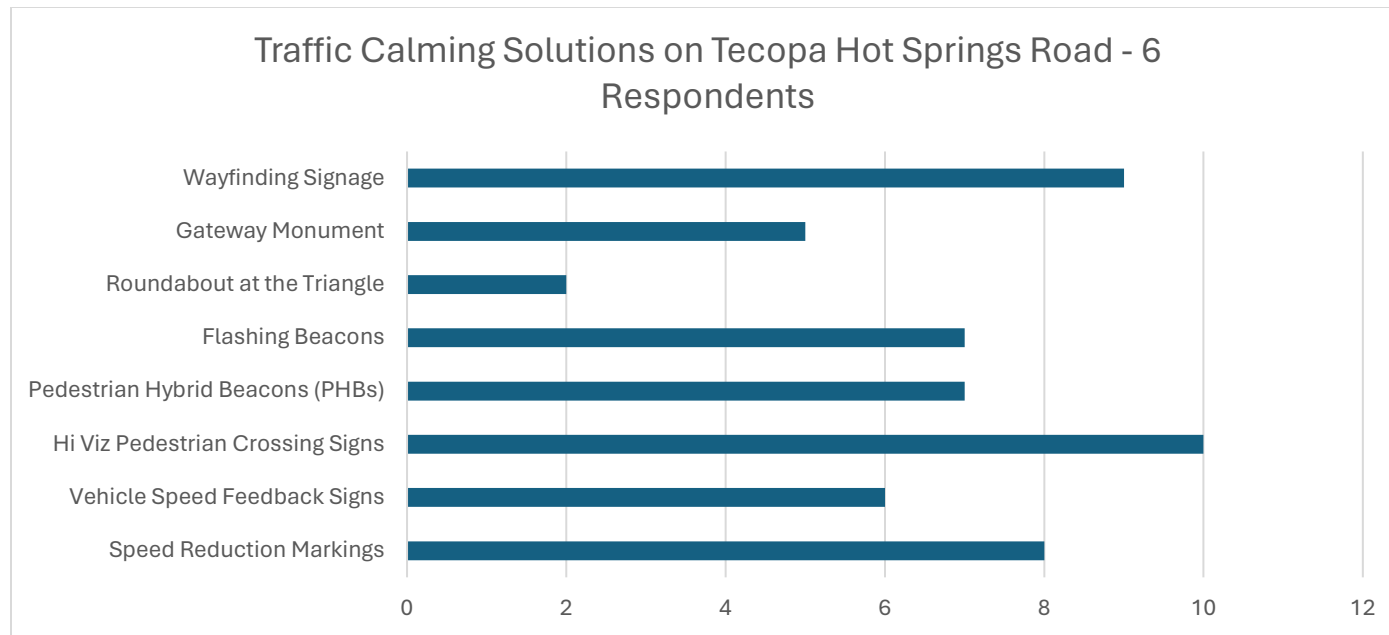
Like to see more stop signs.

Additional stop signs & sign repositioning of existing signs, and speed limit signs near Triangle

I liked the idea of adding a stop sign closer to the Triangle.

Turn Triangle into 1/2 roundabout, also add speed humps.

Traffic Calming Tecopa Hot Springs Road – February-March 2024



Comments & Other ideas:

I like the roundabout, but it needs to be properly marked for pedestrians who cross the road.

More rumble strips might work, as you are approaching the Triangle

More stop signs, please

Cut back vegetation that obscures signs; improve walking surface; we do not need traffic signals; maybe 25 mph signs on OST @ P.O. and east; need parking for locals but not for tourists; gateway monument nice but not safety; for wayfinding signage suggest Community Center, Hot Springs, Public Toilet. Change lane markings, T up intersection at OST so can see both ways; remove school speed limit and school signs - not necessary so locals ignore; add "end 25 mph zone" signs; if adding/extend paved shoulders for bike lanes, include rumble strips or raised dots between traffic and bike lanes; move new street light (opposite hot springs) about five feet north so some light on stop sign. Increase number of strips at the rumble strips and move them closer to the 25 mph signs. Add "25 mph zone ahead" signs.

Summary of comments received at the 04/28/2024 Tecopa ATP Community Meeting

- Tee Up at Triangle needs to accommodate trailers
- For curb & gutter, factor in hydrology and flooding
- Slow traffic down early on OST by Furnace Creek
- Need a stop sign at first intersection with Tecopa Heights at China Ranch Rd
- “Duners” would be discouraged from using OST as a thoroughfare to Dumont Dunes if we implement the project.
- “Duners” don’t stop in Tecopa for anything, they just blow through. The exception is on their way home when they use the dump stations, and nothing else.
- There were 5 avid cyclists at the meeting
- Vehicles hauling trailers and Duners pass “Joe” at 5 a.m. on OST in the 25 mph zone, this happens all the time as he is heading to work. No shoulders, dangerous
- John Zoellhoffer (Owner of OST & Triangle) has built a full disc golf course on his property behind the Post Office. The course begins in front of the Brewery. This area also accesses the Amargosa River trails
- We never get shit out here
- Move the Gateway/Wayfinding signage further east to include China Ranch, Tecopa Heights, Cynthia’s
- Add Refuge/crossing in front of Triangle
- Vehicles enter the Triangle from the east at 50-60-70 mph
- From Brian’s Journal on 04/23/24 (he records every ride he’s made for since he took up cycling several years ago, and he has lost over 250 pounds), “Riding to County Community Center meeting. Big maybe we’ll get bicycle paths in the Tecopa area. Yes, Thank You higher power before I get run over!”

