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Introduction

2.1-Background of the Bishop Paiute Tribe

Bishop Paiute Tribal members are descendants of the original "Nuumu" people of the Owens Valley. The Bishop Paiute Reservation, located in the Northern Owens Valley of California at the foot of the Eastern Sierra Mountain range, has cultural, historic, and familial ties to five nearby Tribes: Lone Pine, Independence, Big Pine, and Benton Paiute Tribes and the Timbisha Shoshone Tribe. The massive influx of settlers to the West in the 1800's disrupted the lives of the Native people who lived on, cared for, and depended on the land. Our ancestors of the Owens valley originally lived on a vast area of the Eastern Sierras. They had a strong connection to the land and to each other. During the 1860's settlers desecrated the natural environment of the Owens Valley, disrupting the lifeways, creating havoc and starvation among the Paiute people. As tensions increased, the fight over land, food, and goods resulted in war. The Paiutes were forced to surrender, resulting in all Paiute and Shoshone people being corralled and force marched to Fort Independence and then to Fort Tejon, 300 miles from their homeland.

In 1912, the U.S. government reserved 67,000 acres for the Bishop Paiute Tribe, but between 1932 and 1936, a new war broke out over water to grow Los Angeles. The U.S. government moved the Paiutes onto 875 acres in Owens Valley upon which a majority, approximately 1,750, of the 2,101 Bishop Paiute Tribal members now reside. Traditional values of living off the land, caring for the water and air, utilizing the native plants and animals for foods and medicines - a way of life the Paiute people depended on and embraced, slowly diminished in use, resulting in loss of the culture, language, and traditional ties. The Bishop Paiute Tribe is the fifth largest in California, but with one of the smallest land bases.

2.2-Bishop Paiute Tribal Government, Departments, Programs, and Services

The Bishop Paiute Tribe (BPT) is a federally recognized, self-governance Tribal Nation governed by a 5-member Tribal Council. The Tribal Council is elected by the General Council, the entire membership of the Tribe. Each Council member's term is four years, with elections held bi-annually because of staggered position vacancies. Council positions are Chairman, Vice Chairman, Secretary/Treasurer, and two council members, and all positions are appointed by vote of Tribal Council. The Tribal Administrator and Assistant Tribal Administrator serve under the Tribal Council and oversee everyday operations of all Tribal departments, programs, committees, businesses, and organizations. Tribal Council makes decisions on land assignments, program planning and implementation, funding, and ordinances thru a quorum or a consensus, confirmed through resolutions.

Tribal departments, programs, and services provided by the Tribe to the Tribal Community include Tribal Police; Tribal Court; Human Resources; Tribal Enrollment; Tribal Historic Preservation; Bishop Indian Education Center; Bishop Paiute Indian Headstart; Tribal Elders Program; Social Services, including Relief After Violent Encounters (RAVE) and Indian Child Welfare; Family Formation; an Environmental Management Office that includes Water Quality Programs, Air Quality Monitoring, Natural Resources, Residential Solar; and a Food Sovereignty Program; Public Works; Community Development Department, and the Owens Valley Paiute-Shoshone Cultural

Center. The Bishop Paiute Development Corporation manages a gas station-convenience store and a 51-acre Commercial Park with a second gas station-convenience store under development, a 28,000 sq ft Region 9 U.S.Forest Service/Bureau of Land Management building with 60,000 square feet of parking area, a 4,150 sq ft CA DMV building with 50,000 sq ft of parking area, an RV/Boat Storage facility, a Mini-Storage facility, and the Toiyabe Indian Health Clinic. The Paiute Palace Casino is managed by the Bishop Paiute Gaming Commission.

2.3-Bishop Paiute Tribe current transportation corridors

The Bishop Paiute Tribes immediate transportation corridors are Highway 395, State Route 168 and Highway 6.

The southern terminus of Highway 395 begins in Hesperia, CA traveling north approximately 1,305 miles with the northern terminus at the Canada-US border. The route runs through the U.S states of California, Nevada, Oregon and Washington.

Traveling east and west thru the center of the reservation is California State route 168, which is separated into two distinct segments, in part by the Sierra Nevada Mountains. The western segment runs from Fresno east to Huntington Lake along the western slope of the Sierra. The eastern segment connects Lake Sabrina in the Eastern Sierra to Oasis, CA, just west of the Nevada border. The eastern segment of 168 joins with US Route 395 from the town of Bishop, CA to Big Pine, CA. There are seven county collector streets that run north to south, six of which connect Highway 395 and State Route 168, (Pame Lane, Brockman Lane, Winuba Lane, Paha Lane, Barlow Lane, Tusu Lane and SeeVee Lane). Pame Lane is on the south side of 168 and dead ends at the southern border of the reservation, the other six collector streets are on the north side of 168 and dead end into Highway 395.

Highway 6 is at the northeast side of the city of Bishop. Highway 6 travels across the country from Bishop to Provincetown, Massachusetts.

2.4-Overview of Planning Project

In late 2015 the Bishop Paiute Tribe applied for the Cal Trans Sustainable Transportation Planning, Sustainable Communities, Grant Program, and was awarded \$106,236, with \$13,764 Tribal match, for a \$120,000 total project. The purpose of the grant was to study multi-modal transportation issues having statewide, interregional, regional or local significance to assist in achieving the Caltrans Mission and objectives. Bishop Paiute Tribe was eligible to apply as a Native American Tribal government. In 2016 Bishop Paiute Tribal Council adopted tribal resolution T2016-38 approving all necessary actions to fulfill the required contract agreements between the Bishop Paiute Tribe and the State of California Department of Transportation (Caltrans).

The Commence to Proceed with reimbursable work was authorized March 1,2017 with work to continue until contract expiration on February 28, 2019. . A project timeline was created with tasks, projected timeframes and total amount for each task

Throughout the life of the contract, the tribe reported quarterly to Caltrans thru progress reports and staff meetings. Progress reports were submitted with invoices for direct costs to grant activities, along with deliverables

2.5-Goals and Plans

The goal of the Bishop Paiute Tribal Transportation Planning Project was to gather input from Tribal community members and other Stakeholders to develop a conceptual design to improve multimodal mobility and accessibility on the Bishop Paiute Reservation. The Plan was designed to promote economic growth, community health, safety and security, to protect the environment and culture, and to increase opportunities through improved accessibility for all residents. Data was to be gathered and analyzed to explore the problems of lighting, pedestrian and non-motorized vehicle pathways, parking areas, land-locked residences, their impacts on community growth, and to use the results of the analysis to develop and choose among the best of alternative solutions. A conceptual design for transportation planning improvement, based on findings, was prepared as the Project goal.

The Bishop Paiute Tribal Transportation Planning Project developed a sustainable, multi-modal plan to improve safety for pedestrians, bicyclists, and vehicle operators on Bishop Paiute Reservation lands, to encourage physical activity of the Tribal community members through walking and bicycling, to decrease greenhouse gas emissions and improve air quality, to increase accessibility to facilities, services, and employment for Tribal members, including disabled members, and to enhance access of emergency vehicles to all residences. The plan was developed by a Tribal Transportation Planner who engaged and facilitated Tribal members and Stakeholders in quarterly informational and planning meetings, focus groups, and surveys, and conducted direct outreach to the elderly and those unable to attend meetings.

2.6-Objectives to Achieve Goal

The objectives to achieve this goal were to:

Hire a part-time Transportation Planner to complete scope of work tasks for the duration of the 2 1/2 year Project.

Hold quarterly Tribal community and Stakeholder meetings to gather input on current problem areas, potential solutions, and assist in the development of the Transportation Plan.

Gather, collate, and analyze existing data including documents related to Bishop Paiute Tribal transportation planning.

Gather, collate, and analyze existing connectivity to the surrounding community and partnerships including Inyo County LTC, City of Bishop, Eastern Sierra Transit ESTA, Inyo County, US Forest Service, Bureau of Land Management and others related to transportation and connectivity to create a usable and safe network.

Develop plans to work with ESTA to improve and/or expand transit service and improve transit stop facilities, including lighting and turnout, and community user information.

Develop plans for walking and bicycling improvement and bicycle storage.

Develop plans for street and pathway lighting improvement, signage, and road striping.

Develop plans for parking lot and parking area improvements.

Develop plans for access to land-locked residences.

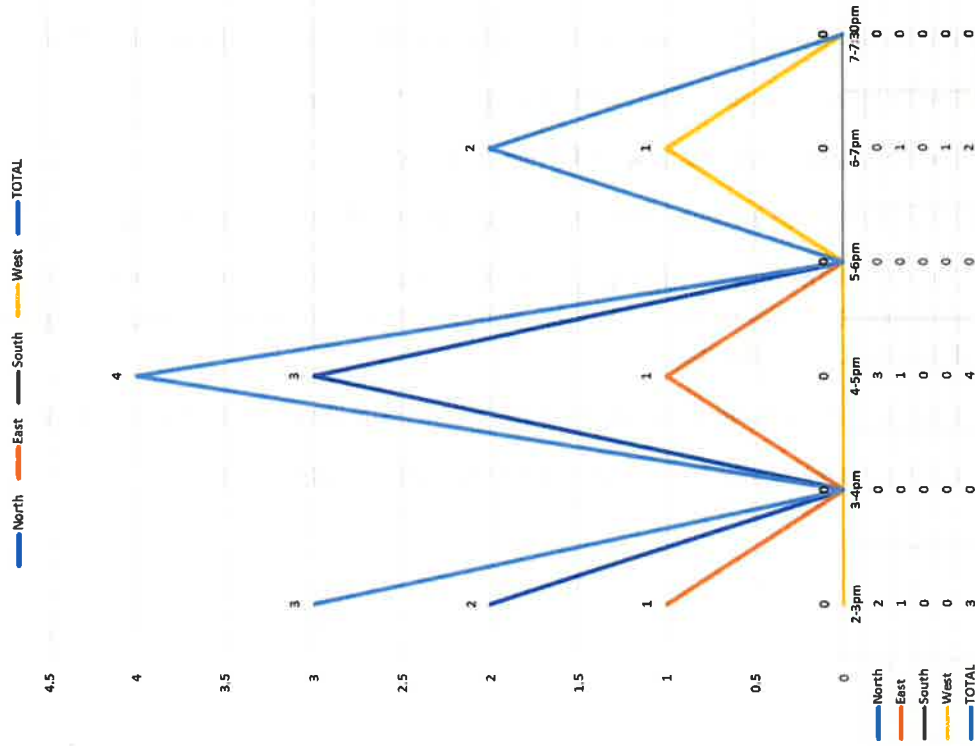
Develop plans to increase disabled accessibility to all transportation modes.

Develop, with Community input, a multi-modal Transportation Plan that emphasizes healthy lifestyles and improved and safe pedestrian and bicycle access, and promotes reduced dependence on vehicles.

Submit Final Plan and Conceptual Drawings to Tribal Council and Stakeholders for approval.

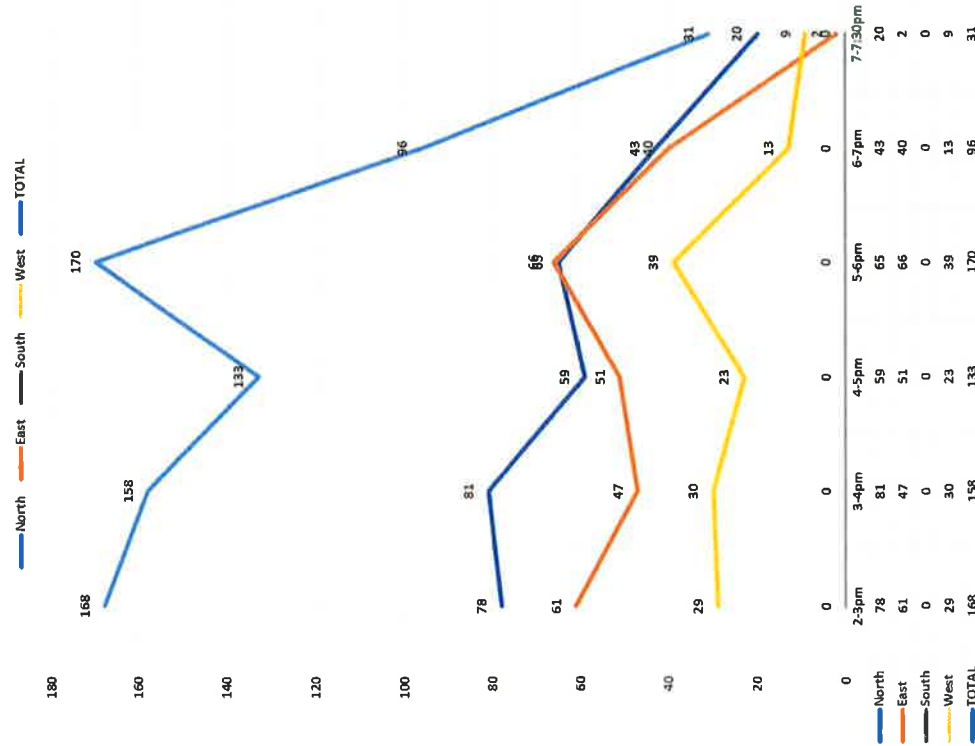
Submit quarterly and final reports in timely manner to CalTrans.

Tusu Lane & West Line Street Industrial Count



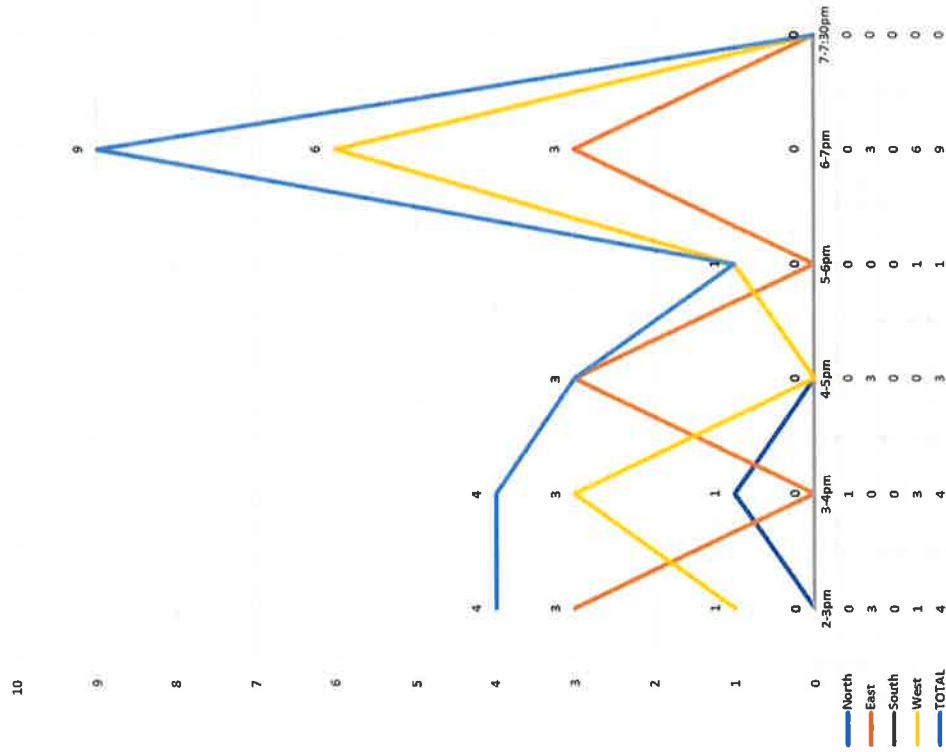
Highway 395 borders the north side of the reservation. West Line Street (State Route 168) is approximately one mile to the south of the reservation, running east and west thru the

Tusu Lane & West Line Street Vehicle Count



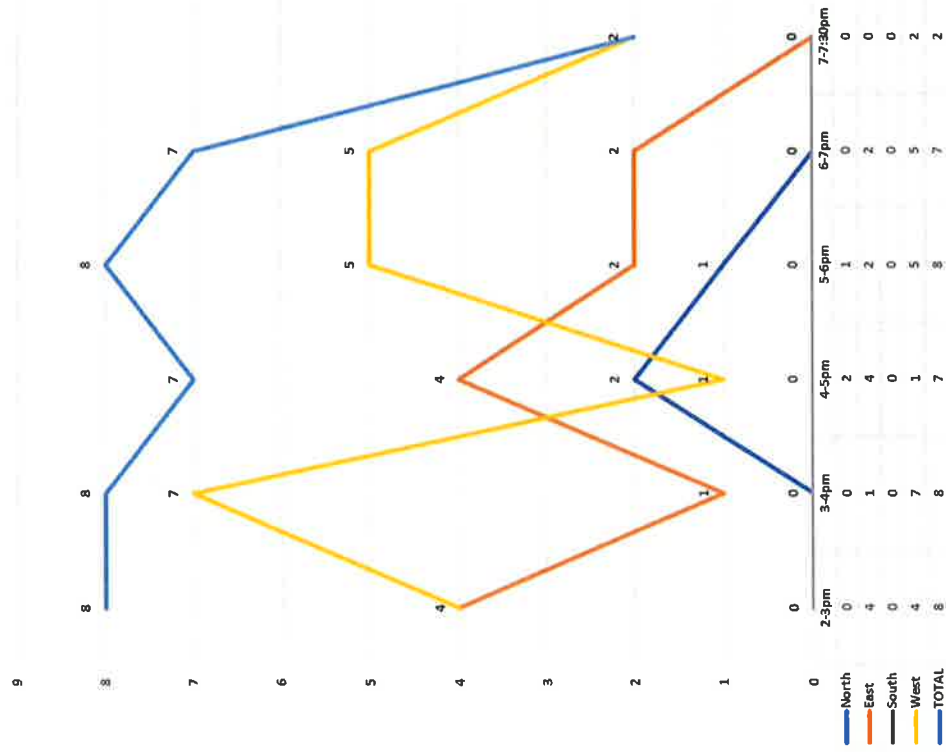
Tusu Lane & West Line Street Pedestrian Count