Tecopa Community ATP meeting 03/28/2024 Comment Summary – Traffic Calming was the primary topic

- Keep Triangle access if traffic circle is chosen
- Rumble Strips create too much noise
- We need stop signs
- BLM Amargosa trailhead at end of Downey? Get more information
- Get rid of OST segment at Triangle to force traffic to slow down
- Tee up intersection at Triangle and add 4-way stop
- Yes to painted medians at Triangle and THS
- Transit stop used to be at Community center; school bus picks kids up at homes, varies by year
- Yes to benches and shade structures on THS
- Yes to raised medians at Triangle and at the THS stop sign (County baths)
- Bring survey results to next meeting

Road Sign In - ATP

3/12/2024
Board meeting

Scott broad band
Dynamis

GRANT

rkfinchum@earthlink.net

daniel.leseberg@gmail.com 775 513 6879

clapher215@gmail.com 760-543-3188

PAUL BARNES PAUL@TEOPRATOTSPRINGS(CAMPGRAD)ID.COM

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ELIZA WOODALL eliza.woodall@gmail.com

Chrystel Worsman chrystel.worsman@yahoo.com

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Lindalee Flinnke@l@gmail.com

MARGE CAWELT malmenshaman21@gmail.com

Brian Baumunk brianbaumunk@gmail.com

Active Transportation Grant Email List

3/12/2024

DUCKSTICKS@GMAIL.COM
"sriley@inyocounty.us"
sascott@inyocounty.us
tecopaton@gmail.com

Tecopa Community ATP Meeting

03/28/2024

Please sign in!

Rose Colón

Justin Kolkx

Daniel Leisberg

Paul Barnes

Christopher I. Sellers

J.D. STRAHLER

Scott Delich

MIKE JERRY

Robin Finchum

Shane Rily

GENEVIEVE CHURCH

Scott Williams



Tecopa Community ATP Meeting

03/28/2024

Please sign in!

Mike Sorrells

Susan Sorrells

Cameron Mayer

ROGER HICKMAN



02/17/2024-02/18/2024

Please sign in!

Joel Zellhoefer 775 253 5584

BRAD GOANS 760-852-4378

Cynthia Kieritz 702-370-0007

Cesare Segalini 702-371-0150

Shella Acosta

Brian Norrkerson

Debbie Wagstaff

MIKE JERRY 831-708-1053 MT@MT-TRANSCRIPTION.COM

WILL HELFRICH LAKE HAVASU AZ

Amy Noel

Tom Stratman Salinas CA

Brian Stratman Seaside, CA



Fire Dept
avid Cyclist

02/17/2024-02/18/2024

Please sign in!

Sharon Maure

Deana M. Jones

Brian E Baumunk

Daniel Macbruhn

Robert CA 125

Michael - Keate

Valerie J. Baumunk

Theodore Desmarais

Ed Bailey - 760-937-4176

KT @ 19

~~Sam~~ Nixon



And cyclist



Say "hi" to Dawn

02/17/2024-02/18/2024

Please sign in!

Angela Sindhu

Phil Worsman

Christel Worsman

LARRY LEVY 775 513 5675

Fire Dept
Twelfth Circle - call back



01/20/2024-02/18/2024

4/15/2023

Tecopa Shoshone ATP Project Participants

STELLY SCOTT - IDAHO COUNTY



Claudia Maldonado LA county

Peter Berger PB1contracting@gmail



Scott Williams pakisw@gmail.com

Michele Rhew - BISHOP

JIM PETELL

Jim Mori dock

Chris VLOG

Gary Wicewski

HARRY CLARKE VER HOEF

gunnysosunny@gmail.com

Tecopa Shoshone ATP Project Participants

BRAD & THERESA GOANS



Marky Skorny

Toni (Meyra) Kazzia

Jim Bagley

Ryan Reuther

rreuther@inyocounty.us



Tim Plunkett

Gary McCracken P.O. Box 193 Tecopa

M. GOLDSWORTHY NATHANAL@HOTMAIL.COM

Mary Schick aka Lady Aerosmith

Cherian & Schick -

Shane Riley

Matthew Green

Marcy P. Hall

Tecopa / Shoshone

Please, write a recommendation and place a numbered sticker on the map where you suggested.

1. Hwy 127 IBEX PASS to Shoshone
Bike Path, or shoulders
2. Old Spanish Trail to } Bike
Immigrant Pass and to 127 } Path
Shoulder
3. Tecopa Hot Springs Rd
Bike Path
4. Bus To Pahreung
5. Bus to Pahreung.
6. New ROAD "Old Spanish Trail"
7. SOLAR-POWERED RED LIGHT FOR TECOPA STOP LIGHT



Tecopa / Shoshone

Please, write a recommendation and place a numbered sticker on the map where you suggested.

8. una piscina por favor - a pool please
para la publica - for the public
(at the elementary school)
9. Trail on Amargosa River from Tecopa

10. Flashing stop signs at
the four way intersection in Tecopa
11. _____

12. _____

13. _____

14. _____

15. _____



Tecopa Community ATP Meeting

04/23/2024

Please sign in!

Justin Kolbe

Valerie Baumunk

Brian Boomer

MIKE JERRY

PAUL BARNES

Joe HEYDA

Scott Delich

Rose Colo'n

Larry Cawelto

Bryan Elkins



y Active Transportation Project Tecopa, California

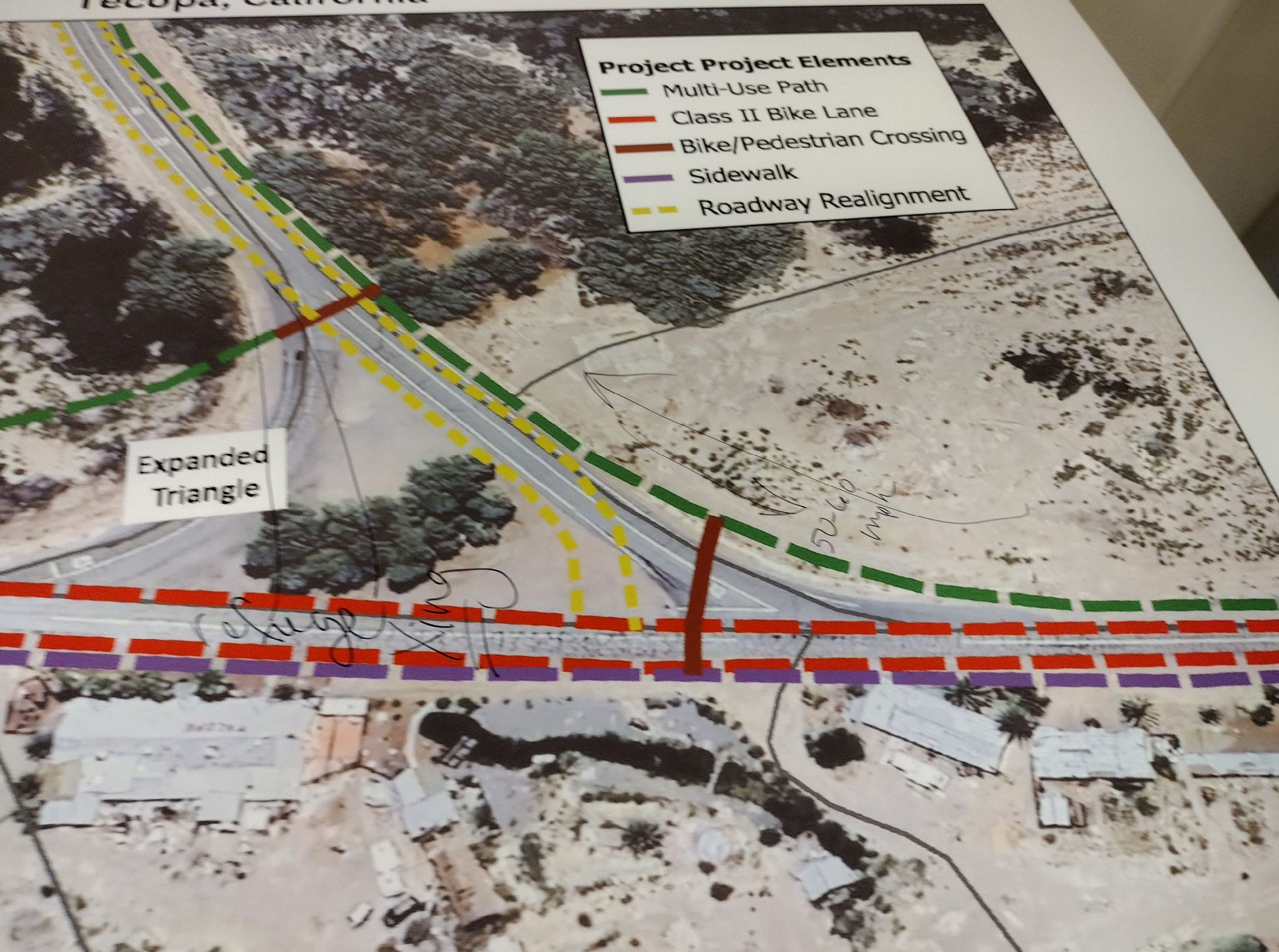
Project Project Elements

- Multi-Use Path
- Class II Bike Lane
- Bike/Pedestrian Crossing
- Sidewalk
- Roadway Realignment

Expanded
Triangle

50-60
mph

Shirley King









1 Single lane Round About - keep Δ access
2 rumble strips - create noise
3 Stop signs

4 Downey - speeding BLM Trailhead?
5 Δ_{ST} \leftarrow get rid of that segment

6 Tee up Δ + stop 4-way stop
7 Painted medians THS & Δ

8 Transit

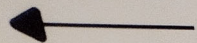
9 School & at house

10 benches/shade perog hump?



Raised crosswalks @ Briangle &
@ County Baths
(the stop sign)

To SR 127



0

0.25

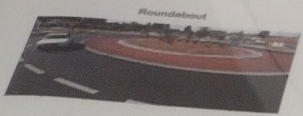
0.5 mi

Old Spanish Trail Highway

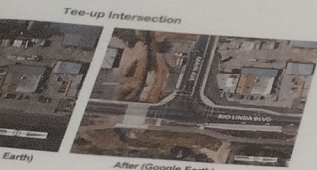
Old Spanish Trail

Tecopa

Tecopa Cemetery



Roundabout



Tee-up Intersection

County Public Works at PO Drawer Q, Independence, CA 93526.
878-0202 if you have any questions.



In-Street Pedestrian Crossing Signs



Yes

No

Pedestrian Hybrid Beacons (PHBs)



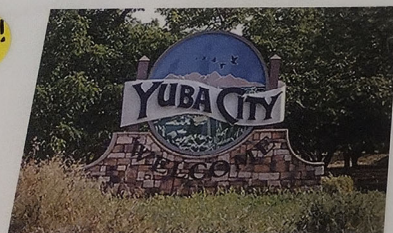
Pedestrian Refuge with Lane Markings - Forces traffic to slow down

Creative Crosswalk



No

Gateway Monument



Yes!

No

Wayfinding signage

Feel free to mail your responses to Inyo County Public Works at PO Drawer Q, Independence, CA 93526.
Please call Inyo County Public Works at 760-878-0202 if you have any questions.