North East South West TOTAL



Tusu Lane & West Line Street Bicyclist Count

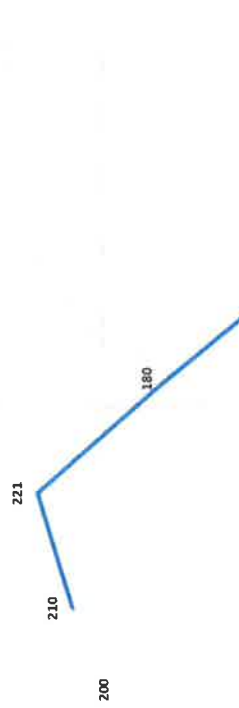
North East South West TOTAL



Tusu Lane & Diaz Lane Vehicle Count

North East South West TOTAL

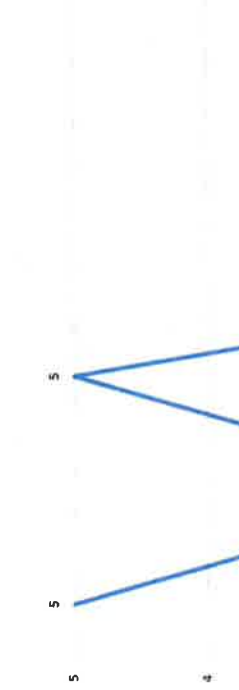
250



Tusu Lane & Diaz Lane Industrial Count

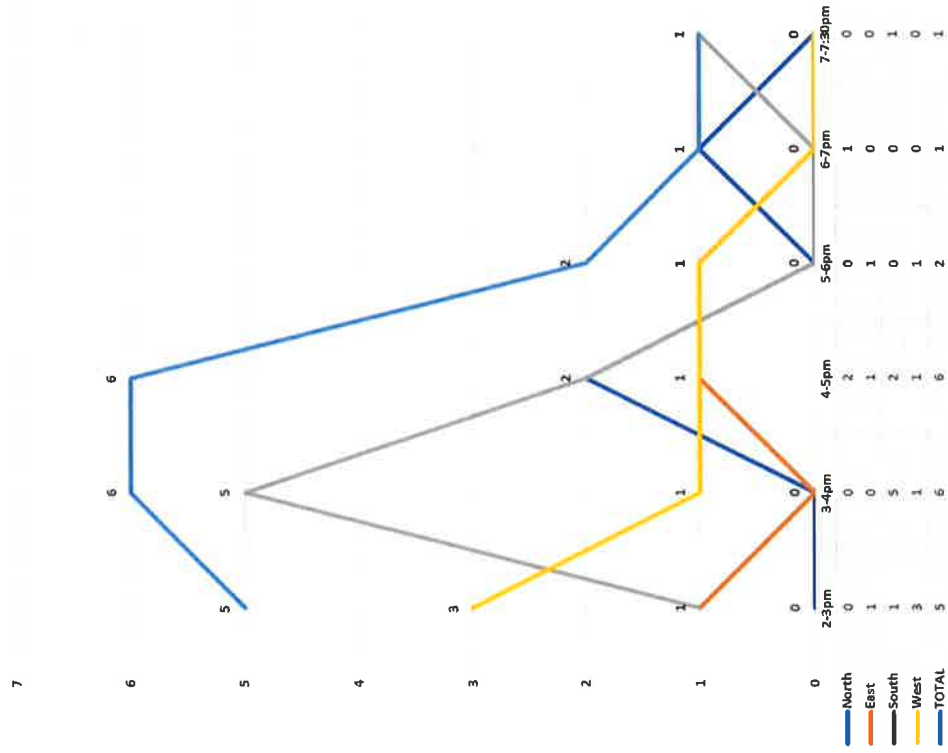
North East South West TOTAL

6



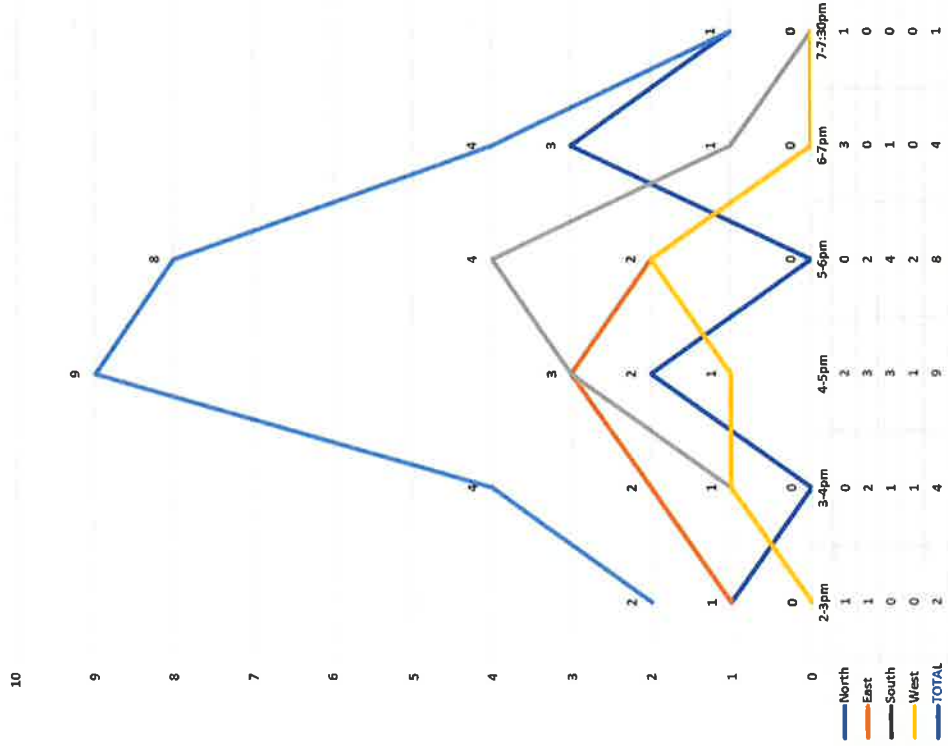
Tusu Lane & Diaz Lane Pedestrian Count

North East South West TOTAL



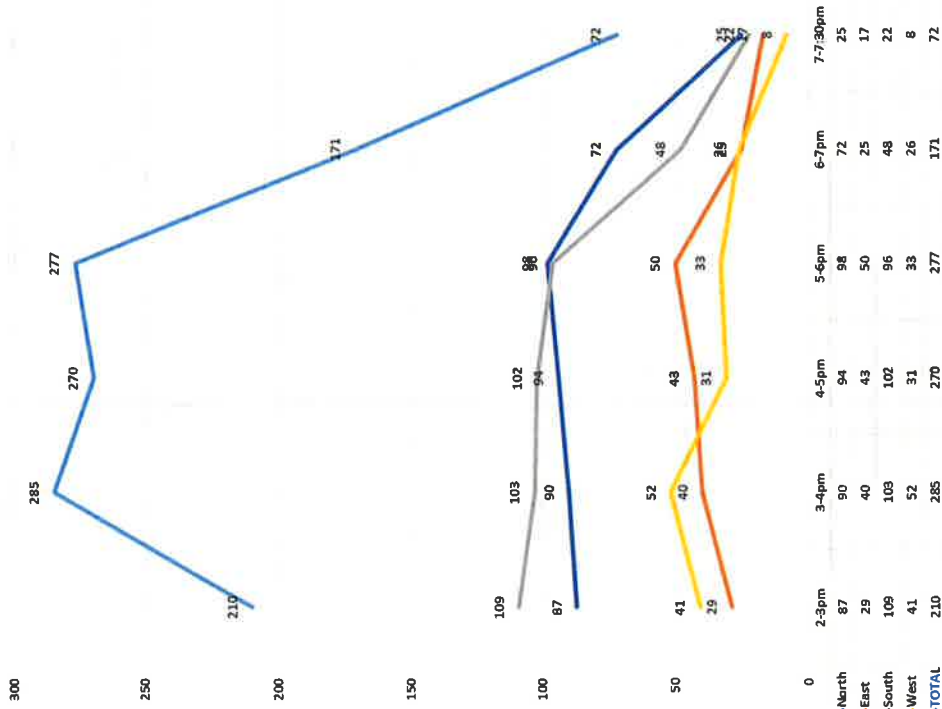
Tusu Lane & Diaz Lane Bicycle Count

North East South West TOTAL



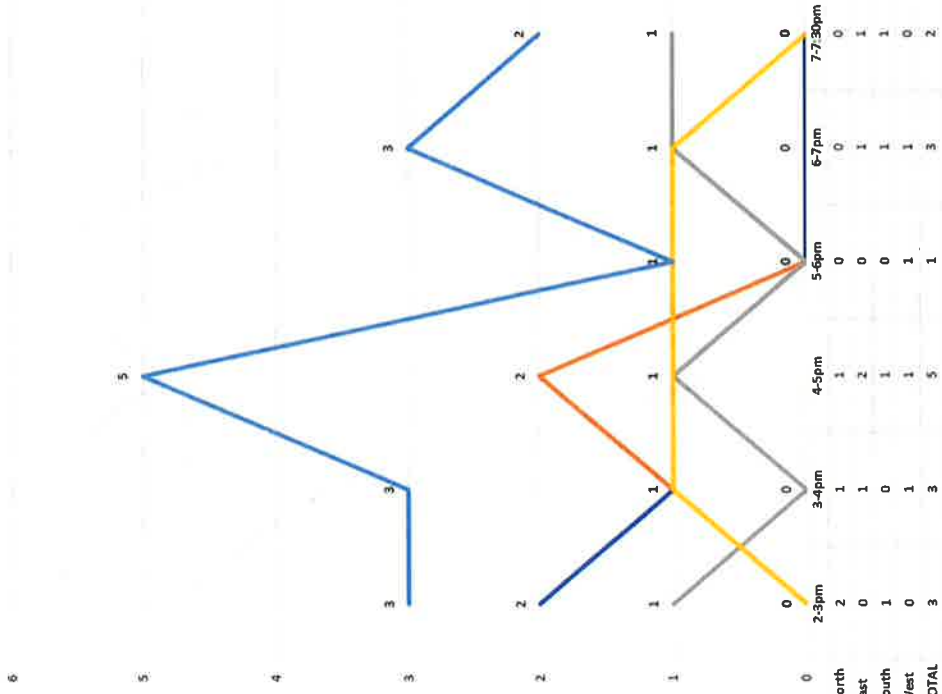
North Barlow & Diaz Lane Vehicle Count

North East South West TOTAL



North Barlow Lane & Diaz Lane Bicycle Count

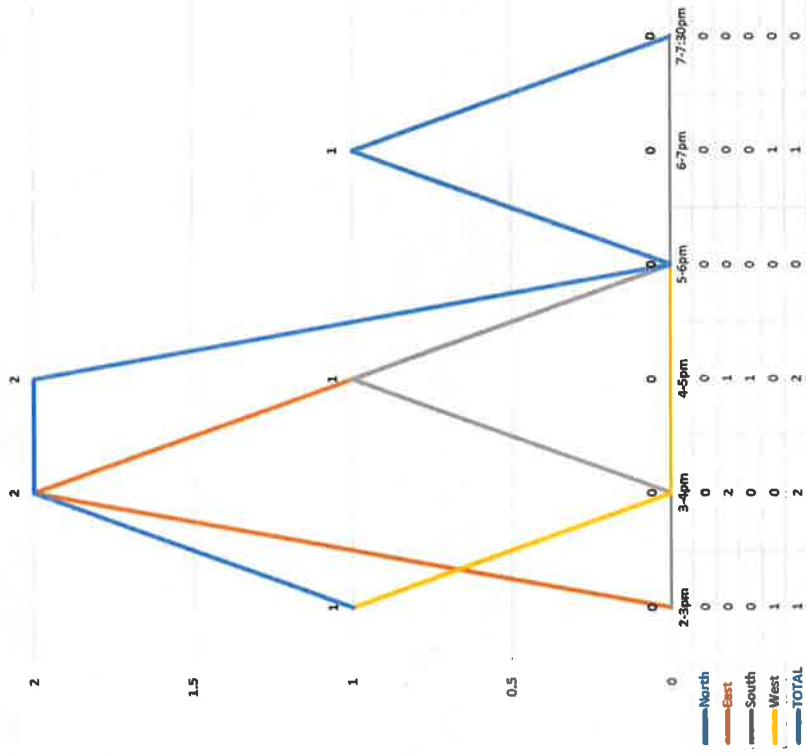
North East South West TOTAL



North Barlow Lane & Diaz Lane Pedestrian Count

Legend: North (Blue), East (Orange), South (Grey), West (Yellow), TOTAL (Dark Blue)

2.5



2

1.5

1

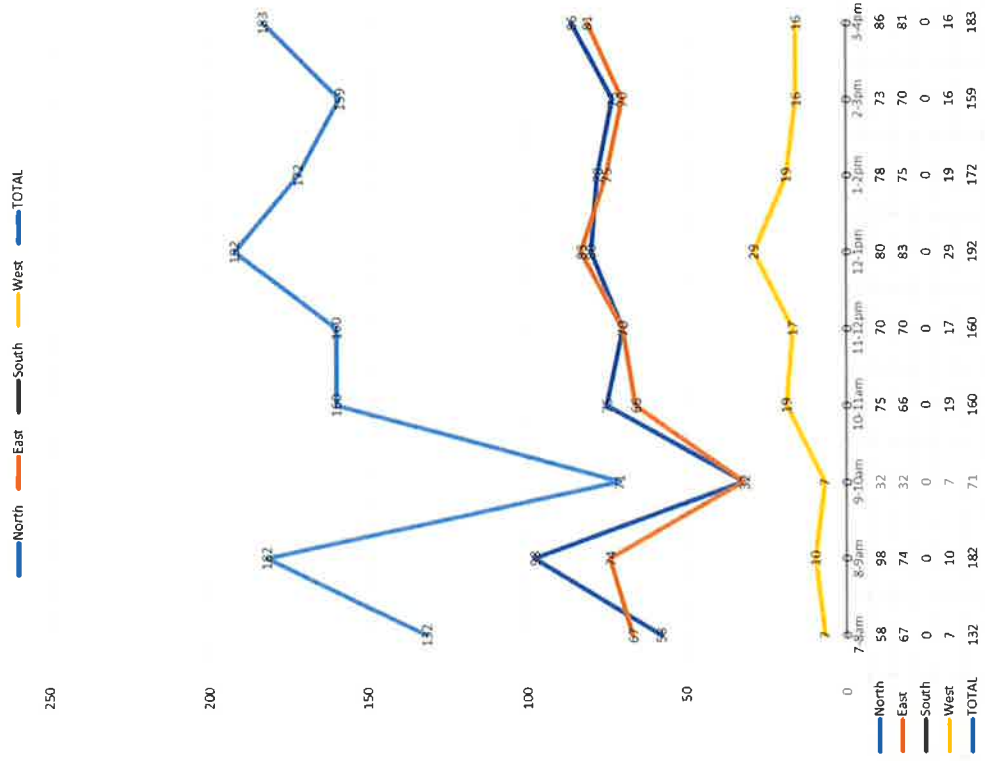
0.5

0

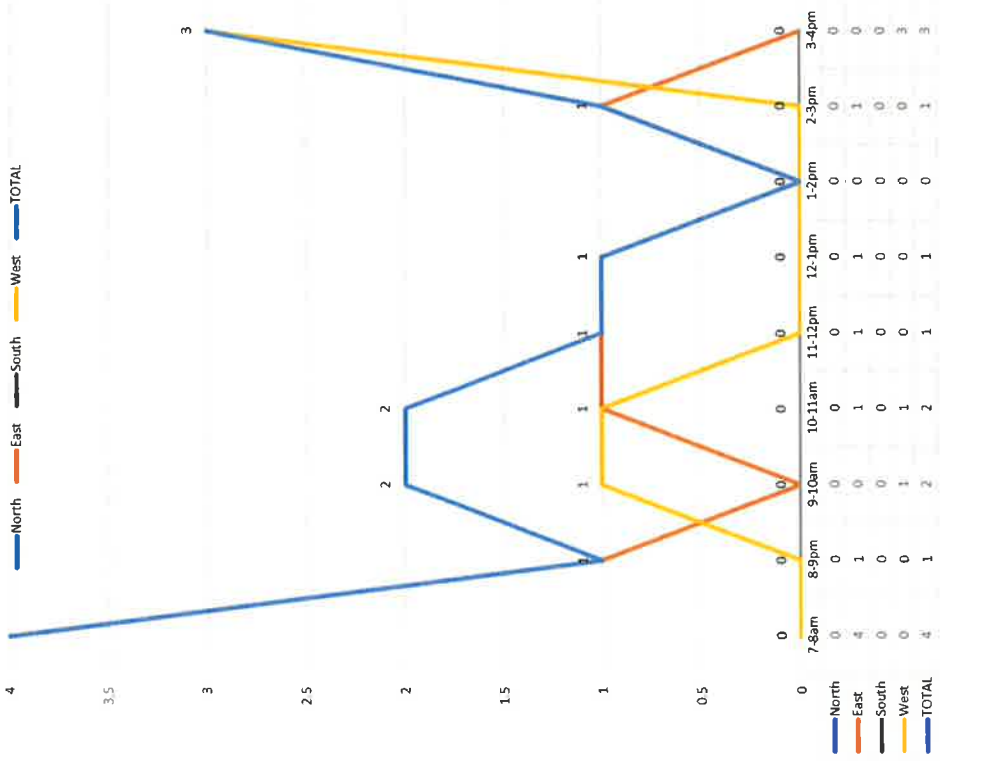
Legend: North (Blue), East (Orange), South (Grey), West (Yellow), TOTAL (Dark Blue)

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TOTAL	4	21	0	25	50	TOTAL	7	0	9	4	20	TOTAL	6	55	0	56	116	TOTAL	6	7	10	3	25																																									

See Vee Lane & West Line Street Vehicle Count



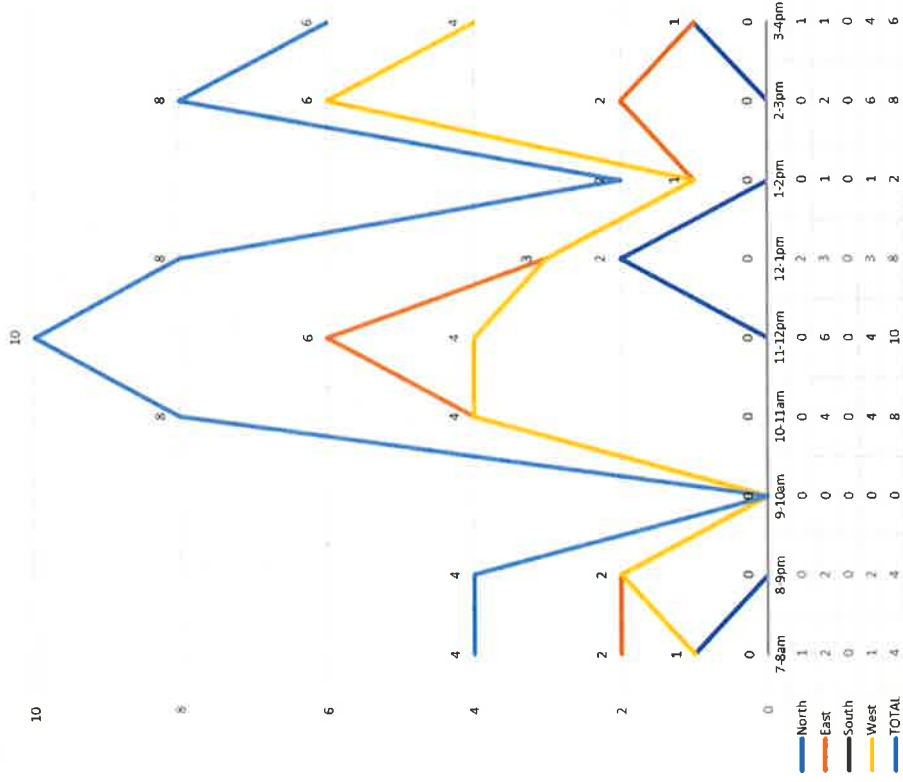
See Vee Lane & West Line Street Pedestrian Counts



See Vee Lane & West Line Street Bicycle Count

12

— North — East — South — West — TOTAL



10

8

6

4

2

0

North East South West TOTAL

7-8am 8-9pm 9-10am 10-11am 11-12pm 12-1pm 1-2pm 2-3pm 3-4pm

Identifying existing conditions

3.0 Identifying existing conditions

Identifying existing conditions will summarize the research that was conducted and the data that was collected. Due diligence was implemented to identify the current state of the infrastructure, utilities, connectivity. To execute this effort review of existing data was utilized, such as previous studies, reports and maps. A major amount research and of data was collected by a local resident and employee of the Bishop Paiute Tribe and physically going into the field observing and documenting the topics that are important to the Bishop Paiute Tribe and support the California Department of Transportations (Caltrans) current mission *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability*. Our primary areas of focus are roadways, intersections, pathways, parking areas and land locked assignments

3.1 Roadways

Within the exterior boundaries of the Bishop Paiute Reservation there are approximately 10 miles of paved roadways. Most of the roads on the Bishop Paiute Reservation are county roads and a small portion of the roads are BIA (Bureau of Indian Affairs). The right of way for the roads are 50 feet and the paved width is 25 feet with 12.5 feet wide lanes and 12.5 wide shoulders on each side. The county right of ways are maintained and repaired by the county and the BIA right of ways are maintained and repaired by the tribe.

The county roads on the reservation are Pame Lane, Brockman Lane, Winuba Lane, Paha Lane, Barlow Lane, Tusu Lane and See Vee Lane and the BIA roads are Tibec Lane, Taboose Lane, Nuumu Lane, Payahuupu Lane, See Huvah Lane, Pacu Lane, Siebu Lane, Seawave Lane and Diaz Lane.

The

The shoulders are unlevel and have a slippery surface that are made up of dirt and gravel and have an over growth of trees and weeds making travel difficult for pedestrians and bicyclist. The roadways are typically the primary means of conveyance rather than the shoulders. All of the roads have a lack of street lighting making visibility limited during the evening and night time hours.

The collector streets (County roads) that run North and South serve as a cut-through for traffic to bypass the city of Bishop.

Identifying existing conditions



Figure 3.1
North Pa Ha Lane Shoulder
Over growth covering street sign and
obstructing path

Identifying existing conditions

3.2 Intersections

The intersections on the reservation consist of street lighting, traffic signs, street name signs and road striping. Not all the intersections have all these traffic devices.

Traffic signs typically measure 30x30 and the heights of the signs vary. Graffiti and vandalism are the number one reason why traffic signs must be replaced.

There are 32 intersections on the reservation that are the standard four-way intersection, or a T-intersection. Some are a four-way traffic stop, some are two-way traffic stop and some are a single traffic stop.

There are two intersections that are controlled by traffic signal lights. Those intersections are located at North Barlow Lane and West Line Street (State Route 168) and North Barlow Lane and Highway 395. The other 30 intersections on the reservation, are controlled by traffic signs. These are the only two intersections that have crosswalks located within those intersections.

There are currently two active projects for traffic signals at the intersections of See Vee Lane and West Line Street (State Route 168) and See Vee Lane and Highway 395.



Figure 3.2

North Paha Lane and Tibec Lane

**Intersection obstructed by
overgrowth**

Figure 3.2 is the intersection of North Paha Lane and Tibec Lane.

This intersection is an example of obstructed vision and is a safety hazard. Some intersections have overgrowth, fence lines and sometimes parked vehicles obstruct the view for vehicles to safely enter the intersection.

Identifying existing conditions



Figure 3.3

See Vee Lane and Diaz Lane

Figure 3.3 is the intersection of See Vee Lane and Diaz Lane.

This intersection is located on the east side of the reservation. At this intersection is the opening to the pedestrian pathway called "The Trails". The intersection has no crosswalk and no pedestrian signs, the traffic signs are at the minimum size.

See Vee Lane is a collector street and serves as a primary bypass of the city of Bishop. There are several tribal Departments and native American run entities and private businesses located on See Vee Lane. The new Toiyabe Indian Health Clinic building, Bishop Paiute Development Corporation (BPDC), Community Development Department (CDD), the Bishop volunteer fire department and several independent restaurants.

SeeVee Lane has two current active projects. One at the intersection of Highway 395 and SeeVee Lane and the other at the intersection of West Line Street and SeeVee Lane. These intersections are the T-Intersection design. The projects are new traffic signals and will control traffic in the three directions.

Identifying existing conditions



Figure 3.4

North Barlow Lane and Diaz Lane

Businesses on southeast corner

Figure 3.4 is the North Barlow Lane and Diaz intersection.

This intersection is at the center of the Bishop Paiute Reservation. There is a much higher volume of traffic when at this intersection compared to other intersections. This is primarily due to the West Bishop residential areas located to the north and to the south of the reservation. There are several tribal entities in this area, such as the Bishop Paiute Education Center, the Bishop Paiute Indian Head Start, the Bishop Paiute Wellness Center, the Bishop Paiute Elder's Center and the Owens Valley Career Development Center (OVCDC), as well as a basketball gym and a baseball field.

This intersection has dull road striping, no crosswalks, small traffic signage and no traffic calming devices to help control vehicle speed during the hours of operations at schools.

Identifying existing conditions



Figure 3.5
North Paha Lane and Diaz Lane

Figure 3.5 is the intersection of North Paha Lane and Diaz Lane.

North Paha Lane is the location of the Paiute Palace Casino, the Paiute Palace Gas Station and the Coyote Mountain Apartments. In between Diaz Lane and Highway 395 there is an equestrian arena that offers programs to families. The equestrian program will sometimes use the shoulders on North Paha to let students walk the horses, but only if traffic volume is little and slow. With these tribal entities, North Paha carries more pedestrian traffic than other streets on the reservation.

Like every street on the reservation, Paha Lane has a lack of street lighting making the evening and night time hours dangerous for pedestrians and bicyclist.



Figure 3.6
Brockman Lane and Diaz Lane

Figure 3.6 is the Brockman Lane and Diaz intersection.

This intersection is located on the west side of the reservation. Brockman Lane like See Vee Lane is another collector street that serves as a bypass of the city of Bishop and is now also the shortest route when using driving directions entered into a navigation provider.

This has created a significant increase in traffic on Brockman Lane and with this increase the intersection of Diaz Lane and Brockman Lane have become a higher risk for collisions because vehicles are traveling at a higher rate of speed thru this residential area.