No

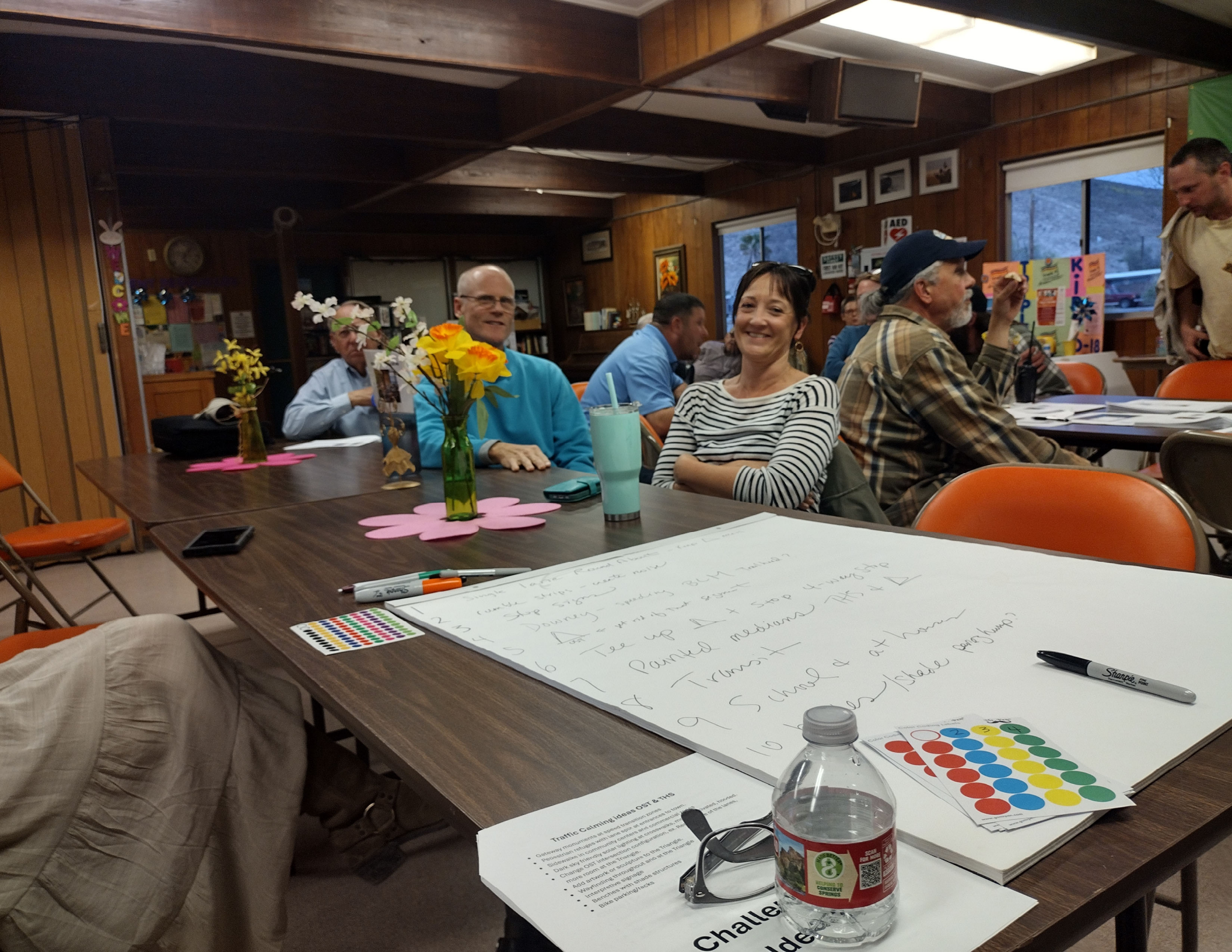
Yes!



Color Coding

Feel free to mail your responses to Inyo County Public Works at PO Drawer Q, Independence, CA 93526.
Please call Inyo County Public Works at 760-878-0202 if you have any questions.

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Single Lane Road Closure - two lanes
Candle strips - center route
Stop Signs
Downing - speeding BLM trucks
Tee up Δ + stop 4-way stop
Painted medians 75 & Δ
Transit
School & at home
10 to 15 / Shake go jump?

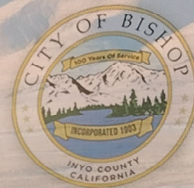
Traffic Calming Ideas OST & THS

- Gateway monuments at road transition zones
- Pedestrian refuges with lane stop at intersections to town
- Sidewalks in community centers are commercial
- Dark sky friendly street lighting at intersections, etc.
- Change room at the triangle
- Add artwork or sculptures to rest triangle
- Wayfinding through signs
- Interphase signage
- Benches with shade structures
- Bike parking/tracks