Identifying existing conditions

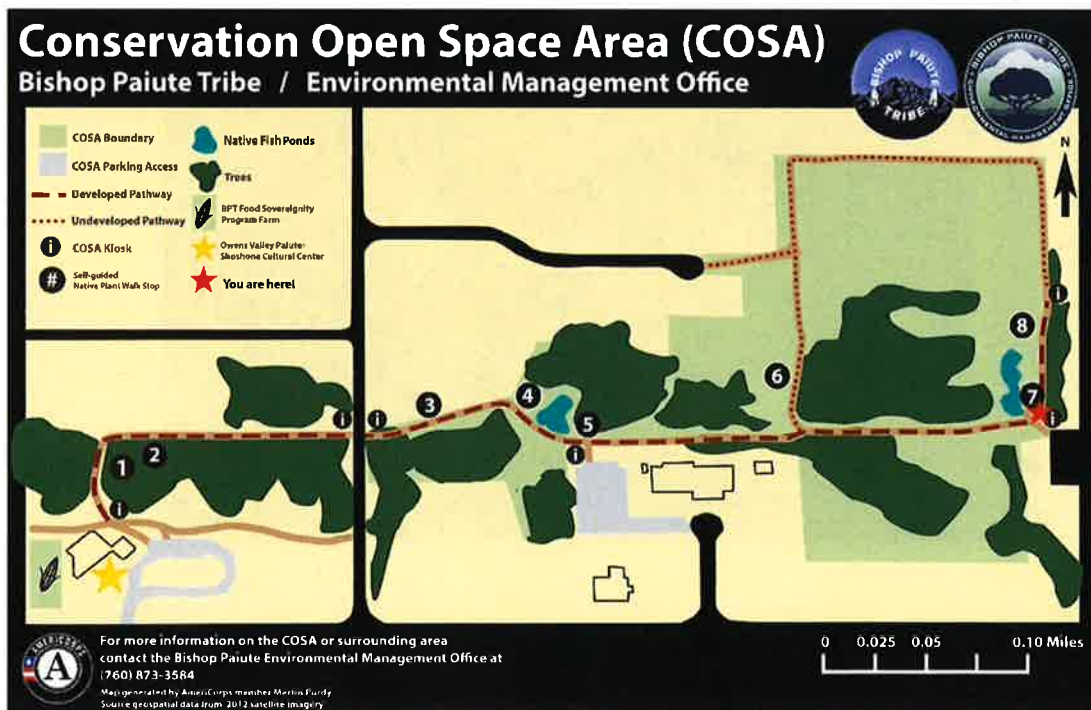
3.3 Pathways

There are very few dedicated pathways to pedestrians and bicyclist on the reservation. The two pathways that travel on the reservation are composed of dirt and gravel. These pathways travel east and west and are located on the east border of the reservation. The COSA (Conservation open space area) is a model for conserving the natural diversity of plants and animals, preserving cultural resources, and providing opportunities for research, environmental education, and quality outdoor recreation, but is also has a Pathway that is composed of dirt and gravel and is dedicated to pedestrians but can service tribal maintenance vehicles when needed. The trail is attached to the east border of the reservation and the Bishop Union Elementary School and connects to several different services like the Northern Inyo Hospital, Bureau of Land Management, The Department of Motor Vehicles, and the new Toiyabe Indian Health Clinic Building located of See Vee Lane. The COSA pathway is also used as a safe route for students to walk to and from school.



Figure 3.6

Looking east down the Cosa Pathway with Bureau of Land Management building in back ground



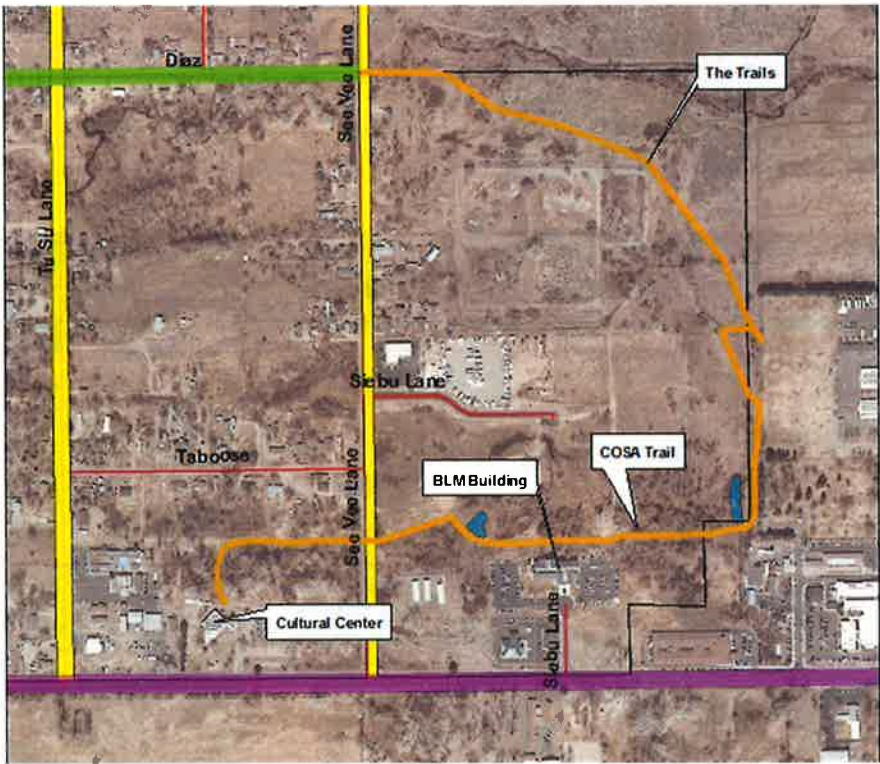
Identifying existing conditions

The other pedestrian pathway, called, "The Trails" is composed of primarily dirt with gravel and the edges of the pathway are lined with sage brush. One end of The Trails is located at the intersection of See Vee Lane and Diaz Lane and travels eastward to the Bishop Unified Elementary School District. However, the gate leading on to school grounds is locked during hours of operation for safety and security of the children.

The pathway is narrow and is only intended for foot traffic and bicycles.



Figure 3.7
Trail opening at the intersection of See Vee Lane and Diaz Lane



Identifying existing conditions

There is a paved pathway for pedestrians and bicyclist on South Barlow that starts at West Line Street and ends at the south end of the reservation.

Currently, there are no other pathways for pedestrians or bicyclist. The current routes are along the paved roadways. Destinations sometimes are less than 500 feet away, but the legal route can be up to one mile in distance, or further.



South Barlow Lane paved pathway

Identifying existing conditions

Parking Lots

Parking on the reservation can sometimes be frustrating, difficult and dirty. , staff and visitors end up parking on the shoulders. This creates issues with line of sight being obstructed, and also forces pedestrians and bicyclist to use the roadway as the pathway. This is not only a hazard for them, but creates congestion for vehicular traffic.

Some of the parking lots are paved and some are unpaved. The unpaved ones have no assigned parking. They either have dirt, or gravel, or a combination of both. Ingress and egress in these parking areas that are not paved create difficulty for ADA staff and visitors and is also unsafe.



Public Works Building with unpaved lot



Staff parking on unpaved shoulder

Identifying existing conditions



Unpaved parking lot for staff

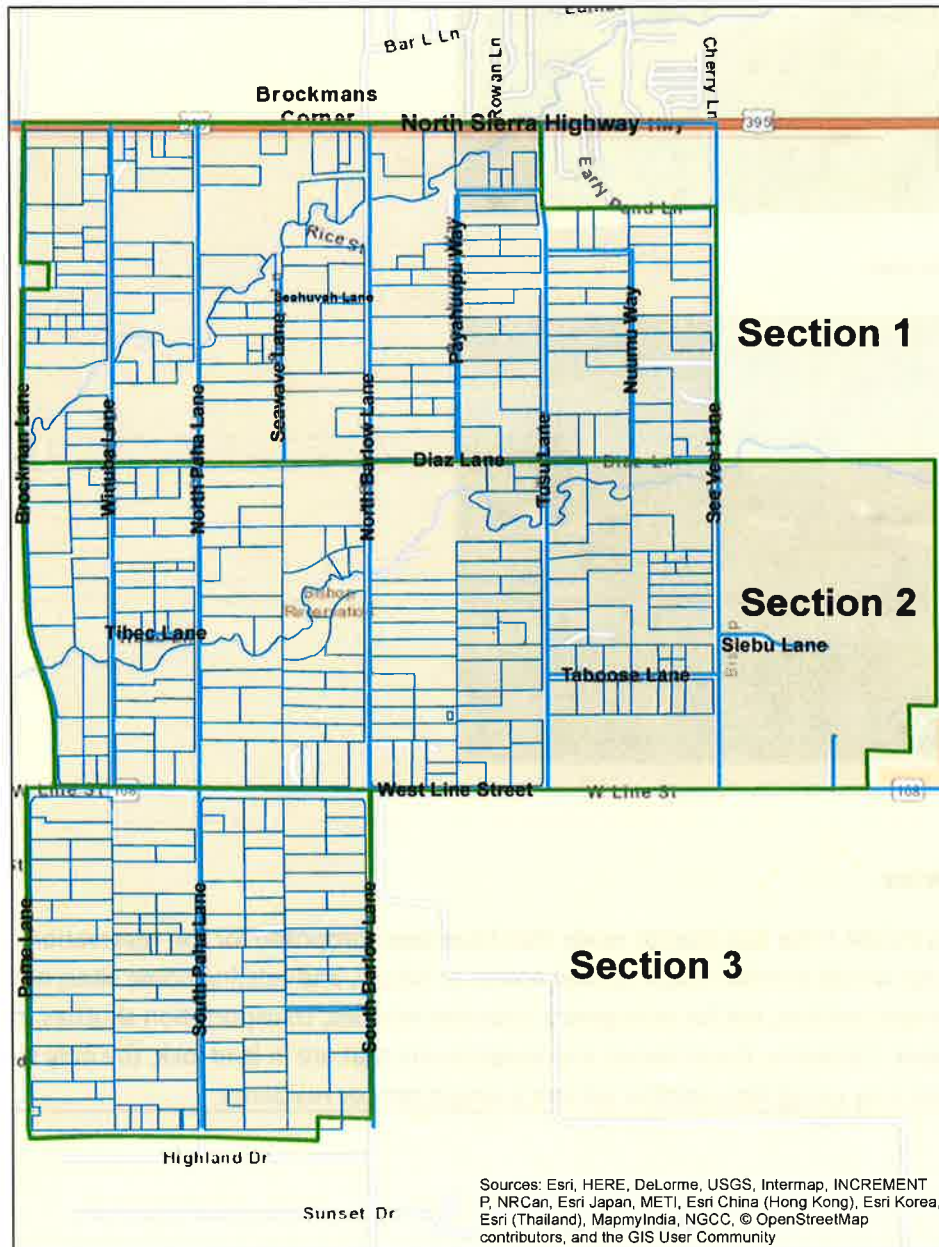


Land locked Residence

The Bishop Paiute Tribe has interior roads that have been proposed for the reservation. These right-of-ways would provide much needed access to future, and existing home sites, not only for the assignment holders, but for emergency response vehicles, transportation shuttles, and school busses. Currently, these homes and assignments that are in land lock, the only way to access them is by going thru another person's assignment or residence.

Section 4 - Planning Units

Planning Units is task 3.1 of Conceptual Design Planning Process. The scope of work for this task is looking at the reservation and dividing it into manageable units or sections. The idea behind these manageable units is to be able to discuss with residents who reside within those areas about current issues, concerns, and ideas.



Identifying existing conditions

The Bishop Paiute Reservation occupies 876 acres in the Owens Valley, and is one of the smallest reservations in California, with one of the largest number of enrolled tribal members at approximately 2,000.

The North Sierra Highway (Highway 395) borders the northern edge of the Bishop Paiute Reservation, and California State Route 168 (West Line Street) runs between the center and southern sections of the reservation.

The reservation was divided into three sections, so we could address each section and its needs and concerns in that area.

What we found was that all the sections had the same concerns, and issues. There were very little differences, and when specific areas were brought up, everyone all agreed on what was needed for that area.

Based on surveys that were put out to the public, and the community meetings that were held, tribal members and residents shared their thoughts on what they thought was important to have on the reservation.

One issue that was shared was the need for more street lighting throughout the reservation. In some areas of the reservation street lights are, up to 900 feet apart. Within those areas it becomes very dark after sunset, making it difficult to see pedestrians, animals, or vehicles that are parked on the shoulder.

Another concern is the dangers of being a pedestrian or bicyclist on the reservation. The only pathways that pedestrians and bicyclist have, are along the roadside. There are no other pathways for pedestrians. People will walk or ride one mile to reach their destination, when it is a quarter of that distance if they were able to go directly thru a field or if there was a pathway

Unpaved shoulders create accessibility issues, hazards, and difficulties for people who are either handicapped, walking, riding bicycle's, or pushing strollers. People generally chose to use the roadway as their pathway because it is easier for their mode of travel. The only time pedestrians would use the unpaved shoulders, is if there was immediate danger. (e.x) vehicle to vehicle collision, or vehicle to pedestrian collision in between roads.

With insufficient lighting and no sidewalks (pathways) for pedestrians, the streets on the reservation are very dangerous.

Implementing sidewalks with sufficient street lighting, more road striping, and building paths in between roads would greatly reduce the risk of injuries or even worse, death. These types of ideas not only promote safer travels on the reservation, but helps promote a healthier living environment.

Within each section there are right-of-ways that are 50 feet in width, and within those right-of-ways, there are paved roadways that are approximately 24 feet wide. Outside of those paved roadways are shoulders that are made up of native soils and construction base that were brought in for the roadways.

Identifying existing conditions

Image 3A is a photo of a pedestrian walking their dog in the roadway to avoid the overgrowth, and uneven terrain of the shoulder.



Image 4A is a photo of a vehicle that is parked on the shoulder, making pedestrians use the roadway as their pathway and putting them in danger.



Identifying existing conditions

Image 1A is a photo of North Paha Lane. This image shows the paved roadway with no road striping, no street lights, and the unpaved, uneven shoulder, with significant overgrowth into the shoulder.



Image 2A is a photo of a bicyclist sharing the roadway with other vehicles.



Identifying existing conditions

Section Two: Connectivity

The connections that were identified first, was the state roads and highways that travel thru and around the city of Bishop, California and the Bishop Paiute Reservation

Description

North Sierra Highway (Highway 395), is a 557-mile route that traverses California, Nevada, Oregon and Washington, all the way to the U.S Canada Border. It starts in San Bernardino County from Interstate 15 near the city of Hesperia. The route dips into Nevada going thru Carson City and Reno and returns into California. The highway serves as a connection to the Los Angeles area for the communities of the Owens Valley, Mammoth Lakes and Mono Lake.

The highway borders the northern boundary of the Bishop Paiute Reservation and plays a major role in the connection to the city of Bishop.

A sidewalk is in place from Brockman Lane and continues east to the west side of North Barlow Lane. A potential improvement would be to continue the sidewalk east from North Barlow Lane along the north side of the reservation into the city where it would meet up with existing sidewalk.

Continue sidewalk extensions from highway 395, south onto each one of the collector streets for potential continuation of sidewalks to travel thru the reservation.



Highway 395 from Interstate 15 near Hesperia to the United States/Canada Border

The North Sierra Highway (Highway 395) Bordering the northern side of the Bishop Paiute Reservation



Identifying existing conditions

State Route 168 (Line Street), which is an east and west state highway and is separated into three distinct segments. A western most segment near the city of Fresno and runs to Huntington Lake. The middle segment connects Lake Sabrina to the city of Bishop and the easternmost segment runs from the city of Big Pine to Oasis near the Nevada border.

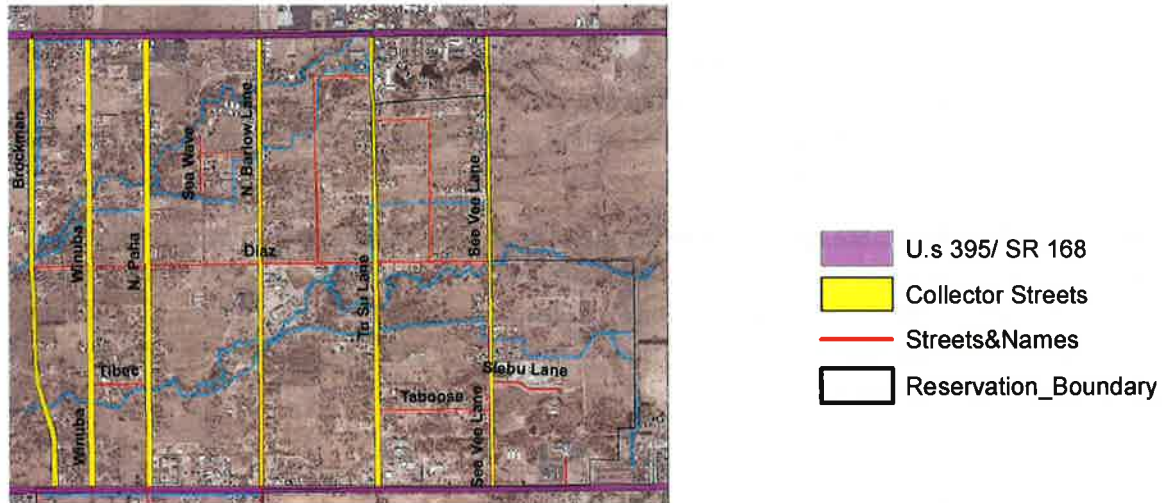
State Route 168 is a four-lane state road that divides the southern section of the reservation from the middle section. On the north side of Line Street, a sidewalk is in place from the east side of North Barlow Lane and continues east along the reservation until it reaches downtown Bishop where it intersects and merges with Highway 395 until Big Pine, California where it branches off and continues east thru West Guard pass in the White Mountains.



**West Line Street (State Route 168)
going thru the center section of the
Bishop Paiute Reservation**

The North Sierra Highway (Highway 395) and West Line Street (State Route 168) intersect each other in downtown Bishop, but there are connected to each other by the collector streets that run north and south thru the reservation. The collector streets are Brockman Lane, Winuba Lane, Paha Lane, Barlow Lane, Tusu Lane and See Vee Lane.

Identifying existing conditions



Within the reservation, the collector streets are intersected by a central street (Diaz Lane) that runs east to west. Diaz Lane is a vital street that helps break up the reservation, so areas in the center can be accessed.



On the east side of the reservation there are two pedestrian pathways that connect the reservation with the city of Bishop. Diaz Lane extends from the pedestrian pathway that begins at the intersection of See Vee and Diaz Lane. A lot of students travel Diaz to access the pathway to get to school or to further east parts of Bishop. Both paths begin at the west side of the elementary school field. One path travel's west until it reaches the intersection of Diaz and See Vee Lane.

The other pathway called the COSA trail, starts at the same place as the other trail does, the west side of the elementary school field and heads directly south around the COSA ponds and continues west, north of the BLM building and south of the new Toiyabe Indian Health Clinic, crosses See Vee Lane and continues west until it reaches the Bishop Paiute-Shoshone Cultural Center.

Identifying existing conditions



We discussed the major connectivity of Highway 395 and how it borders the northern boundary of the Bishop Paiute Reservation and runs thru the city of Bishop and how it also connects the city with the rest of the state and other states as well. I also talked about State Route 168 and its three distinct segments, and how the middle section connects the city of bishop to other smaller communities around the Bishop area and runs thru the center section of the reservation.

Bishop is a small city, so there are only a few connections that keep the city connected with the reservation. The connections consist of state roads, sidewalks and dirt pedestrian pathways.

Potential future connections throughout the reservation. One is to add more roadways that run east and west to the collector streets to help open other areas of the reservation that are in land lock.

Install pathways along the North Fork Creek and the South Fork Creek will also help break up more of the reservation.

With more connectors in place, people wouldn't have to travel twice the distance to get to their destination, it also helps promote a healthier community, and reduces greenhouse gasses, and if done right, can beautify that part of the reservation.

To help people get to their destinations there are 7 Eastern Sierra Transit Authority bus stops located throughout the reservation.



1-Coyote Mountain Apartments/North Paha Lane

Identifying existing conditions



2-Education Center/North Barlow



3-Bishop Paiute Tribe/Tusu Lane



4-Arrowhead Apartments/Tusu Lane



5-Wellness Center/Diaz Lane

Identifying existing conditions



6-Cultural Center/West Line Street



7-DMV/West Line Street

Potential improvements would be to install some more bus stops in public areas such as one at the Paiute Palace Casino, the new Toiyabe Indian Health Clinic, on West Line Street and Barlow Lane, on Brockman Lane near the Public Works Department

Identifying existing conditions

Common Areas

Common areas are the review and documentation of existing conditions and alternative solutions for vehicle and non-motorized access and issues at schools and tribal community facilities and if they meet the public's demands.

The Public Works department parking area is small, and the surface is a mixture of gravel and dirt. The parking area is primarily utilized by the staff and heavy equipment. When a client or customer visits they usually must park on the shoulder outside of the gated area.

There are no designated parking stalls for any vehicles. To become ADA compliant, the parking lot would need to be paved, striped and handicap signs installed to designate parking.



630 Brockman Lane

Public Works Office

Identifying existing conditions



Paiute Palace Casino

The Paiute Palace Casino has a very large open asphalt parking area and is ADA (Americans with Disabilities Act) compliant. The handicapped parking spaces are closest to the front and rear entrances. At the rear of the casino the tribe has designated parking spots for our tribal elder members. For the casinos employees there is separate parking facilities across North Paha.

The entrance and exit of the RV campground can be accessed thru the employees parking lot. The surface of the RV campground driveway is made up of dirt.



- Legend**
- Casino
 - Gas Station
 - Tribal Elder Parking
 - ADA Parking
 - Public Parking
 - Employee Parking
 - RV campground

The Casino and gas station cover an area of approximately 140,000 square feet. There is enough parking for regular weeks throughout the year, except on certain holidays and when there are events in town, the parking facilities are not adequate.



Paiute Palace Gas Station

Identifying existing conditions



The Coyote Mountain Apartments are a Bishop Paiute Tribe owned and operated complex and is located at the intersection of North Paha Lane and West Line Street (State Route 168). The apartments are a four plex design with 5 building units. There is a laundry facility unit with rooms next door where classes are held. There is also a playground and a basketball court within the complex property that are designated for the tenants.

The complex has covered parking stalls for the tenants, extra parking spaces for guest and handicap spots on site as well. There is limited parking when classes are being held, so the people who attend the classes must park on the shoulder near the street.

Ariel view of Coyote Mountain Apartments



Identifying existing conditions



The Bishop Paiute Tribe Head Start Building is located on North Barlow Lane just south of Diaz Lane.

The head start building, and property cover approximately 90,000 square feet and is a gated facility with two gates, located on the east side of the property for vehicles to enter and exit the premises. There is a pedestrian gate located on the east fence as well. This gate is used by the staff and students to access the other tribal departments and organizations that are located on the east side of North Barlow Lane. There are two more gates located on the west side of the building that are primarily used for maintenance.

The parking facilities is paved with pedestrian parking spaces and ADA compliant spaces delineated in white paint.

Identifying existing conditions



OVCDC Buildings (Owens Valley Career Development Center) is located at the intersection of North Barlow Lane and Diaz Lane.

OVCDC is a Tribal organization providing career education, family literacy, lang

uage and temporary assistance services in the six California Counties of Fresno, Inyo, Kern, Kings Tulare and Mono. A dedicated American Indian organization operating under a consortium of Sovereign Nations. Providing the opportunity for improvement in the quality of life by focusing on education and self-sufficiency while protecting, preserving and promoting our cultures. [\(OVCDC home page\)](#)

OVCDC has multiple buildings and run and maintain a baseball field within this location. The parking facilities are made up of dirt with no specific parking areas. Within the gated areas of the front buildings, the parking areas is primarily for the public, while the staff park on the shoulders near Diaz Lane. The buildings in the back are gated and used for company vehicles and equipment. Access to each of the buildings from the parking area is not complicated and do have ramps to accommodate people with disabilities but prove to be difficult for people who use devices to assist them to get around.



**Owens Valley Career
Development Center Facilities**

Identifying existing conditions

Possible improvements are paving the front facilities parking area and designating parking spaces for the public and staff and making it ADA (Americans with Disabilities Act) compliant.



Bishop Paiute Tribe Education Center



The goal of the Education Center is to provide quality educational supportive services for the youth of the tribe and surrounding community by maintaining a positive, supportive, and responsible staff dedicated to the development of well-rounded individuals. The Education Center will monitor student progress, offer tutorial services, workshops, scholarship opportunities, college and career counseling, mediation, parent conflict support, as well as various activities for both parents and students.

(Ed Center Home Page)

The Education was just recently upgraded with a new building expansion for extra classrooms and offices. The parking lot was also upgraded with a new pavement parking lot with public parking and ADA compliant parking spaces.

**Education
Center new
parking
facilities.**



Identifying existing conditions



The Bishop Paiute Tribe as was done in accordance with our traditions, honors and supports activities of our Elders, who are the wisdom keepers. The Bishop Tribe pursuant to resolutions supports the Bishop Tribal Elders Program.

The Elders Center is located at 350 North Barlow Lane. The facility is off Barlow down a paved driveway. The parking facilities are small and most often not adequate during peak hours.

Part of the surface is paved with limited ADA compliant spaces and the other half of the parking surface is dirt. For some of our elders the terrain is uneven and unstable for them, which makes it difficult for them to reach the entrance of the facilities.



Elders parking facilities

Some potential improvements would be to pave the entire parking facilities and designate parking spots delineated with paint and marked out with signs and installing a permanent bus stop.



Elders Center location

Identifying existing conditions



The Wellness center is a community health fitness facility that is located on Diaz Lane. This is a small fitness center with limited equipment and limited parking. The existing parking area contains more dirt than asphalt. There are currently no designated parking spots for staff or the public.

Potential improvements include expanding and paving the parking facilities, installing ADA compliant parking spots and painting parking spots for the public.



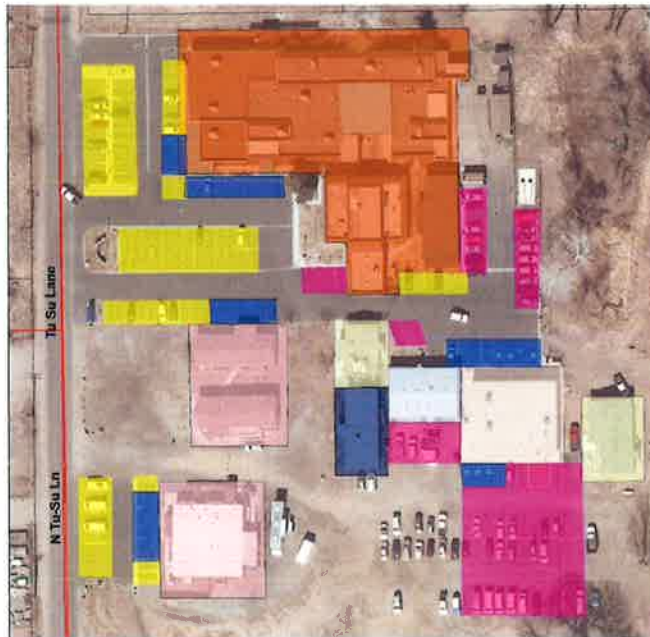
-  Parking
-  Wellness Center

Identifying existing conditions

Bishop Paiute Tribal Headquarters



within this area. The tribe works hard to accommodate everybody that uses their services or occupies one of the facilities. The tribe provides members with various programs and services and operates a variety of tribally owned entities and enterprises. The tribe is engaged in progressive development and highly values self-sufficiency, self-reliance, and maintains committed to being a strong self-governing sovereign nation.



-  Tribal HQ
-  Environmental
-  Maintenance
-  TIHC Dialsys
-  Social Services
-  Owens Valley Water Commission
-  ADA Parking
-  staff Parking
-  Parking

Bishop Paiute Tribe HQ

Identifying existing conditions

The parking facilities for the main building area is paved, has ADA compliant parking spots and has plenty of public parking spots outlined with white paint. The staff for the tribe parks in designated areas to help keep the main lot open to the public. The parking facilities for the social service buildings are not in the same condition as the main building for the tribal HQ. Half of the parking facilities have asphalt and has ADA parking spots and regular public parking and the other half is gravel and dirt with no parking spaces.

Potential improvements would be to pave the remaining parking area with added handicap parking.



The parking surface for the Owens Valley Water Commission is all gravel and dirt. The building has a ramp to accommodate people, but there are no specific parking spots for people to park and there are no handicap parking spaces either.



Identifying existing conditions

The environmental building is directly to the north of the Water Commission building and share the same parking facilities. The building does not have a ramp and no handicap parking spots.

Potential Improvements for both buildings would be to pave the parking lots, install ADA compliant and regular parking for the public.



BPDC (Bishop Paiute Development Corporation)

The Bishop Paiute Development Corporation was established to promote economic self-sufficiency through economic development initiatives that bring about greater prosperity for the Bishop Paiute Tribe. As a Tribal entity, BPDC is engaged in a variety of business ventures that serve to broaden the range of economic opportunities for the Tribe and its people, thus pursuing sustainability through diversification. Current managed properties include The U.S. Forest Service/Bureau of Land Management Headquarters, Department of Motor Vehicles building, Owens Valley Career Development Campus and Commercial Park.

Identifying existing conditions

The BPDC facility has a paved parking lot with delineated parking spots and handicap parking spots near the entrance of the building.

Potential improvements would be to install more handicap spots near the entrance along with ADA compliant signs mounted on metal post.



Aerial view of BPDC parking facilities

-  ADA Parking
-  Public Parking

Identifying existing conditions



The Toiyabe Indian Health Clinic has two new buildings located on SeeVee Lane. Toiyabe caters to the entire tribal community.

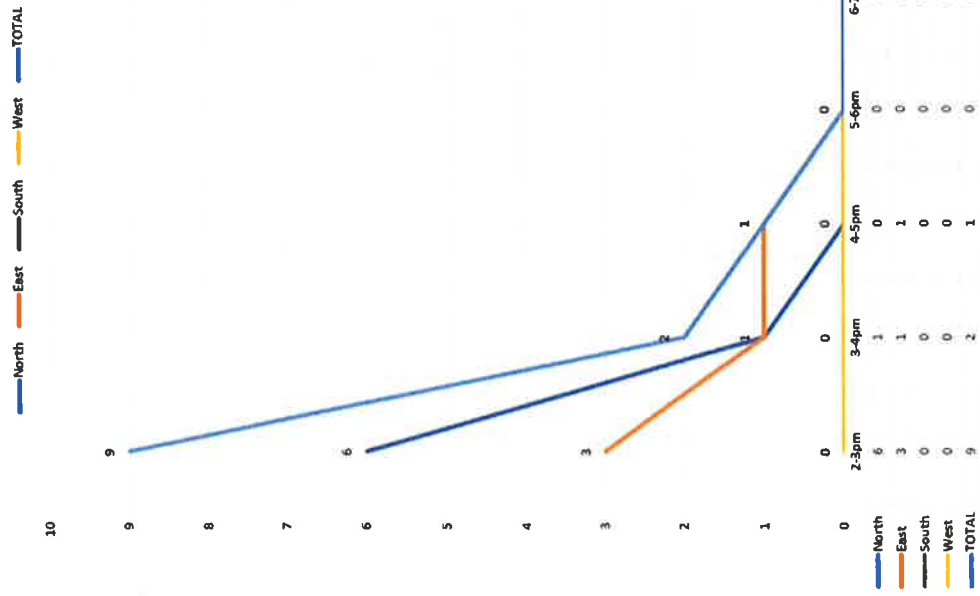
There are four driveways to access the paved parking area. There are three on the west side and one on the north side. There are ADA compliant parking spots closest to the entrance. There is sufficient amount of public and staff parking.

The Toiyabe Indian Health Clinic does not need any improvements at this time.