Challenge Ideas

Active Transportation Program

County Local Transportation Commission



Active Transportation Program

Inyo County Local Transportation Commission



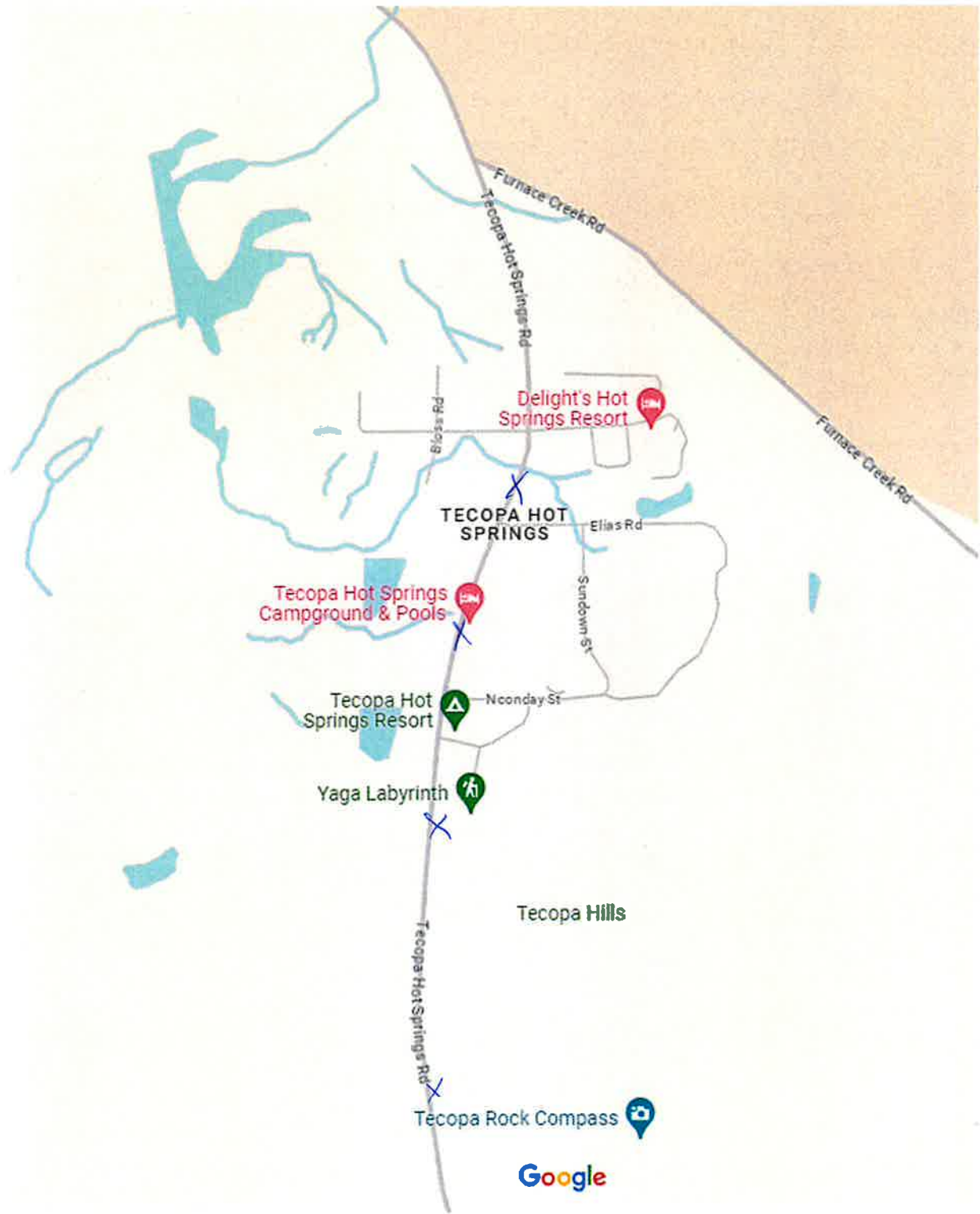