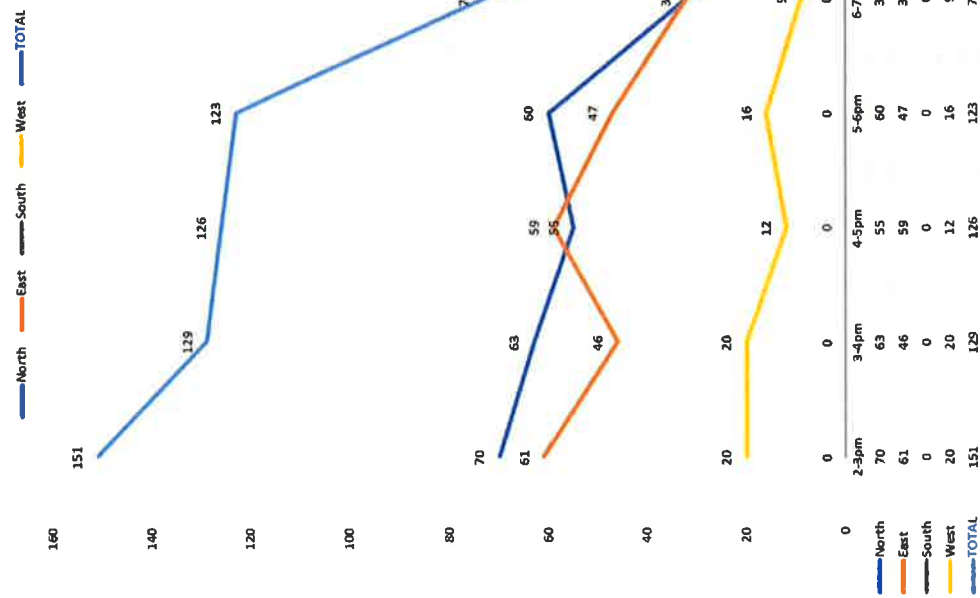
Identifying existing conditions

Identifying existing conditions

See Vee Lane & West Line Street Industrial Count

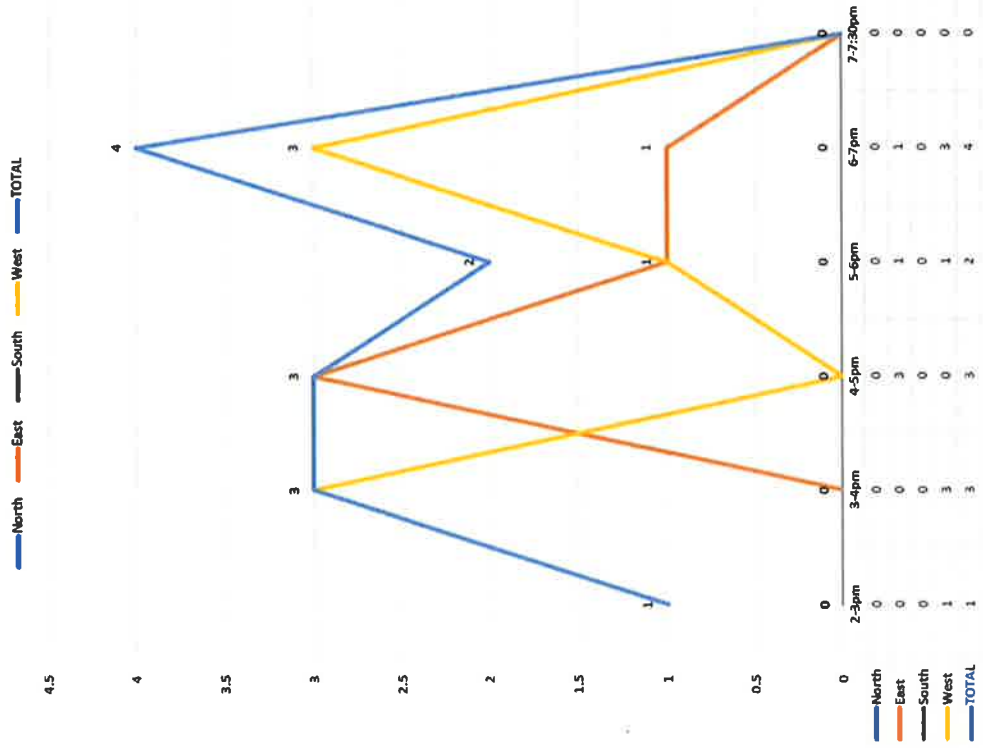


See Vee Lane & West Line Street Vehicle Count

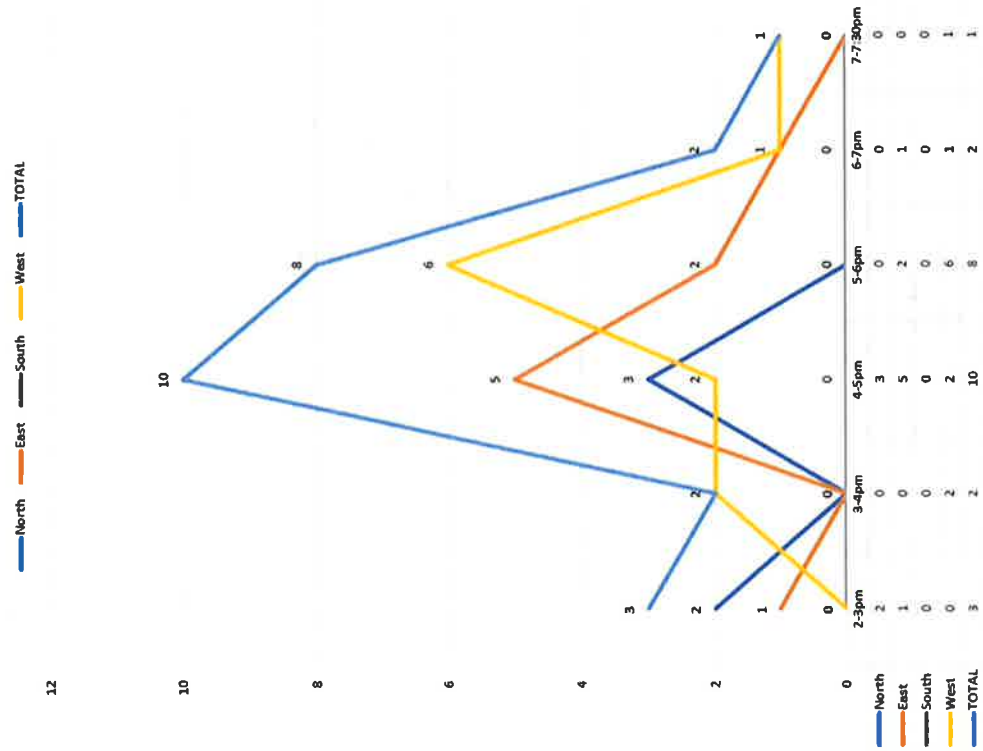


Identifying existing conditions

See Vee Lane & West Line Street
Pedestrian Count

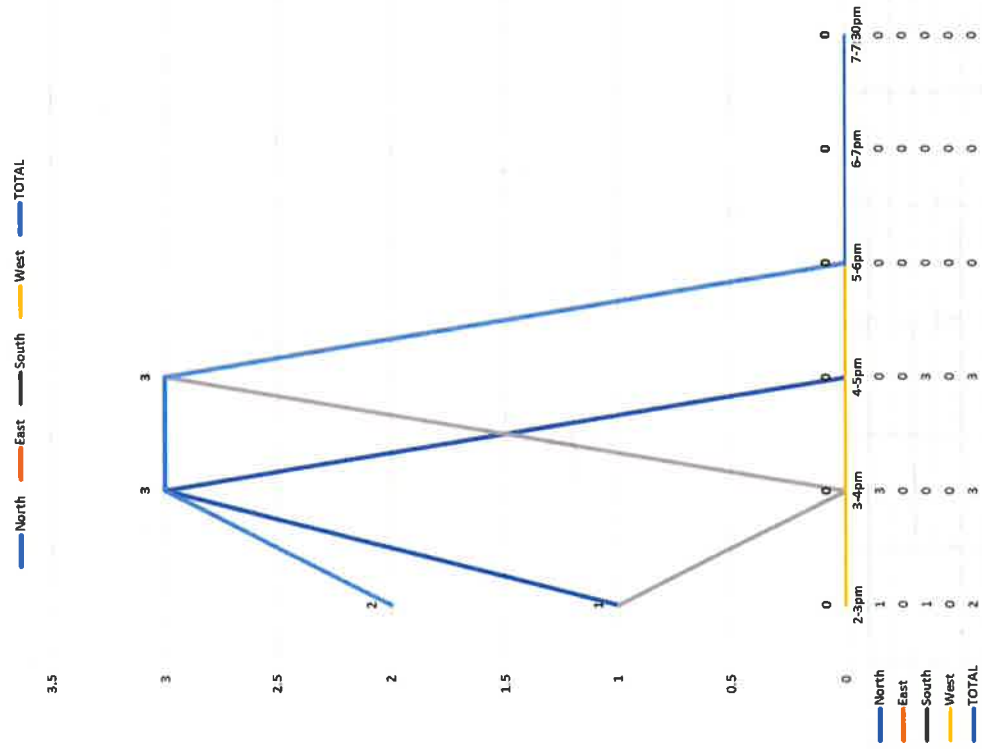


See Vee Lane & West Line Street
Bicycle Count

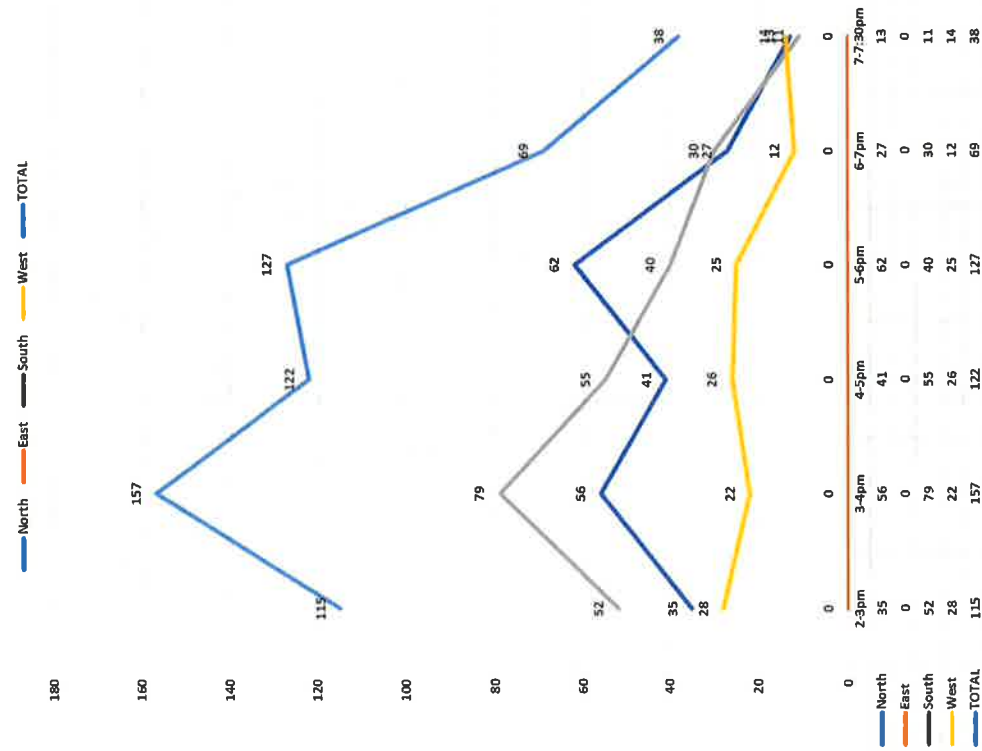


Identifying existing conditions

See Vee Lane & Diaz Lane Industrial Count

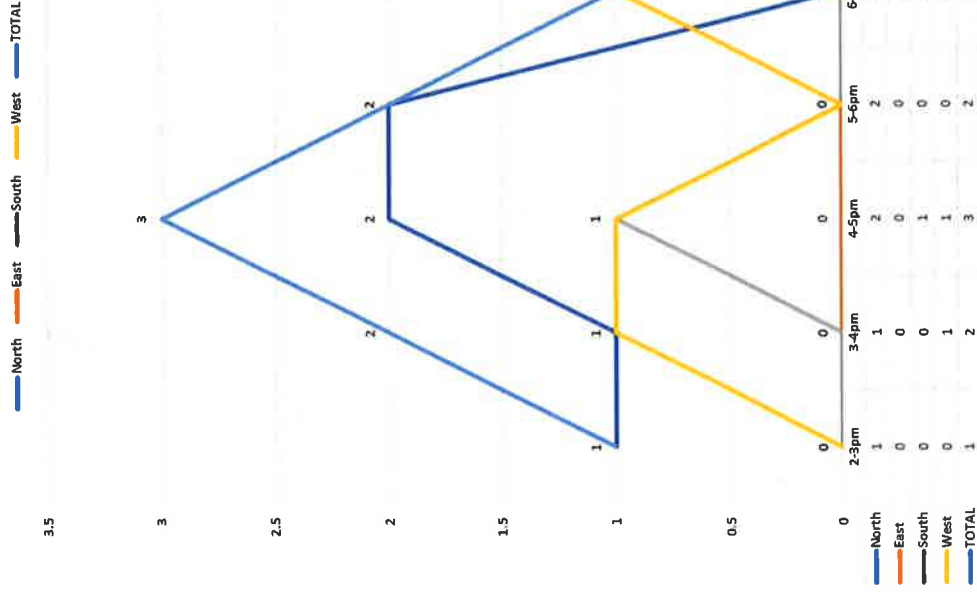


See Vee Lane & Diaz Lane Vehicle Count

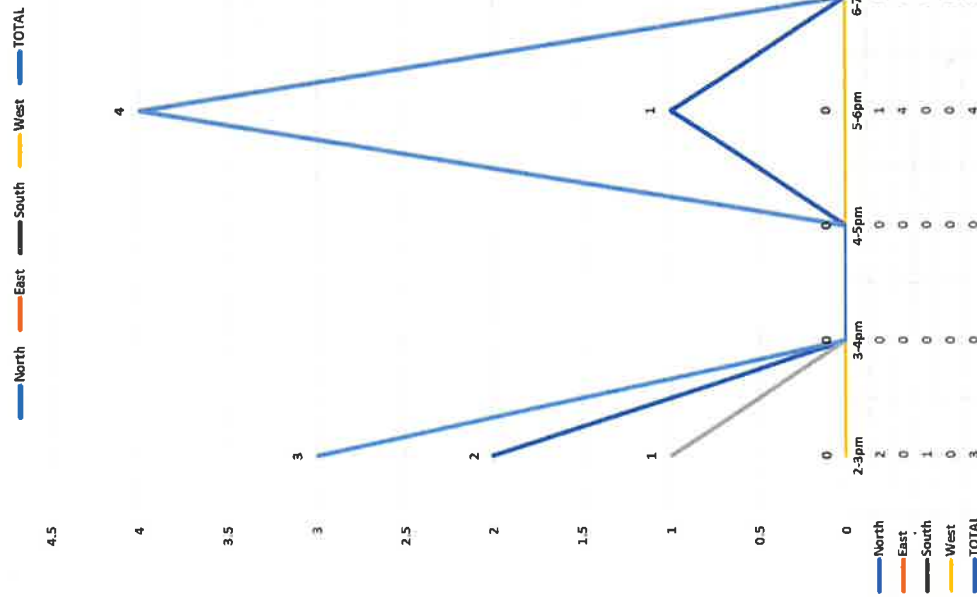


Identifying existing conditions

See Vee Lane & Diaz Lane Bicycle Count

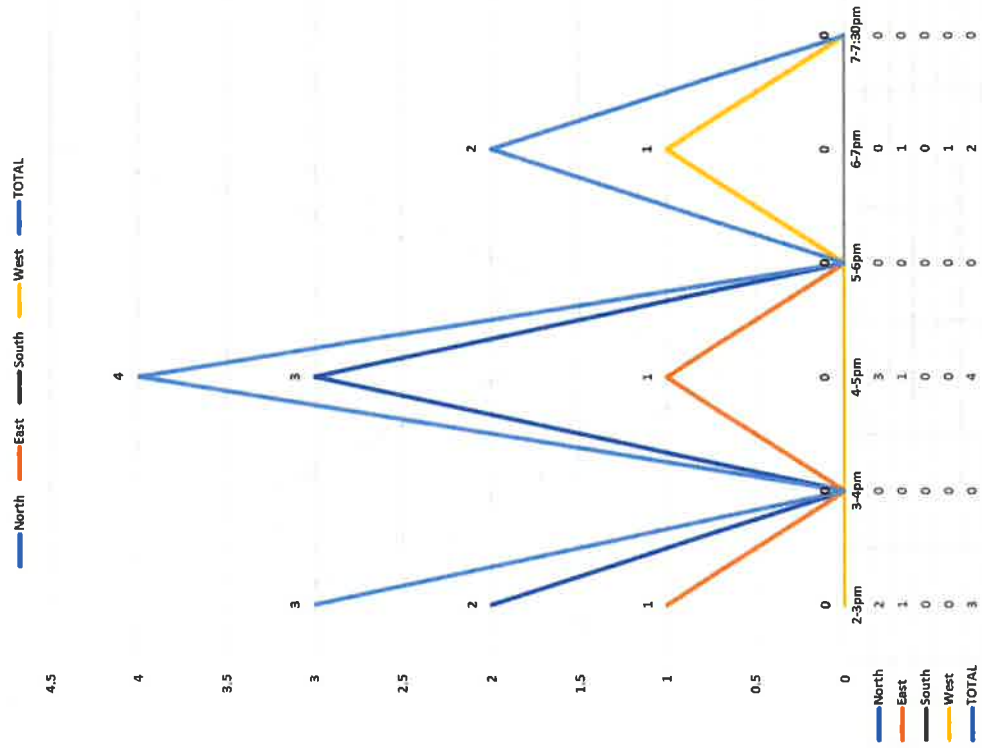


See Vee Lane & Diaz Lane Pedestrian Count

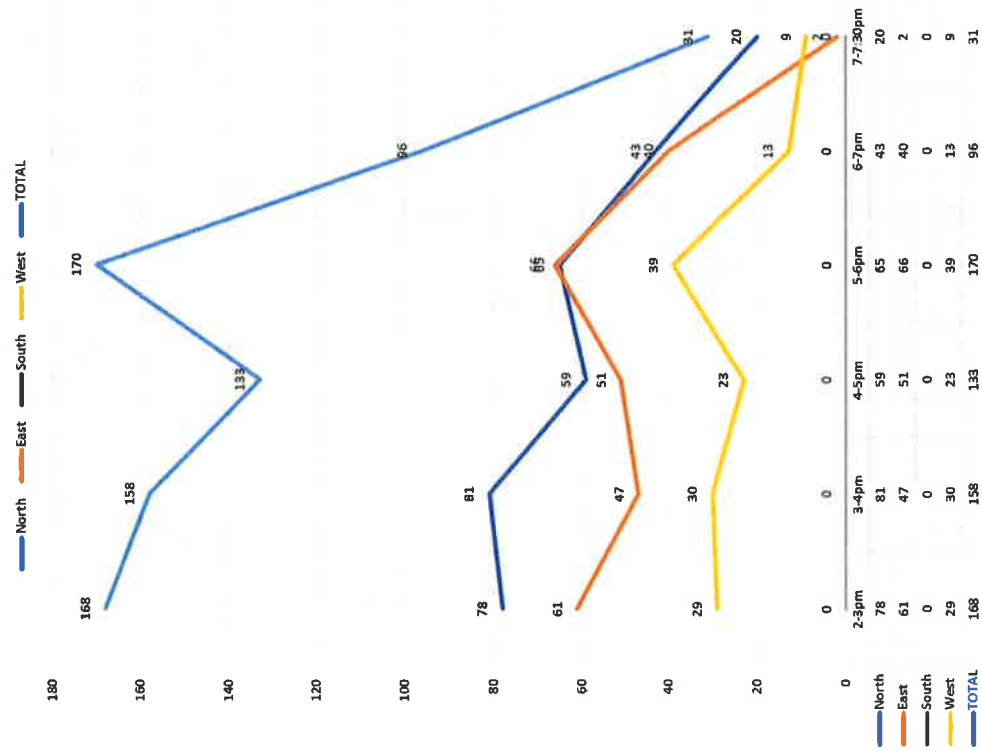


Identifying existing conditions

Tusu Lane & West Line Street Industrial Count

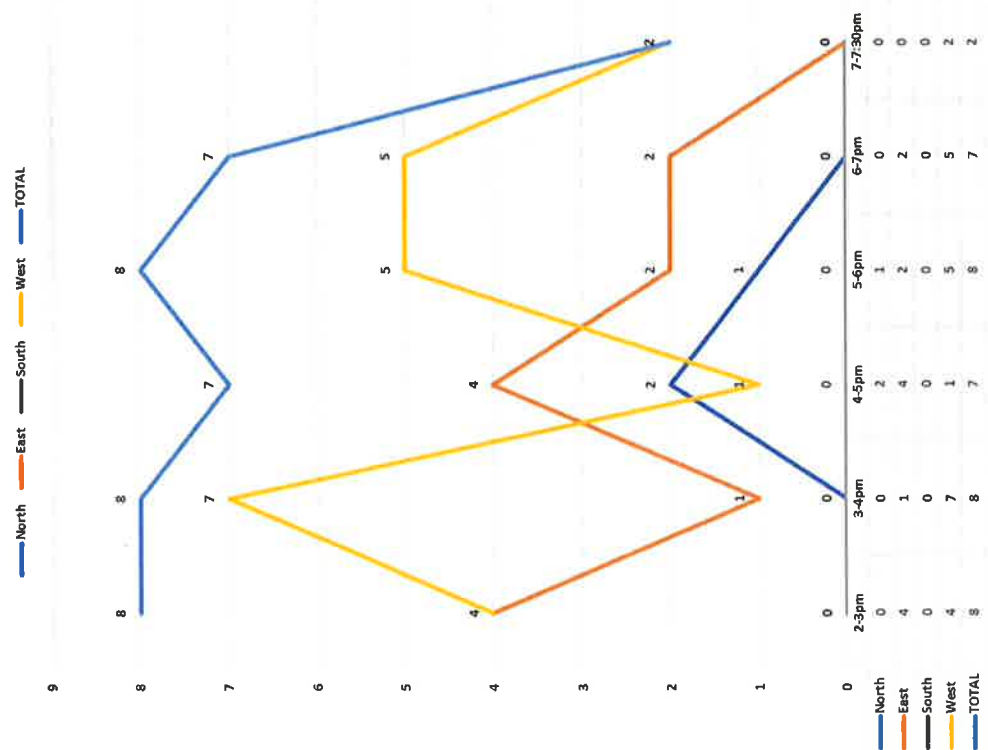


Tusu Lane & West Line Street Vehicle Count

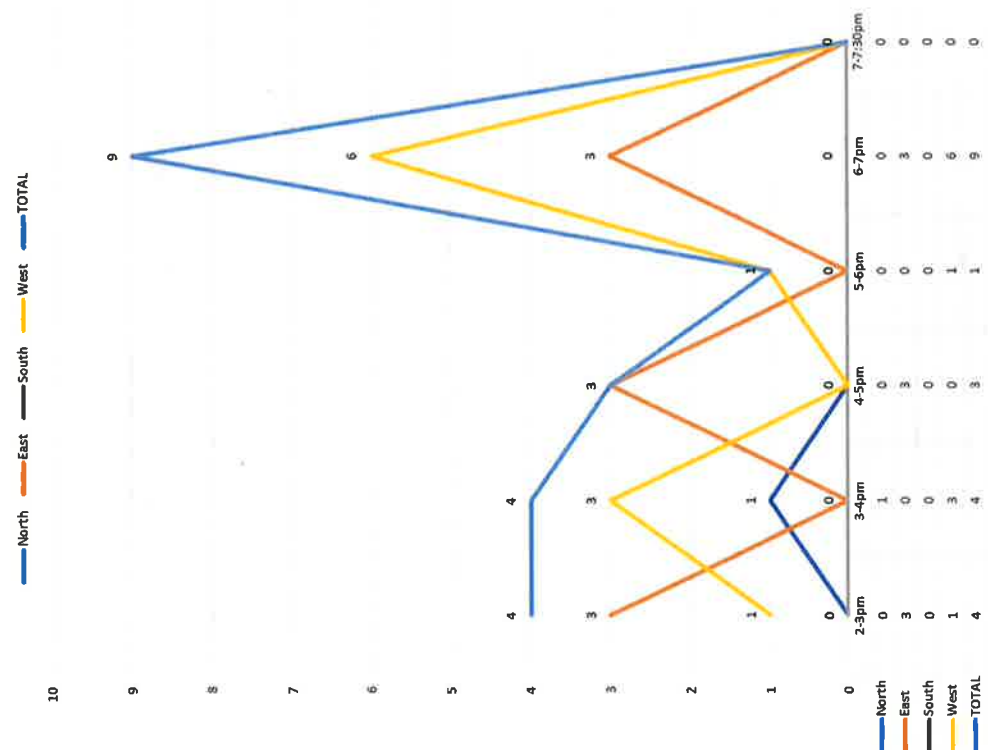


Identifying existing conditions

Tusu Lane & West Line Street
Bicyclist Count

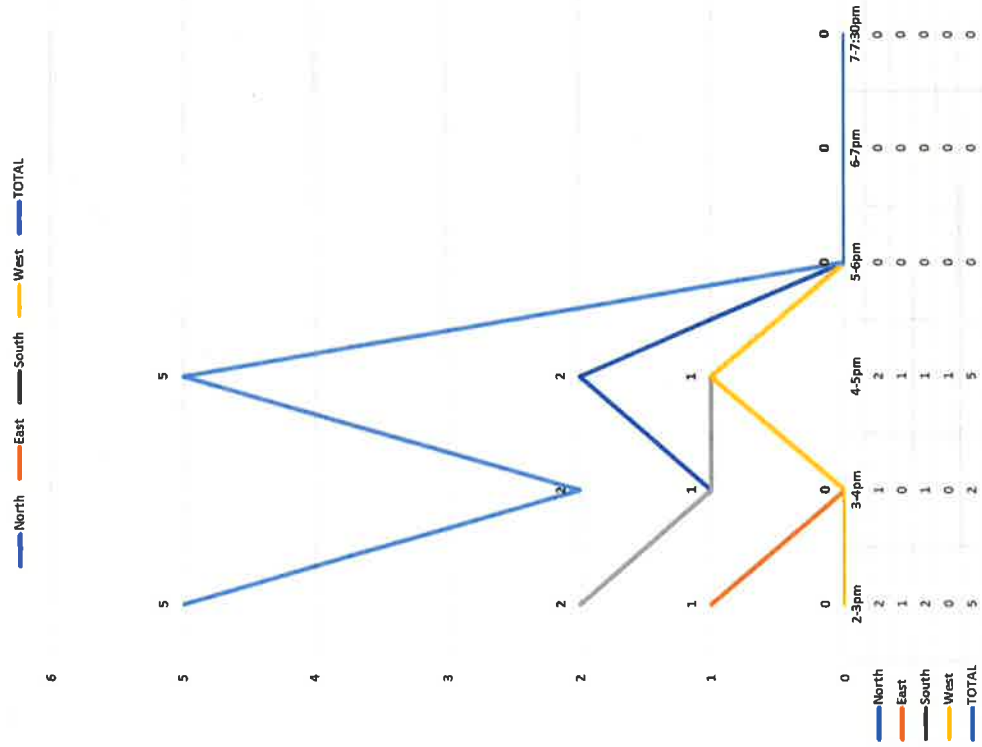


Tusu Lane & West Line Street
Pedestrian Count

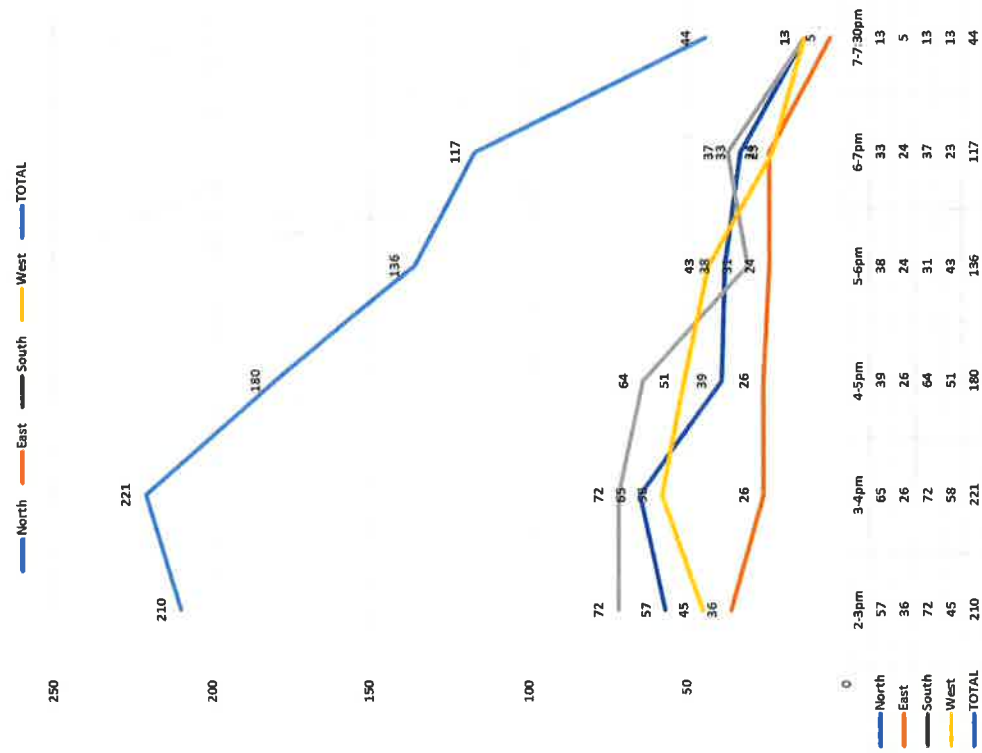


Identifying existing conditions

Tusu Lane & Diaz Lane Industrial Count

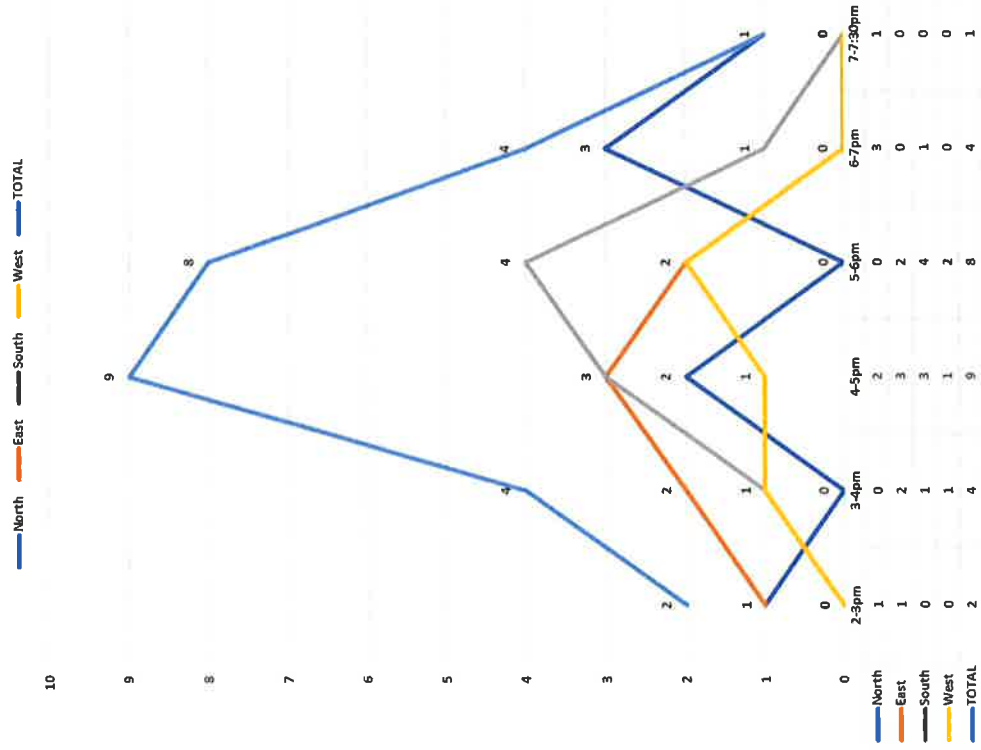


Tusu Lane & Diaz Lane Vehicle Count

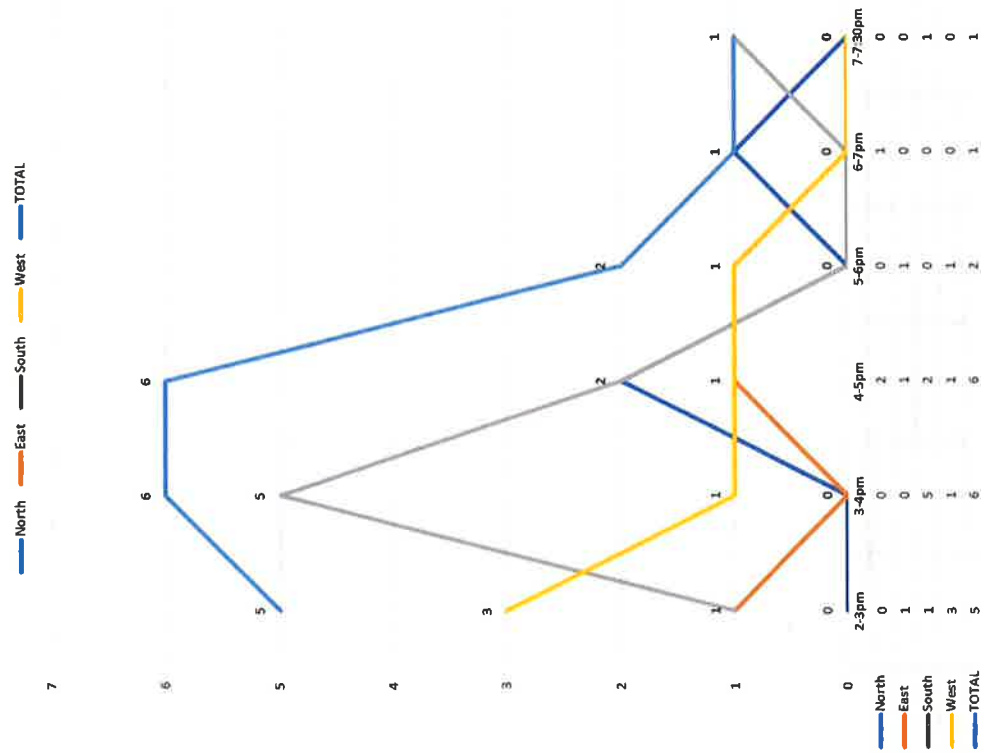


Identifying existing conditions

Tusu Lane & Diaz Lane Bicycle Count

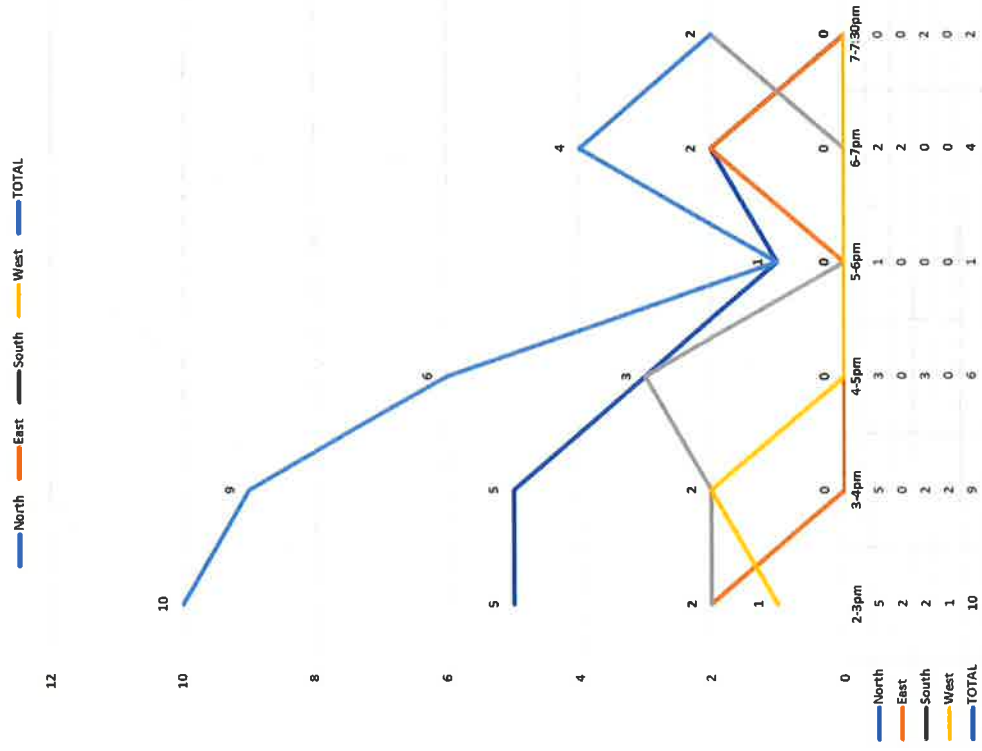


Tusu Lane & Diaz Lane Pedestrian Count

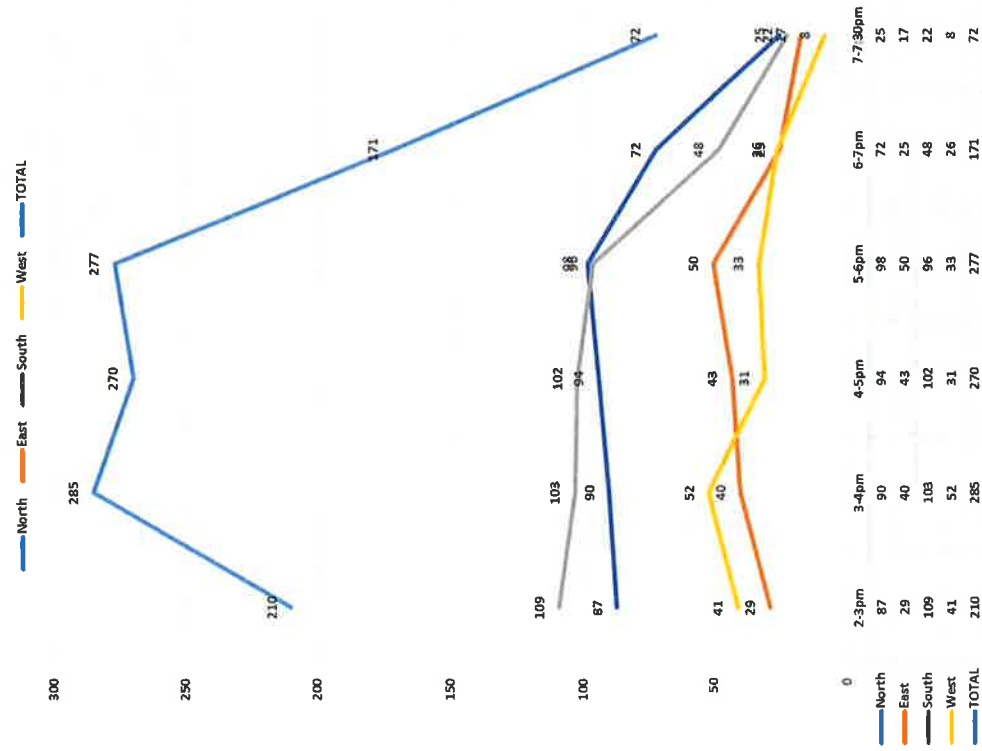


Identifying existing conditions

North Barlow Lane & Diaz Lane
Industrial Count



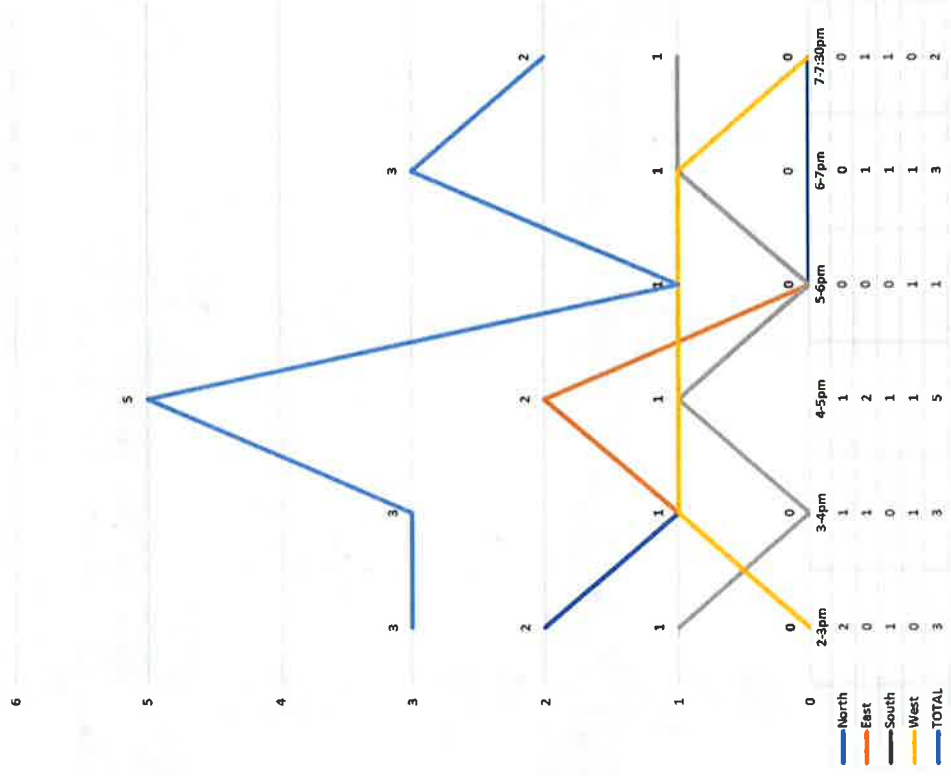
North Barlow & Diaz Lane
Vehicle Count



Identifying existing conditions

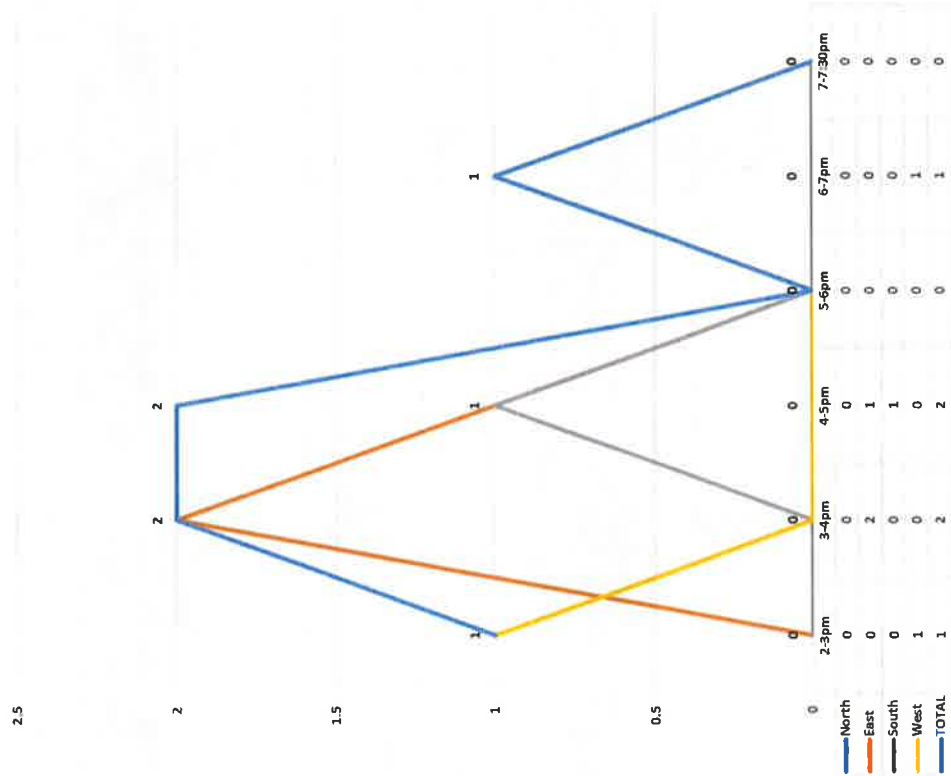
North Barlow Lane & Diaz Lane Bicycle Count

North East South West TOTAL



North Barlow Lane & Diaz Lane Pedestrian Count

North East South West TOTAL

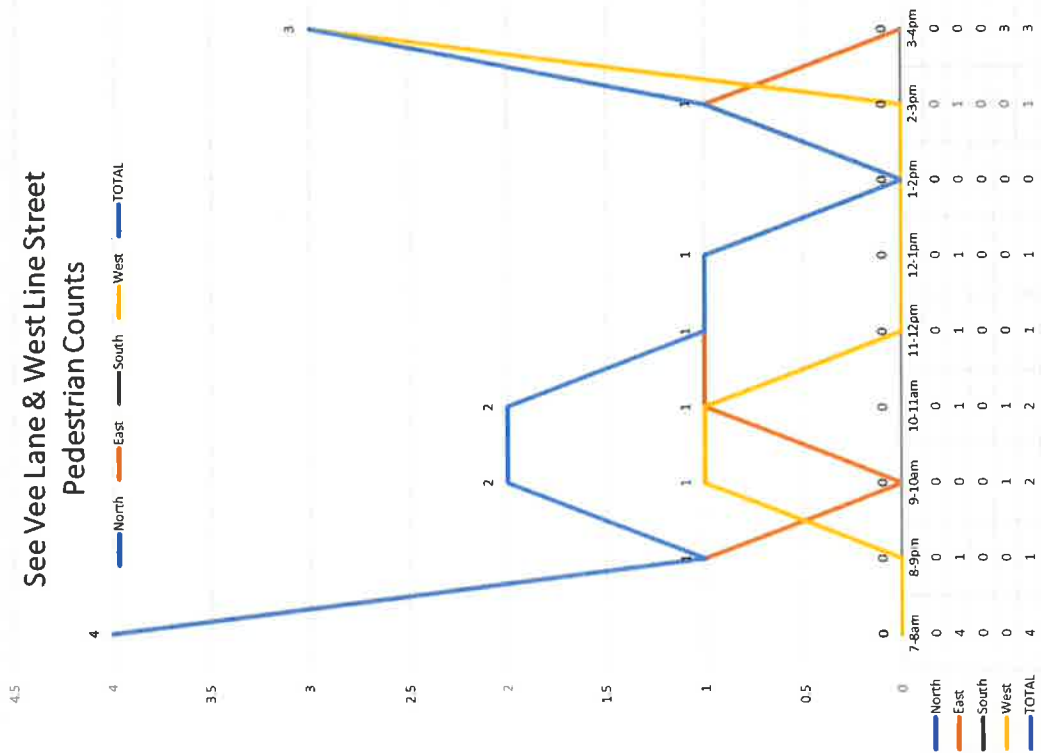


Identifying existing conditions

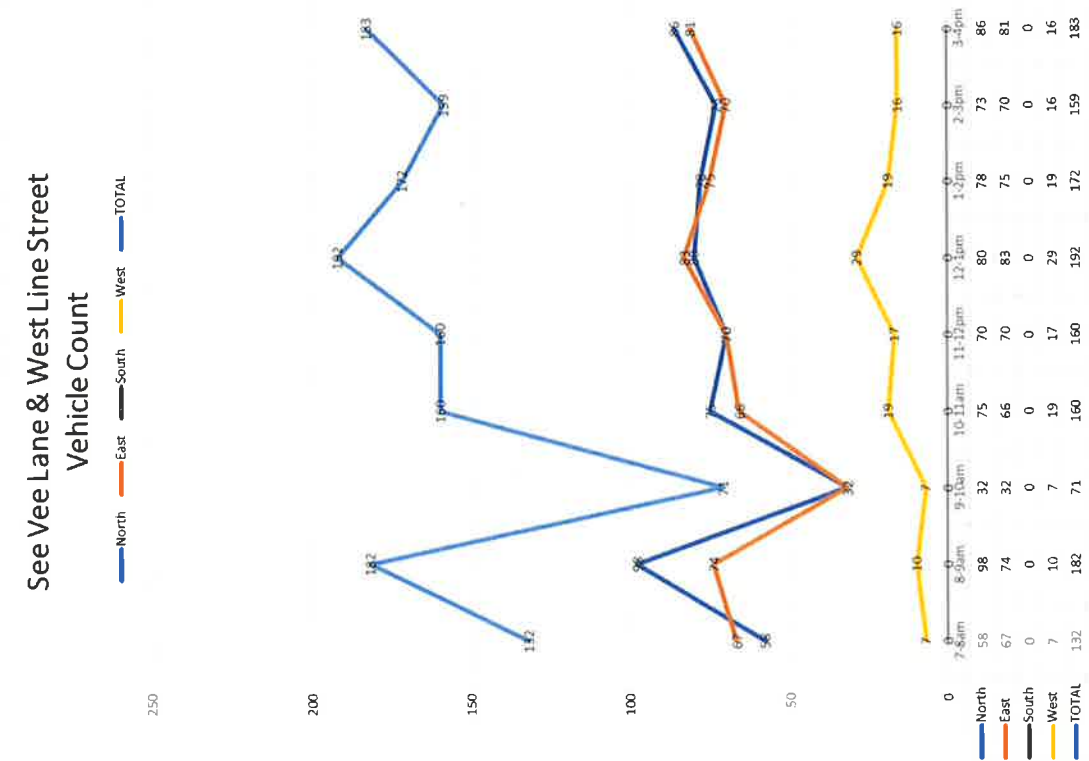
See Vee Lane & West Line Street May 15, 2018 7am-4pm													See Ve Lane & Diaz Lane May 15, 2018 7am-4pm													Tusu Lane & West Line Street May 15, 2018 7am-4pm													Tusu Lane & Diaz Lane May 15, 2018 7am-4pm													North Barlow Lane & Diaz Lane May 15, 2018 7am-4pm												
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TOTAL	4	21	0	25	50	TOTAL	7	0	9	4	20	TOTAL	6	55	0	56	116	TOTAL	6	7	10	3	26	TOTAL	6	7	10	3	26																																			

Identifying existing conditions

See Vee Lane & West Line Street
Pedestrian Counts

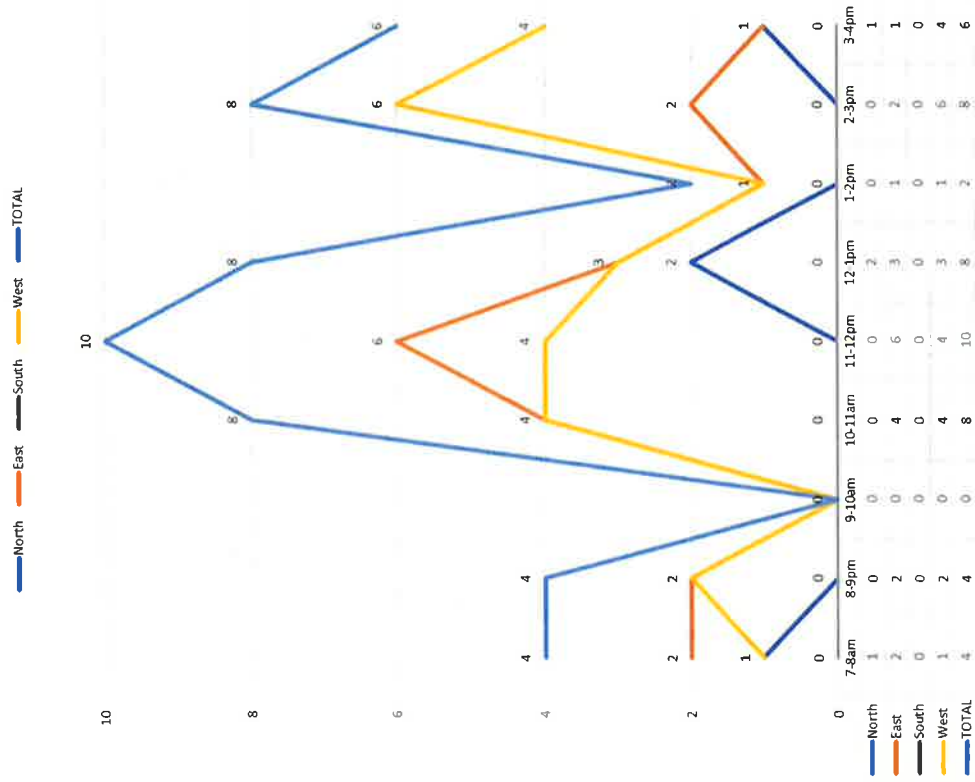


See Vee Lane & West Line Street
Vehicle Count



Identifying existing conditions

See Vee Lane & West Line Street Bicycle Count



12

10

8

6

4

2

0

North
East
South
West
TOTAL

7-8am 8-9pm 9-10am 10-11am 11-12pm 12-1pm 1-2pm 2-3pm 3-4pm

Identifying Existing Conditions

Quarterly Community Meetings

The Bishop Paiute Tribal Community was engaged in the Tribal Transportation Planning Project through a series of quarterly community meetings, personal face-to-face meetings with the Transportation Planner, and a Facebook page. The Planner estimated that with all methods, he reached and got responses from over 150 of the 751 households, or more than 20% of households on the reservation. Personal meetings were necessary to gain input from elderly or disabled residents, and from those who could not attend formal meetings due to child care, adult care, or work responsibilities. The face-to-face meetings were held frequently with residents of each planning unit. Surveys were prepared and distributed at quarterly community meetings on the following dates:

DATE	AUDIENCE	PRESENTATION
September 16, 2017	General Council	Discussion of proposed scope of work
October 19, 2017	Community	Introduction of grant to community
November 14, 2017	Community	Discussion of safety projects, including Caltrans
December 27, 2017	Community	Power Point Presentation
March 19, 2018	Community	Power Point Presentation
June 18, 2018	Community	Power Point Presentation
August 4, 2018	General Council	Presentation and handouts
November 26, 2018	Community	Power Point; Meetings with staff

Face-To-Face Meetings

Because the Transportation Planner was a Tribal member living on the reservation, and because he is a water operator, involved in Tribal irrigation, he was familiar with all of the people on the reservation and, being well known, could easily strike up a conversation about transportation issues. He began with a focus on elders, explaining the purpose of the project, asking about changing patterns that they had seen over the years, about their concerns, and about improvements that they felt should be addressed. The elders overwhelming first mentioned the increase in traffic and particularly cut through traffic that used the roads on the reservation as a short-cut or bypass of the city of Bishop.

The second issue that came up in conversations was vehicle vs pedestrian conflicts. Pedestrians walk the streets because there are no sidewalks, but they also refuse to move when vehicles approach. The problem is worse in evening and night because there are few street lights and pedestrians often wear dark colors.

Because there is little animal control, dogs chase both vehicles and pedestrians. The tribe has huge problems with diabetes, cardiovascular, and obesity/overweight conditions. But community members are discouraged from walking, running, or bicycling because of the dog attacks. For example, when asked about importance of sidewalks, one community member asked, "Will these sidewalks come with a stick to protect yourself from the dogs? Dogs chase you. We don't care if

it's a multi-million dollar sidewalk, we will not use them and be bitten!" Questions also arose about caring for the sidewalks including sweeping and general maintenance. They noted that the county will not even trim trees covering stop signs on their right of way.

Social Media

The Transportation Planner set up a Facebook page, Tribal Irrigator, to post meeting dates and agendas. He secured 325 "friends" through this outreach. Friends asked questions mostly about obtaining money for sidewalks and lighting. Some expressed that a meeting at 5:30 after a long day at work was a problem.

Surveys

At a preliminary meeting, the Transportation Planner presented an overview of the project and a short, open-ended pilot questionnaire that was completed by a few people in order to determine what items should be put on the survey. People did not seem to understand how ranking worked and merely assigned numbers based on severity or importance of the issue to them. During community meetings, surveys prepared by the Transportation Planner were distributed to all those present who had not previously filled out a survey. Results were analyzed by a hand-count tally of total scores. Comments noting particular locations or particular needs were noted. Content of open-ended questions was categorized by issue. Samples of the questionnaire and a list of complete responses is included in the Appendix.