PLEASE IDENTIFY & DESCRIBE ON THE MAP OF THE PROJECT AREA ANY
NEAR MISS OR SAFETY HAZARDS FOR BICYCLISTS AND PEDESTRIANS



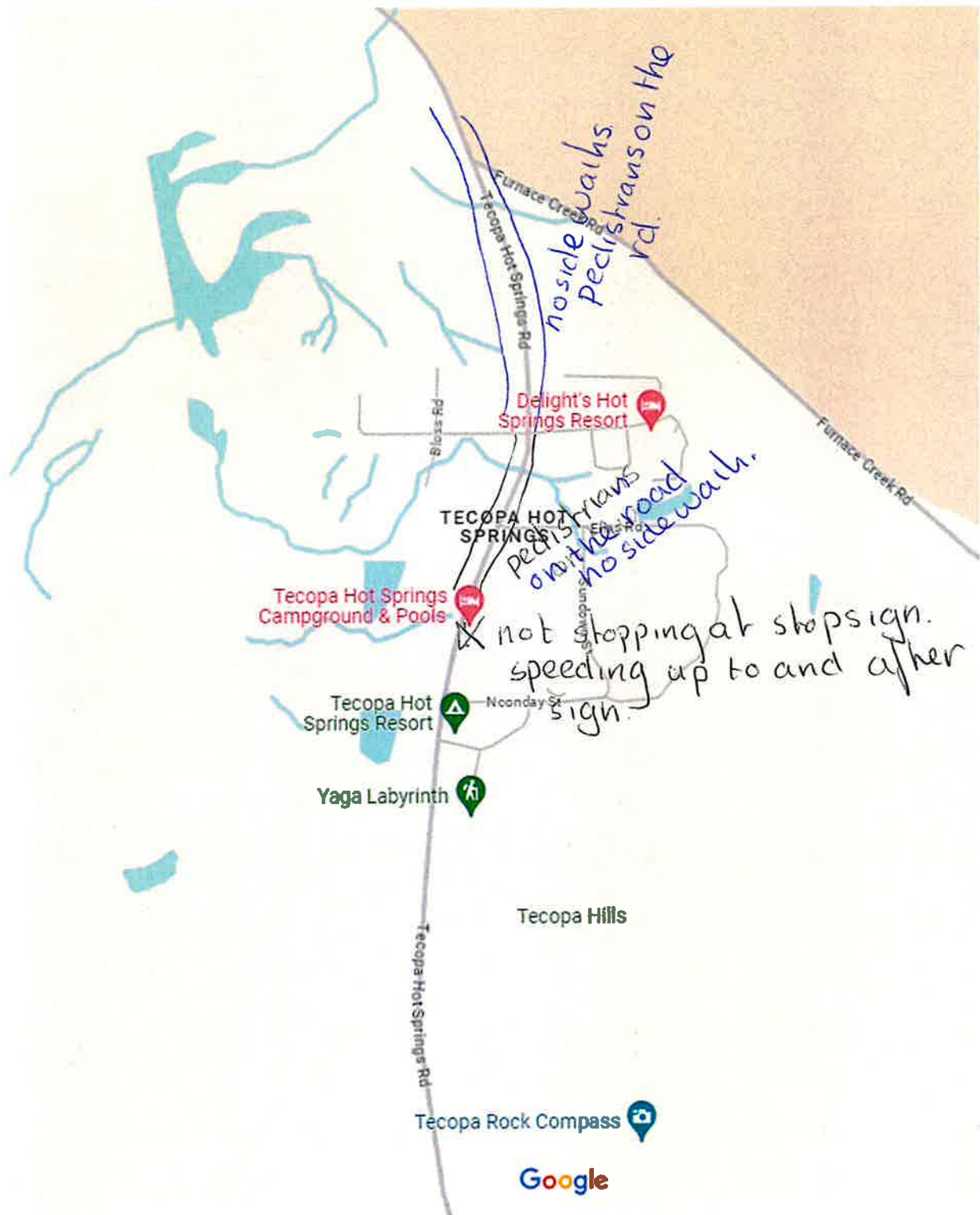


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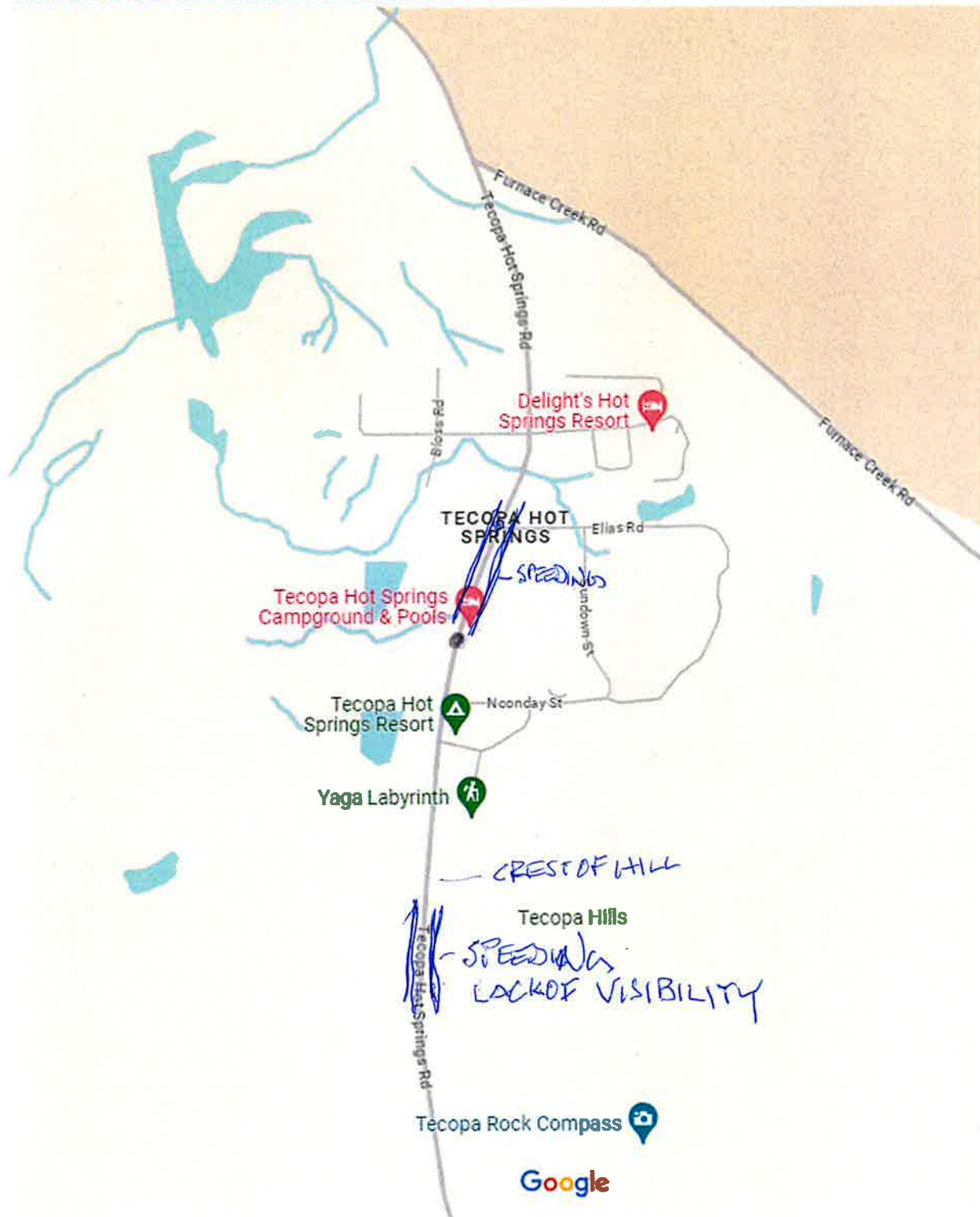