Two survey questions listed specific transportation issues and required respondents to rate the issues from 1 (highest) to 12 (lowest) in priority. Responses were added. The item with the lowest total score was given the highest priority; the item with the highest score was given the lowest priority. Two other questions were open-ended responses. Demographic information was collected concerning status as a tribal member, age, gender, number and ages of children in the home, and current methods of transport.

Demographics of Survey Respondents

Surveys were distributed at all meetings. Of 66 total respondents, 48 (72.7%) were Tribal members, 17 (25.8%) were not Tribal members, 1 (1.5%) was unknown. Twenty-one (31.8%) were male and 44 (66.7%) were female, and 1 (1.5%) was unknown.

Age of respondent was broken into 3 categories: Ages 18 – 30; Ages 31 – 60; Ages 61 and above. Of respondents was 12 (18.2%) were age 18 – 30, 42 (63.6%) were age 31 – 60, 10 (15.2%) were age 61 and over, and 2 (3.0%) were unknown. Forty-three (65.2%) respondents had children living in their home.

Concerning transportation methods, 60 of 66 respondents (90.9%) drive, 3 use ESTA, 2 use the Elders Van, 13 use a bike, 22 walk and 12 drive with a friend.

AGE GROUP	DRIVE	ESTA	ELDERS VAN	BIKE	WALK	FRIEND
18 – 30	12	0	0	1	4	4

31 – 60	40	1	1	11	15	7
61+	8	2	1	1	3	1
	60	3	2	13	22	12

There were 100 children of survey respondents noted. Of the 18-30 year-old respondents, 8 had children at home; of the 31-60 year-old respondents, 30 had children at home; and 3 of the respondents aged 61 and older had children at home.

Survey Responses

The community considered that the most important topics to be addressed in the Tribal Multi-Modal Transportation Safety Plan were (total scores shown):

- 196 - Pedestrian safety
- 259 - Reducing speed
- 287 - Reducing or eliminating fatal and severe injury accidents
- 314 - Street lighting
- 370 - Safe routes to school/Bus stops
- 373 - Bicycle safety
- 381 - Reducing accidents
- 400 - Reducing impaired driving
- 392 - Intersection lighting
- 430 - Education
- 433 - Traffic Law Enforcement
- 438 - Reducing cut-through traffic
- 475 - EMS Mapping and access
- 535 - Data collection

The traffic safety and operational improvements considered most important were (total scores shown):

- 305 - Street lighting
- 334 - Enhanced crosswalk signage (See Vee at COSA path, Barlow at Head Start, Pa Ha near the Casino)
- 380 - High visibility signage and lighting, reservation wide
- 395 - Intersection lighting, all tribal and county roads
- 418 - Bike lanes, certain routes
- 427 - Sidewalks or separated paths, specific locations
- 434 – Enforcement of traffic laws, CHP and Tribal Police
- 458 - Reduced speed at Barlow Gym and Head Start
- 461 - High reflectivity signs and striping, reservation wide
- 476 - Improved stop signs, reservation wide
- 477 - Education including drug and alcohol
- 528 - Paved shoulders, locations
- 554 - Bus stops, locations
- 719 - Additional signals, locations

751 – Narrow bridge, creek crossings, location
767 - Additional stop signs, locations

Other items written in comments or discussed were:

Walking/Bike paths, reduced speed over whole reservation. Reduce cut-thru traffic.

Marking on roadway to show slow or stop ahead.

Enforce the speed zones

Having a Tribal DMV

Vicious dogs. Three-wheelers driving down the roads in curb, gutter, side of road making holes and breaking up the paving along the edges to create potholes.

Require recycling. Monthly reservation clean up (volunteers). Enforced Internet surveillance on known drug traffic areas.

Attention to Children K-12 and Elders 55+.

Elders Center pull out to Barlow Lane

Reduced speed zone at Gym and Head Start during specified hours/before and after school
Speed bumps on Nuumu

Lighted stop signs needed.

Health problems from not being able to exercise due to no sidewalks, no path improvements, and dogs.

Youth talked about the importance of trails. They didn't feel safe and once in a while there were mountain lions seen. Trails to the schools have gates closed during school hours.

The reservation does not have a park with basketball courts, batting cages, skate park, slides, swings, etc. Nothing for the kids to do.

No signs flashing "Children at Play."

Need rumble strips, speed cushions, yellow bubble reflectors, we have crosswalks, but no one can see them.

There is an equestrian group, but can't ride on the streets because of speeders.

Traffic control ordinance is not strong enough. There have been fatalities.

Critique, Next Steps, and Conclusion

Low attendance at formal meetings may have indicated that meetings may have been poorly timed. Some residents may have felt that they were heard during face-to-face encounters and that they did not need to attend formal meetings. Facebook or other social media could have been used as a platform for the survey as well. However, there was no way to control how many times an individual responded, thus over-weighting some issues. Dogs and animal control should have been listed as a survey factor. Because cut-through traffic does not occur on every street, it is possible that it scored lower than it should have if surveys were segregated by location.

Next Steps

This is a living document and will be revisited, reviewed and updated periodically. Timing of meetings will be investigated. An online survey system like Survey Monkey may be used to track respondents to avoid multiple submissions. Alternatively, Facebook may have a system of tracking respondents on surveys. Any new accidents will be recorded. The tribe is building a gas station facility at West Line and See Vee, so changes related to that construction and operation will be added. Traffic patterns may change. Travel, map, and directions-assisting websites such as Google maps, yahoo maps etc will be contacted to eliminate cut-through driving.

Conclusion

Lighting, sidewalks or pathway improvement, bike lanes, and improved signage were the most critical issues. Concern for safety was the most important factor. Reducing speed, lighting, signage and safe pathways etc. especially in areas near schools could be considered part of this safety factor. The tribe will develop each project more thoroughly and search for funding through the Bureau of Indian Affairs, Department of Transportation, and Caltrans.

RESPONSES TO SURVEY OPEN-ENDED QUESTIONS

Question: What are your most important safety concerns? Please list transportation mode, location, street, day time or night time. Use map and notes. Also list any general items like traffic speed, safe routes to school, transit stops, visibility.

Some of our streets like N and S Pa Ha are so dark it's very hard and to the point of dangerous to drive at night due to not being able to see pedestrians. Traffic at the gas station and the casino has become a hazard as well. People park on the street, pull out without looking, cut across traffic, etc.

Slow traffic down on reservation, bike lane, more lighting on streets

People walking at night are invisible, basically. Locations: 395 & Line St, turning onto reservation e.g. Tu Su from Line, Tu Su from 395, PaHa from 395. In general: Traffic flows/ Collision potential, pedestrian safety within reservation roads

Pedestrian and bicyclist safety

Reduce cut through traffic! Reduce speed across the whole rez! (Speed Bumps!)!! Need safer bus stops for school!! Better visibility at night on N PaHa. Reduce speed or make walking path on N PaHa Lane. Better Bike/Walk path. Bike/Walk path on Diaz Lane.

Loose dogs, people need to chain them up!

A lot of people speed on Pa Ha, on their way to and from the casino. Speed bumps would help slow cars down. And what about Equestrian safety? At least make people aware the street they're driving on have children riding horses, speeding cars can spook the horses and become unsafe for the children riding them. Lastly the gas station

With regard to bicycle safety, walking/pedestrian safety I think there is a serious need to get the vicious dogs under control, so many dogs running after bikes, cars & pedestrians

There are so many cars that "cut thru" the reservation and speed past pedestrians and sometimes animals. People have had well fed, love & taken care of pets wander into the street and are hit by a "cut thru" vehicle, that doesn't ever stop to see if the animal is ok. These could Easily Be One Of Our Children!! Speed bumps strategically set on all of the through streets??

Safe side walks for walking and bicycles for our children to walk to bus stops or to be able to ride bike to school.

Question: Have you seen crashes or accidents on the Reservation? Use map and notes. Vehicle/vehicle, vehicle/bicycle, vehicle/pedestrian, ESTA, single vehicle, injuries, property damage.

Yes. Several due to running stop signs, traffic at the Paiute gas station, at See Vee and W. Line St. (there should be a traffic light there) and at Pa Ha as well for the same reason.

No

Seen a few fences/mailboxes hit. A lot of close calls with pedestrians and vehicles alike. Seen the stop sign hit a few times. Never a vehicle on pedestrian accident, just close calls!

Corner of N. PaHa & Diaz Lanes. The traffic to and from the Casino speed all the time. Recognizably they're mainly Casino employees to & from work (and possibly late??) I also walk a lot and there is no regulation whatsoever of traffic. Mainly non-Indians speeding in front of the Head Start/Ed Ctr where Our children are.

I myself walking through reservation West Line-395. Almost hit by vehicle traveling to FAST. Young drivers pulling out of drive ways w/out looking. Drivers w/no current reg, drivers license.

Barlow Lane – Dog pulled rider off bike

Yes I seen a crash

Yes – in snow- people sliding off road

Problems at Specific Locations Mentioned in Surveys

Respondents were asked to list any particular areas or locations of concern for factors. The following were listed and the number of people citing them are included below along with comments:

Street Lighting

Reservation-Wide – 18

Pa Ha – 9

Barlow – 5

Nuumu – 4

See Vee – 3

Diaz – 2

Winuba – 2

Brockman – 2

Diaz between Pa Ha and Barlow - 1

Tu Su - 1

Pa Ha north of Diaz – 1

Seawave – 1

Line – 1

Casino area – 1

Enhanced CrossWalk Signage

All roads – 1

Barlow/W. Line – 1

Barlow – 1

Diaz – 1

Taboose to Toiyable Indian Health – 1

Intersection Lighting

All intersections - 5

See Vee and Line – 1

Pa Ha – 1

Bike Lanes

Reservation-Wide – 7

See Vee – 3

N. Pa Ha – 3

Diaz – 2

Barlow – 2

Diaz and Pa Ha to Casino –1

Busiest Streets – 1

Sidewalks or separated paths

Reservation-Wide -6

Barlow – 2

To Schools – 2

Diaz – 1

N. Pa Ha – 1

Tu Su – 1

Path to Casino – 1

All walking paths – 1

Enforcement of traffic laws

Car seats – 1

Reduced speed at Barlow Gym and Head Start

20 mph – 1

Improved Stop Signs

All reservation - 1

See Vee - 1

Taboose and See Vee -1

Speed bumps – 1

Education

More Tribal Council involvement – 1

Tribal Police – drug and alcohol and vehicle education – 1

Paved Shoulders

Reservation-Wide - 6

Diaz – 1

All dirt shoulders – 1

Bus Stops

Need more – 2

School bus stop shelters – 2

Closer to children's homes – 1

For younger kids – 1

Narrow Bridge

N. Barlow – 1

Brockman – 1

All reservation – 1

Added Stop signs

Brockman – 1

Barlow – 1

All Roads – 1

Remove graffiti on signs

Cut-Throughs

No semi's – 1

Reduce speed

Brockman – 1

See Vee – 1

Added signals

All roads - 1

See Vee/Line, See Vee/395 – 1

N. Pa Ha/395- 1

More Slow and Speed signs – 1

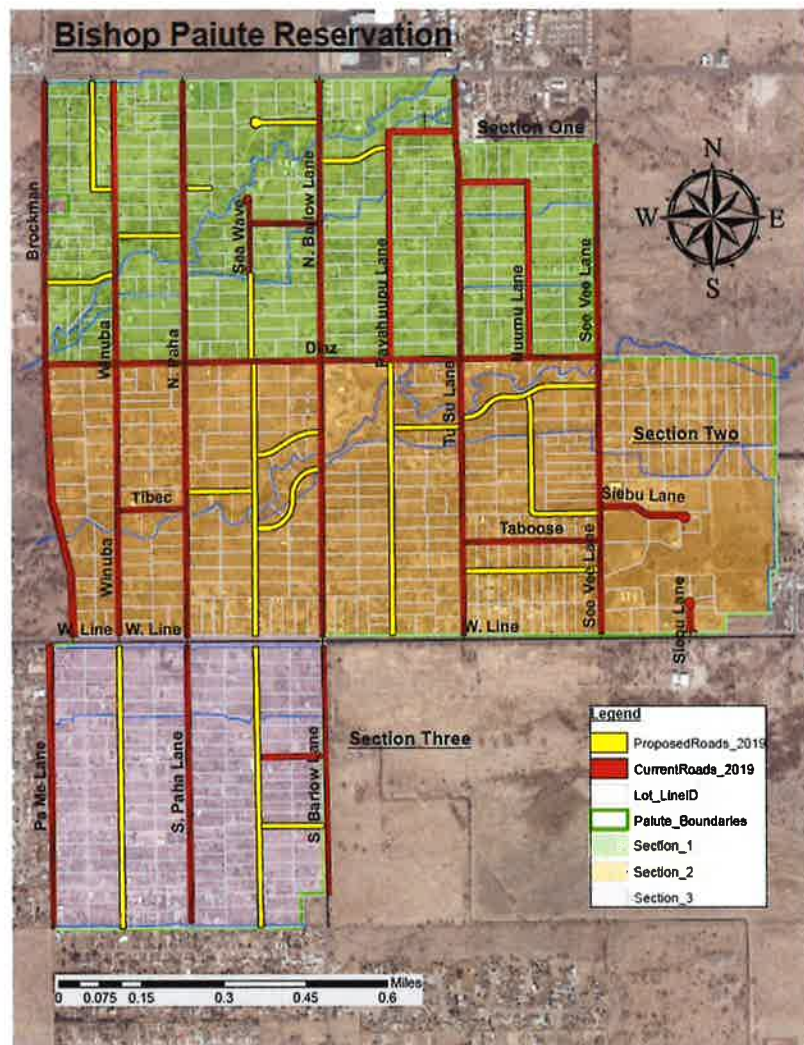
Section 3.1 Planning Units

In the section Planning Units, the Bishop Paiute Reservation was mapped into thirds. The northern third, the middle third and the southern third. Within each section, we were to identify specific issues and concerns and collect input from the community and document.

With the input collected from the community, studies that were conducted, surveys filled out and previous reports written, we documented solutions and ideas for the entire reservation.

The surveys that were distributed to the public, community meetings that were held, tribal members and residents of the Bishop Paiute Reservation shared their concerns and ideas. What we found was the community shared a lot of the same concerns and issues for the entire reservation.

The width of each section from the east and west boundaries of the reservation varies from a little over one mile to just under a half mile. The length of the sections from north to south are approximately one-half mile.



Section 3.1 Planning Units

Reservation wide concerns and issues

The data collected from surveys, field studies and community meetings showed there are numerous transportation deficiencies throughout the reservation. These problems directly affect the health and safety of the community and hinder or prevent their ability to get to their destination

The deficiencies are categorized by roads, pedestrians and public transit.

Roads:

The county roads on the reservation are collector streets that connect Highway 395 and State Route 168.

The collector streets carry traffic thru the reservation right pass tribal members homes.

There is little traffic control besides traffic signs.

There is a lack of street signs on some streets.

Most of the roads on the reservation have a lack of road striping.

Lack of street lighting

Insufficient on street parking

bridges with no guard rails

asphalt cracking on some roads

With a major state highway bordering the northern boundary of the Bishop Paiute Tribe, traffic traveling thru the reservation is inevitable. However, the traffic traveling on Highway 395 increases every year, increasing the traffic on the reservation. The reservation is a bypass for the city of Bishop, California and recent studies have showed that when a destination is input into a certain navigation program, Brockman Lane on the Bishop Paiute Reservation has become the shortest route. The pass thru traffic is a constant issue. Travelers passing thru the reservation are not aware of their surroundings or traffic laws. This puts the Bishop Paiute Tribal community in more danger due to the lack of a sufficient pathway forcing them to walk in the roadway at times with vehicular traffic.



Figure 5.1

Shortest route map bypassing Bishop, California

LAX (Las Angeles International Airport) to Mammoth Lakes, California

Section 3.1 Planning Units



Figure 5.2

Location: Section 2

Street: North Paha Lane

Vehicle using the shoulder for parking

Parking is limited on the reservation. There are no designated areas for people to park their vehicle. This vehicle is parked on the dirt shoulder in the right of way blocking the pathway for pedestrians and bicyclist.



Figure 5.3

Location: Section Two

Street: Siebu Lane

Just one of many cracks on this road

Most of the roads on the reservation have cracks in the asphalt that run from one side to the other. Some are a bigger than others but all create wear and tear on vehicles faster than usual.

Section 3.1 Planning Units



Figure 5.4

Location: Section One

Street: North Paha Lane

No sidewalk, no street lights, no road striping and overgrowth into shoulder.

North Paha Lane is a collector street and a major pedestrians and bicyclist arterial that carries them from the north end of the reservation to the southern end. North Paha Lane is the location of the Paiute Palace Casino, the Paiute Palace Gas Station and the Coyote Mountain Apartments. For recreational use there is an equestrian arena where community members take their family members for horse riding lessons and rodeo training.



See Vee Lane is one of the main collector streets that is traveled by people that want to bypass downtown Bishop or are traveling thru. See Vee Lane is also the new location of the new Toiyabe Indian Health Clinic. The location of the new indian health clinic has seen a significant rise in traffic volume since its opening.

See Vee Lane intersections are also the new site for two brand new signal lights, one at the corner of Highway 395 and SeeVee Lane and the other at West Line Street (State Route 168) and SeeVee Lane.

On the east side of the intersection of See Vee Lane West Line (State Route 168) the Bishop Paiute Tribe will be building new gas station and incubator chain (building that fosters bussiness development and growth).

Section 3.1 Planning Units

Pedestrians transportation deficiencies:

No sidewalks along roadways

no bicycle paths along the roadways

limited walking/bicycle paths

unaccommodating shoulders lined with overgrowth and low mounted traffic signs

very little animal control

lack of street lighting



Figure 5.6

Location: Section two

Street: North Paha Lane

Pedestrian sharing the roadway with traffic

Overgrowth into the shoulder and low mounted "stop ahead" sign

Figure 5.6 shows a community member walking her pet down one side of the road because the shoulders on both side of the road are made up of loose dirt, covered with an overgrowth of weeds and trees and also very low mounted traffic signs. The low mounted traffic signs pose a danger to the community because a passer byer can impact his/her head on the bottom of the sign.



Figure 5.7

Location: Section two

Street: See Vee Lane

Bicyclist with no where to ride but on the road with traffic

Figure 5.7 is a bicyclist having to share the roadway with traffic and traffic having to swerve into the opposite lane to avoid them

Section 3.1 Planning Units

Figure 5.8



Figure 5.8 and 5.8a

Location: Section two

Street: Located off Siebu Lane

COSA pathway

Figure 5.8a



Figure 5.8 and 5.8a is a pathway called the COSA. COSA stands Conservation Open Space Area and is more than just a pathway for pedestrians and bicyclist. The Cosa is a protected wetland mitigated by the army Corps of Engineers. The COSA serves as a habitat for native plants and animals, it also provides recreational opportunities, wild life trails and an ideal location for environmental education programs.

There several different paths that can be used. The pathway are restricted to outside public vehicle use and only Bishop Paiute Tribal vehicles or authorized vehicles are allowed access to drive on the pathways.

Section 3.1 Planning Units

Figure 5.9

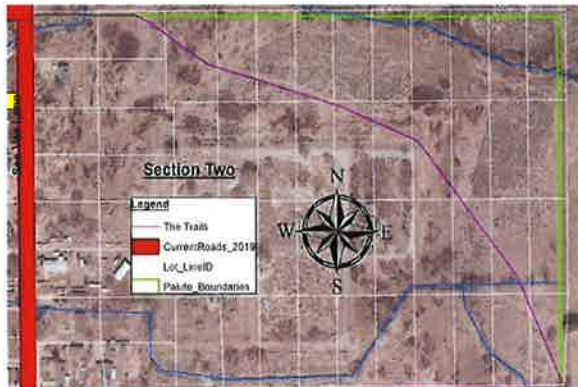


Figure 5.9 and 5.9a

Location: Section Two

Street: The entrance is located at the intersection of See Vee Lane and Diaz lane

The Trails

Figure 5.9a



Figure 5.9 is an image of the pedestrian pathway called The Trails. This pathway is mainly used by students going to and from school. The path is open to the public but deadends at the school. The gates that lead to the path are locked during school hours to prevent people from entering on school premises when children are present. The Trails is approximately a half mile in distance.

Section 3.1 Planning Units

Figure 5.10



Figure 5.10 and 5.10a

Location: Section Three

Street: South Barlow Lane

Pedestrian and bicycle pathway

Figure 5.10a



Figure 5.10 is an image of the paved pedestrian and bicycle pathway that runs parallel to South Barlow Lane. The pathway is a half in distance and approximately 10 feet wide. The path is divided for two way traffic. The path begins at the intersection of Barlow and West Line Street and ends just past the southern border of the reservation.

Section 3.1 Planning Units

Public Transit deficiencies:

Not enough bus stops on the reservation

Non ADA (American with disabilities Act) compliant bus stops

No sheltered and protected school bus stops

The Bishop Paiute Reservation covers 876 acres, has approximately 10 miles of paved roads and has roughly around 2,000 people that reside on the reservation.

There are 7 permanent bus stops



Figure 5.11

Location: Section Two

Street: North Barlow Lane

Non-ADA compliant bus stop

In figure 5.11 is a picture of a non ADA (American with disabilities Act) compliant bus stop. To become compliant the bus stop pad shall connect to streets, sidewalks or pedestrian paths as part of an accessible route. New bus stop pads must have a square curb surface between the pad and the road or have detectible warning system

Section 3.1 Planning Units

Potential Improvements Traffic calming devices



Figure 5.5

Speed Cushions that cater to
emergency response vehicles

Figure 5.6

Chicane's



Section 3.1 Planning Units

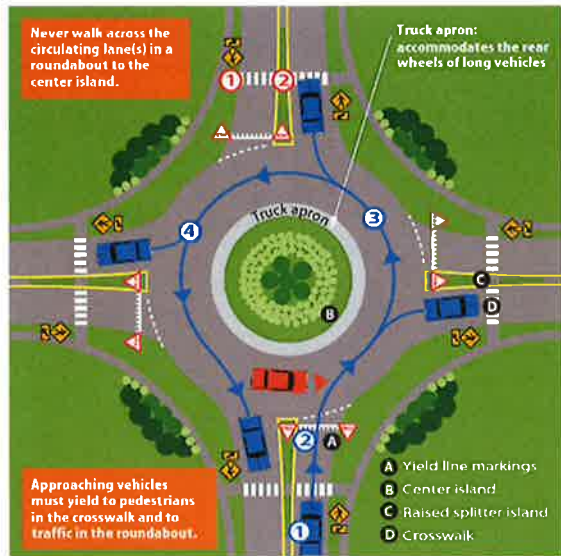


Figure 5.7

Intersection Roundabout



Section 3.1 Planning Units



Description:

Section One covers the northern one-third of the reservation.