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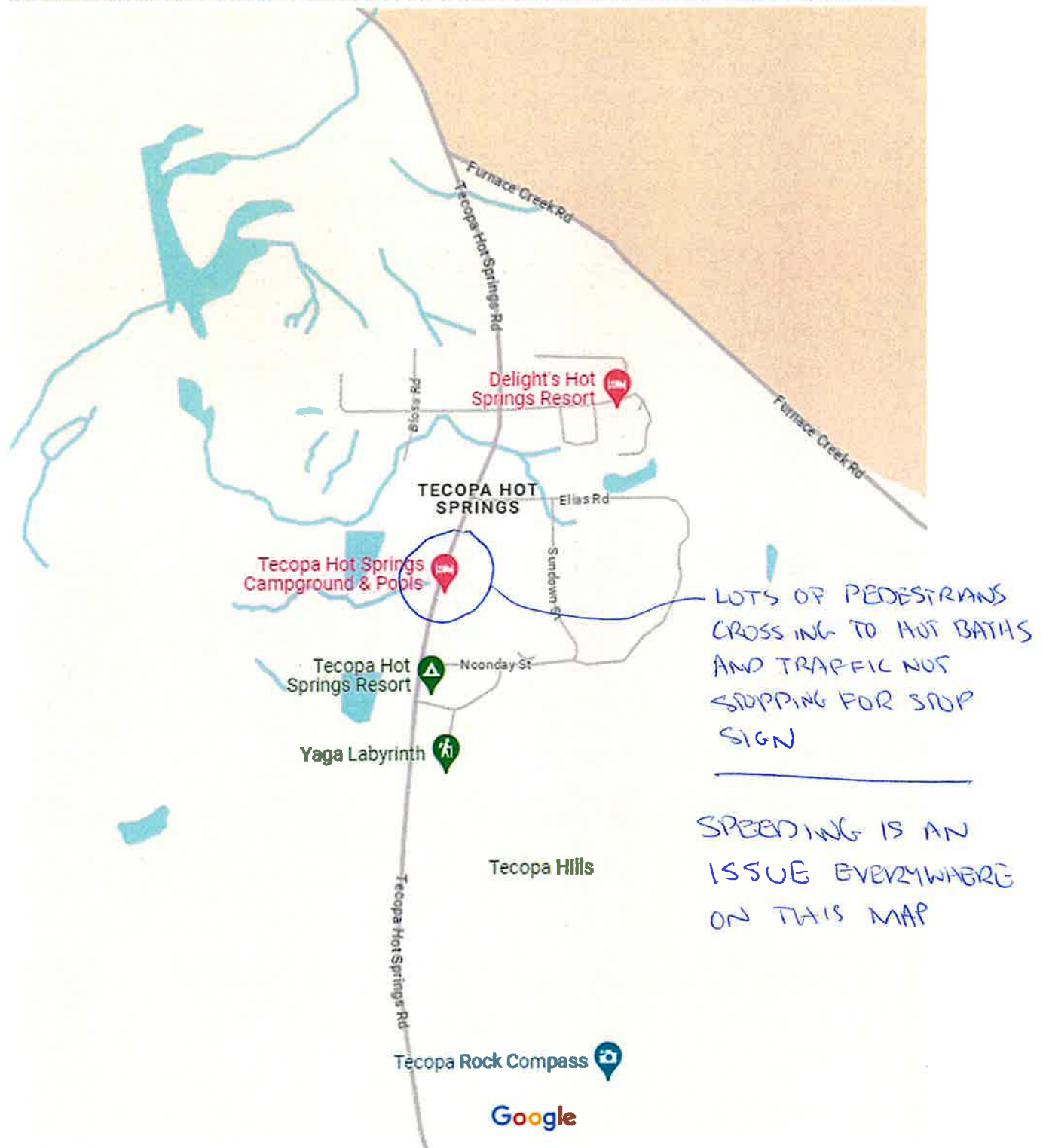


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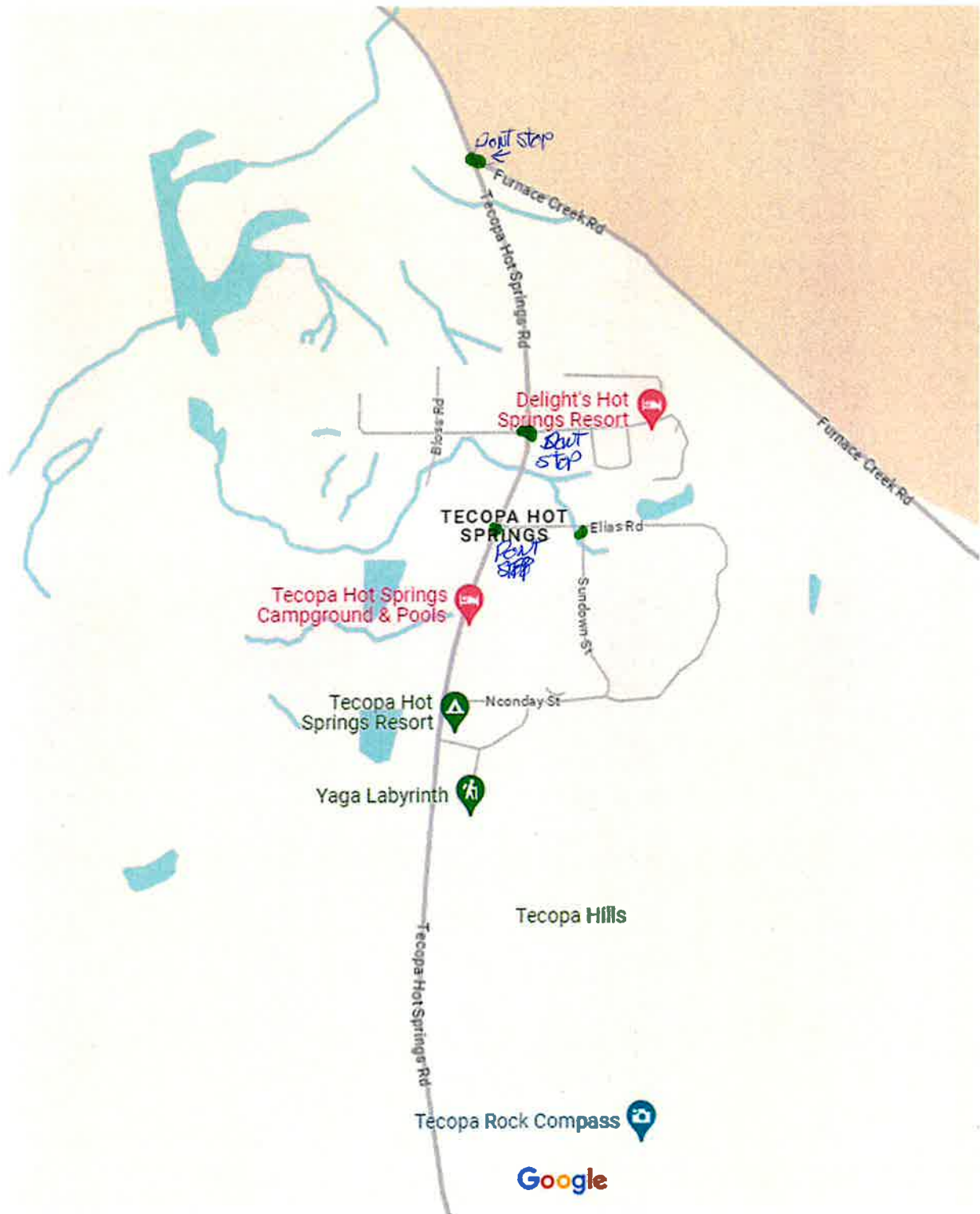
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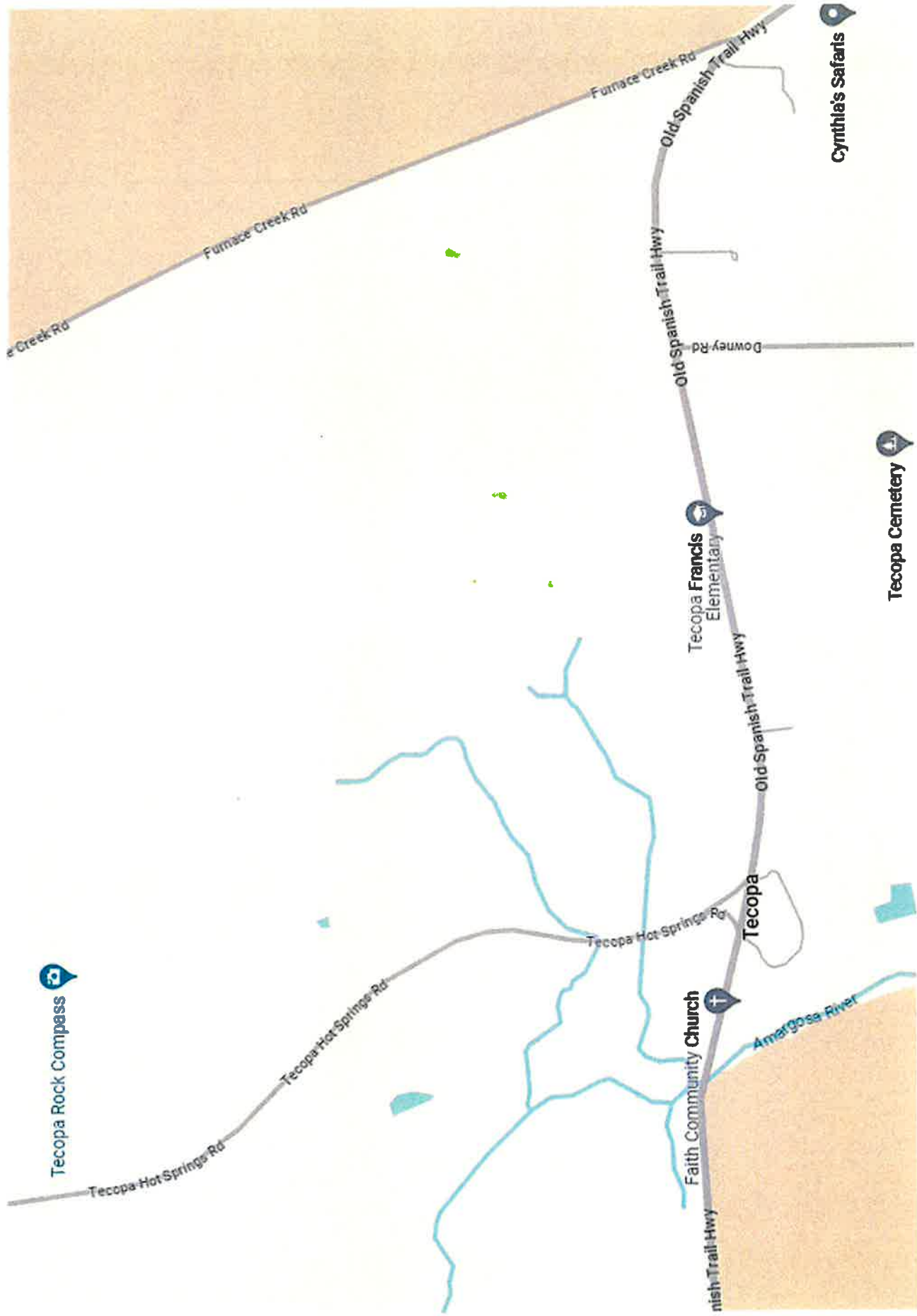




SPEEDING ALL ALONG
OLD SPANISH TRAIL

PLEASE IDENTIFY & DESCRIBE ON THE MAP OF THE PROJECT AREA ANY
NEAR MISS OR SAFETY HAZARDS FOR BICYCLISTS AND PEDESTRIANS





PLEASE IDENTIFY & DESCRIBE ON THE MAP OF THE PROJECT AREA ANY
NEAR MISS OR SAFETY HAZARDS FOR BICYCLISTS AND PEDESTRIANS