The north side of section one is bounded by Highway 395, while the south side of the section is paralleled by the county road Diaz Lane. The county road Brockman Lane makes up the east side and the county road See Vee Lane makes up the west side of the section.

The northeast of section one and the Bishop Paiute Reservation boundary stops at See Vee lane and Early Pond Road and travels east to Tusu Lane and continues north to Highway 395.

Section 3.1 Planning Units

There are eleven roads in section one. Seven county roads and four BIA (Bureau of Indian Affairs) roads. The seven county roads are collector roads that connect Highway 395 and State Route 168. The four BIA roads are internal rural roads that were built to help alleviate some of the land locked assignments.

There are six proposed roads in section one.

Winuba Lane use to be a cul-de-sac and was recently extended out to the North Sierra Highway. It helped improve the flow on and off the reservation, but when it was completed, no street light was installed at the intersection, and limited road striping was put in place.

The Paiute Palace Casino and Paiute Palace Gas Station are located at the corner of North Paha Lane and the Highway 395. The gas station is closest to the intersection and on busy days the traffic at the gas pumps will back up into the intersection blocking traffic.

Located just south of the casino, there is a horse arena where kids from all over the valley participate in an equestrian program. The program teaches children how to ride horses and train for competition events at rodeo's. Sometimes the trainer will take the students riding along the roadway, but usually is avoided due to the volume of traffic. North Paha has road striping, but it is only located near



intersections.

North Barlow Lane is the only street that has signal lights and is one of the more busier collector streets due to the housing areas that are located to the north and south of the reservation.

Tusu Lane carries a lot of internal traffic due the apartment complex, gas station and automotive shop, and the two recently completed BIA (Bureau of Indian Affairs) roads that connect at the north end of Tusu Lane as well.

Payahuupu and Nuumu Lanes are the two BIA roads that were recently built on the reservation to help open up land locked assignments. They have the necessary signage, but have limited lighting and striping.

SeeVee Lane and the North Sierra Highway intersection are not located on the reservation, but does supply access to significant areas of the reservation. SeeVee Lane has businesses and a volunteer fire department at the north end of the street that brings a lot traffic and makes the intersection sometimes

Section 3.1 Planning Units

difficult to navigate. There is limited parking for these establishments and when they become full, the shoulders become the parking area for vehicles.

SeeVee is also one of the collector streets that carries a significant amount of pass thru traffic with little traffic control.

Section two is centered in the middle of the reservation. The area that it covers is from See Vee Lane to Brockman lane, and from Diaz Lane to West Line Street.



Brockman Lanes main problem is that people tend to speed accessivley and cant stop at the intersection so they just end up running it. There are residents of the reservation and tribal members who live along Brockman and get upset or scared because of the people that travel at these high speeds. The biggest complaint for Brockman Lane is the speed vehicles travel and how to slow them down. So the topic always revolves around how to help control the traffic that goes thru the reservation.

The intersection at Winuba Lane and Diaz Lane is only a two-way stop with Diaz being the pass thru street. To many times people pull out in front of the pass thru traffic and cause an accident. This intersection needs to be turned into a four-way stop intersection. The speed limit on both streets is a low enough speed, that time loss and inconvinance are not a factor.

North Paha Lane in section two is still a heavily traveled street due to the Paiute Palace Casino and gas station. The main complaint here is the Paha and Diaz intersection. Vehicles are always running the stop

Section 3.1 Planning Units

signs or just rolling thru without stoping. Residents have suggested that more light and lighted stop signs may help this concern.

North Barlow Lane in section two is the main area of concern. This area has several tribal entities that are public driven. On the westside of Barlow Lane is the Bishop Paiute tribal Headstart Program, on the east side of Barlow Lane is the Bishop Paiute Tribal Elders Center, the Bishop Paiute Tribal Education Center an indoor basketball facility, a baseball field, along with another tribal ran organization that provides services and assistance to tribal members throughout the valley.

The main concern is for the safety of the people and especially our children around this area. The pass thru traffic is very high on this street and this area is neglected very badly by travelers. People speed thru here during school hours and run the stop sign as well.

During our quarterly community meetings, tribal members and residents made it very clear that this area is in need of the most attention. The people said they would like to see something that slows drivers down, a safe place for pedestrians to walk, brighter road striping, and more signage.

Tusu Lane and State Route 168 (West Line Street) is the location of the Bishop Paiute Tribal Headquarters.

SeeVee Lane and Diaz Lane intersection is one of the main concerns for this street. It becomes a very busy during peek hours and there is very little traffic control. This intersection is also the opening to a pedestrian path that connects the reservation to the Bishop Unified School District and other destinations further east in Bishop.

Further to the south is the Toiyabe Indian Health Clinic, and other Bishop Paiute Tribal departments as well as another pedestrian trail. There is always a significant amount of traffic in this area.

Brighter road striping, crosswalks, and lighted stop signs were areas of improvement for SeeVee Lane and the Diaz intersection when discussed.

Section 3.1 Planning Units



***Bishop Paiute Tribal Organizations
North Barlow Lane and Diaz Lane***

***Toiyabe Indian Health Clinic
SeeVee Lane***



***Bishop Paiute Tribal Headquarters
Tusu Lane***

Section 3.1 Planning Units

Section three is the southern side of the reservation. The area covered is from Pame Lane to South Barlow Lane, and from the center of West Line Street to the Southern end of reservation, approximately one-half mile south .



Pame Lane borders the southwest side of the reservation and South Barlow Lane borders the southeast side of the southern end of the reservation. Pame Lane, South Paha Lane and South Barlow Lane make up the roads in section three. Pame Lane and South Paha Lane dead and are approximately one-half

Section 3.1 Planning Units

mile in length and terminate into a dead end. South Barlow is a arterial road that connects to the remainder of the south side of Bishop.

Because Pame Lane is shared by residents of Bishop and residents of the Bishop Paiute Reservation, there is a significant amount of people that utilize this road. Pame Lane has had some reconstruction done within the past year. Some new underground storm drain culverts were installed and a surface recap was done, (which is the removal of the old asphalt surface and replaced by new asphalt) and new road striping was installed. Pame Lane is now more accomidating for pedestrians and bicyclist with a bike lane.

South Paha Lane is aproximately 2200 feet in length. This county road has no road striping except at the intersection of West Line Street and South Paha Lane. The shoulders on Paha Lane are dirt and have

South Barlow Lane borders the other side of the reservation in section three and continues past the southern boundary of the reservation. The east side of South Barlow has a walkway for pedestrians and bicyclist that starts at Line Street and continues south just beyond the border of the reservation. However, there are no crosswalks across Barlow Lane to access the walkway and there is limited lighting, so the path becomes difficult to navigate during hours of darkness.

Summary

The overall goal of this task was to address each section and the existing conditions, concerns and possible solutions that are specific to that area.

The reservation was mapped into thirds because thru surveys and community meetings, tribal members, and residents of the Bishop Paiute Reservation all had the same concerns and issues for specific areas of the reservation. For example, a resident who lives in section three had concerns for an area in section two and section one, but what we found the most, was that the concerns and issues were in the same area of a section continuously.

In section one, the main area of concern was the area around the Paiute Palace Casino and gas station and the lack of pedestrian walkways and street lighting on North Paha Lane. North Paha has a lot of foot traffic all day and all night and during the nighttime hours, pedestrians and bicyclist are very difficult to see.

In section two, one area of focus was North Barlow Lane around the Education center, head start program, the elders center and the sporting areas. There a lot of people and employees that use this area daily. The tribe also hold public events in this area as well. Tribal members and residents voiced their opinion and want more traffic control. They felt it was unsafe for the area and something must be done before anyone gets hurt. The other that residents had concerns about, was the area around the new Toiyabe Indian Health Clinic. This is the new native American health facility on SeeVee Lane. SeeVee is already a busy collector street and since the opening of this new facility the traffic in this area has doubled. Tribal members, residents and employees felt more traffic control is needed.

Section 3.1 Planning Units

Section three didn't get as much attention as section's one and two did. People did speak about the walkway on South Barlow and how to better improve it, as well as how to improve the other two county streets in section three. South Paha only has three street lights to cover 2200 feet, and no walkways on Paha or Pame Lane.

The overall summary of task 3.1 Planning Units only came down to a few issues. More traffic control is in need on the reservation, walkways, street lights, crosswalks, brighter and more road striping for drivers, pedestrian and bicyclist safety are wanted.

Section 3.2 Connectivity

A well-connected transportation network reduces the distances traveled to reach destinations, increases the options for routes of travel, and can facilitate walking and bicycling. Well-connected, multimodal networks are characterized by seamless bicycle and pedestrian infrastructure, direct routing, accessibility, few dead-ends, and few physical barriers. Increased levels of connectivity are associated with higher levels of physical activity from transportation. Connectivity via transportation networks can also improve health by increasing access to health care, goods and services, etc. Strategies to improve pedestrian and bicycle connectivity include

Short block lengths

Implementation of a Complete Streets policy

Bicycle/pedestrian outlets for cul-de-sacs and dead ends

Prioritization of multimodal access to public transportation

Safe and visible bicycle and pedestrian facilities (Oregon DOT 2010)

Connectivity – the relative degree of connectedness within a transportation network.

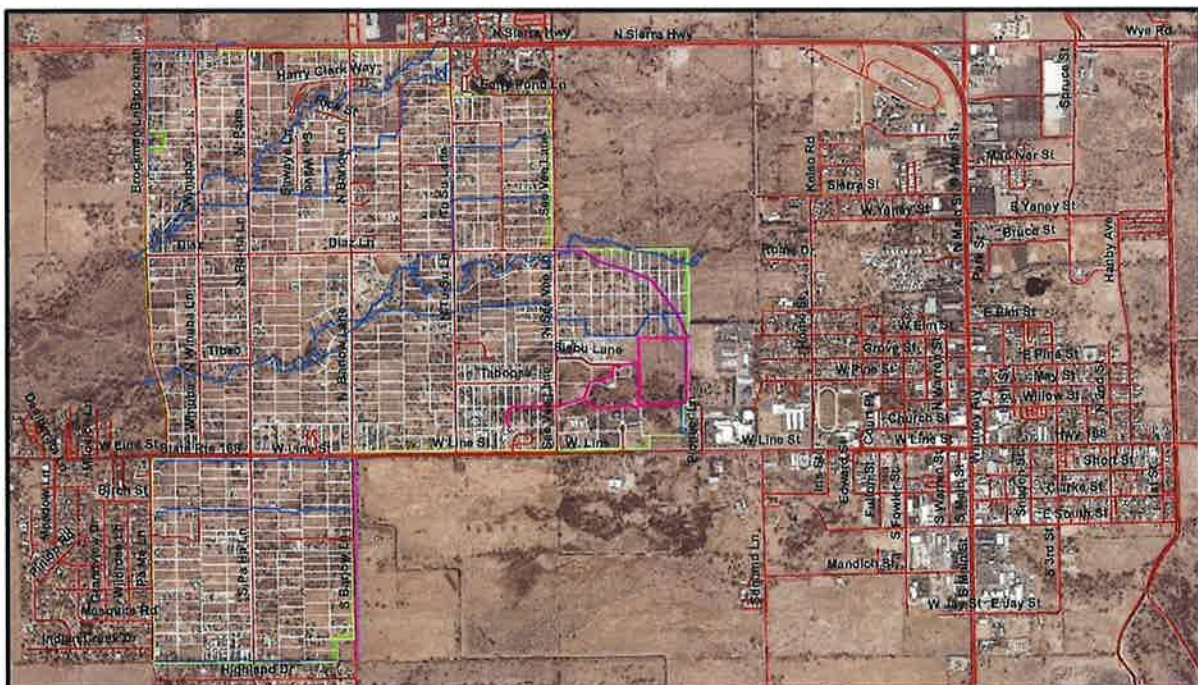
High connectivity = low isolation, high accessibility

Low connectivity = high isolation, low accessibility

Connectivity is a measure of accessibility without regards to distance

Places with high connectivity are often considered important since they are the best connected

Figure 4.1



Section 3.2 Connectivity

The connections that will be discussed in this section will be the connectivity between the Bishop Paiute Reservation and the city of Bishop, California, the connectivity within the exterior boundaries of the reservation and the connectivity of Bishop to the other surrounding cities and states.

Bishop Paiute Reservation and the city of Bishop, California

The connectivity from the Bishop Paiute Reservation and the city of Bishop, California is moderate when traveling by vehicle, public transit, bicycle or by foot. The reservation and the city are directly connected by two state roads, Highway 395 and State Route 168.

Highway 395 travels north and south and is a four-lane major state highway that runs parallel to the northern border of the reservation. State Route 168 travels east and west and runs thru the center of the reservation.

North Sierra Highway (Highway 395), is a 557-mile route that traverses California, Nevada, Oregon and Washington, all the way to the U.S Canada Border. It starts in San Bernardino County from Interstate 15 near the city of Hesperia. The route dips into Nevada going thru Carson City and Reno and returns into California. The highway serves as a connection to the Los Angeles area for the communities of the Owens Valley, Mammoth Lakes and Mono Lake.

The highway borders the northern boundary of the Bishop Paiute Reservation and plays a major role in the connection to the city of Bishop.

Section 3.2 Connectivity

A sidewalk is in place from Brockman Lane and continues east to the west side of North Barlow Lane. A potential improvement would be to continue the sidewalk east from North Barlow Lane along the north side of the reservation into the city where it would meet up with existing sidewalk.

Continue sidewalk extensions from highway 395, south onto each one of the collector streets for potential continuation of sidewalks to travel thru the reservation.



Highway 395 from Interstate 15 near Hesperia to the United States/Canada Border

The North Sierra Highway (Highway 395) Bordering the northern side of the Bishop Paiute Reservation



State Route 168 (Line Street), which is an east and west state highway and is separated into three distinct segments. A western most segment near the city of Fresno and runs to Huntington Lake. The middle segment connects Lake Sabrina to the city of Bishop and the easternmost segment runs from the city of Big Pine to Oasis near the Nevada border.

State Route 168 is a four-lane state road that divides the southern section of the reservation from the middle section. On the north side of Line Street, a sidewalk is in place from the east side of North Barlow Lane and continues east along the reservation until it reaches downtown Bishop where it intersects and merges with Highway 395 until Big Pine, California where it branches off and continues east thru West Guard pass in the White Mountains.

Section 3.2 Connectivity



**West Line Street (State Route 168)
going thru the center section of the
Bishop Paiute Reservation**

The North Sierra Highway (Highway 395) and West Line Street (State Route 168) intersect each other in downtown Bishop, but there are connected to each other by the collector streets that run north and south thru the reservation. The collector streets are Brockman Lane, Winuba Lane, Paha Lane, Barlow Lane, Tusu Lane and See Vee Lane.

Section 3.2 Connectivity



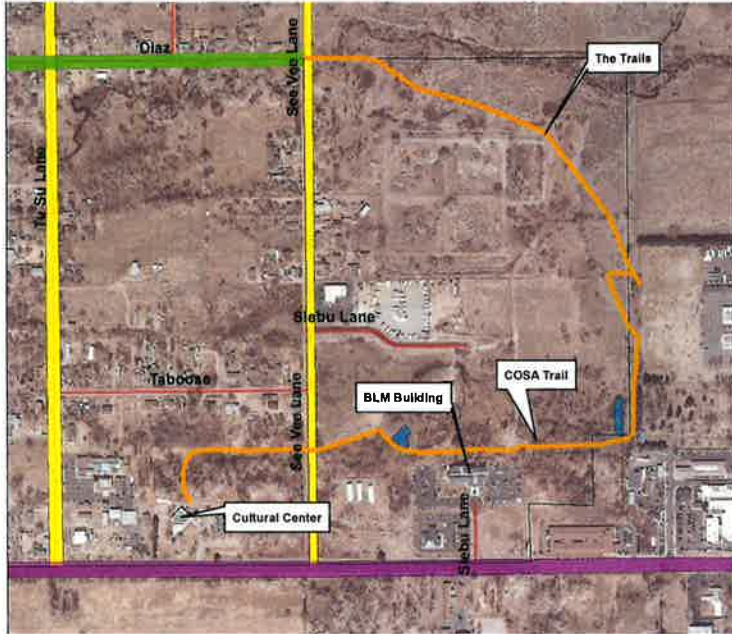
Within the reservation, the collector streets are intersected by a central street (Diaz Lane) that runs east to west. Diaz Lane is a vital street that helps break up the reservation, so areas in the center can be accessed.



On the east side of the reservation there are two pedestrian pathways that connect the reservation with the city of Bishop. Diaz Lane extends from the pedestrian pathway that begins at the intersection of See Vee and Diaz Lane. A lot of students travel Diaz to access the pathway to get to school or to further east parts of Bishop. Both paths begin at the west side of the elementary school field. One path travel's west until it reaches the intersection of Diaz and See Vee Lane.

The other pathway called the COSA trail, starts at the same place as the other trail does, the west side of the elementary school field and heads directly south around the COSA ponds and continues west, north of the BLM building and south of the new Toiyabe Indian Health Clinic, crosses See Vee Lane and continues west until it reaches the Bishop Paiute-Shoshone Cultural Center.

Section 3.2 Connectivity



We discussed the major connectivity of Highway 395 and how it borders the northern boundary of the Bishop Paiute Reservation and runs thru the city of Bishop and how it also connects the city with the rest of the state and other states as well. I also talked about State Route 168 and its three distinct segments, and how the middle section connects the city of bishop to other smaller communities around the Bishop area and runs thru the center section of the reservation.

Bishop is a small city, so there are only a few connections that keep the city connected with the reservation. The connections consist of state roads, sidewalks and dirt pedestrian pathways.

Potential future connections throughout the reservation. One is to add more roadways that run east and west to the collector streets to help open other areas of the reservation that are in land lock.

Install pathways along the North Fork Creek and the South Fork Creek will also help break up more of the reservation.

With more connectors in place, people wouldn't have to travel twice the distance to get to their destination, it also helps promote a healthier community, and reduces greenhouse gasses, and if done right, can beautify that part of the reservation.

To help people get to their destinations there are 7 Eastern Sierra Transit Authority bus stops located throughout the reservation.



1-Coyote Mountain Apartments/North Paha Lane

Section 3.2 Connectivity



2-Education Center/North Barlow



3-Bishop Paiute Tribe/Tusu Lane



4-Arrowhead Apartments/Tusu Lane



5-Wellness Center/Diaz Lane

Section 3.2 Connectivity



6-Cultural Center/West Line Street



7-DMV/West Line Street

Potential improvements would be to install some more bus stops in public areas such as one at the Paiute Palace Casino, the new Toiyabe Indian Health Clinic, on West Line Street and Barlow Lane, on Brockman Lane near the Public Works Department

Section 3.2 Intersections and Connectivity

This section was broken into two segments. One section titled intersections and the other titled connectivity.

Section One: Intersections

Each intersection on the Bishop Paiute Reservation was identified by location, type and existing state of condition. There are approximately 32 intersections located on the reservation that range from four-way stops, two-way stops and single stop intersections. Ninety percent of the intersections on the reservation are controlled by traffic signs and the other ten percent are controlled by traffic lights. There is currently a project in progress to change two intersections from traffic signs to traffic lights. The intersections are See Vee Lane at Highway 395 and See Vee Lane and State Route 168.

The intersections existing conditions were classed as:

- 1- Type of Intersection
- 2- Road classification
- 3- Signage
- 4- Lighting
- 5- Road striping
- 6- Surface type and condition
- 7- Visibility
- 8- Potential improvements

Section 3.2 Intersections and Connectivity

Brockman Lane and North Sierra Highway (Highway

395)

1 – intersection type – single stop

2 – road classification – two-lane county road intersecting
a four-lane state highway

3 – signage - stop, stop ahead, speed limit, street
name

4 – lighting – Present

5 - road Striping - Present

6 - road surface and condition – asphalt, condition is good

7 - visibility- No obstructions

8 – potential improvements – change intersection control from traffic sign to signal light, raise all traffic signs to state traffic code, install rumble strip in north bound lane on Brockman Lane for driver awareness approaching intersection.

Figure 3.1

Brockman Lane and Highway 395



Section 3.2 Intersections and Connectivity

Brockman Lane and Diaz Lane

1 – intersection type - three-way stop

2 – road classification – two-lane county roads

3 – signage – stop, stop ahead, three-way stop identification, street names, two-way directional arrow with a yellow diamond and reflectors

4 – lighting – present in southwest corner

5 – road striping - present

6 - road surface and condition - asphalt, condition is good, there are recessed gate valve lids located in north east corner of intersection

7 – visibility – no obstructions

8 – potential improvements – implement a different type of intersection control, roundabout, signal light, speed cushions, raise all traffic signs to state traffic code



Figure 3.2

Brockman Lane and Diaz Lane

Section 3.2 Intersections and Connectivity

Brockman Lane and State Route 168

1 - intersection type - one-way stop

2 – road classification - two-lane county road intersecting four-lane state road

3 – signage - stop, stop ahead, two-way directional arrow with a yellow diamond and reflectors, street name

4 – lighting – present in northeast corner

5 – road striping - present

6 - road surface and condition – asphalt, condition is good

7 – visibility - no obstructions

8 – potential improvements – raise all traffic signs to state traffic code, repaint intersection road striping

Figure 3.3

Brockman Lane and State Route 168



Common Areas

Common areas is the study and review and of the existing conditions, concerns and potential improvements that can be made at Tribal community facilities and schools on the Bishop Paiute Reservation.

The Bishop Paiute Tribe has a variety of businesses, departments that service and programs for tribal and non-tribal members throughout the reservation.

We listed the locations of the tribal departments and other businesses throughout the reservation and listed the existing conditions of the facility's access and if they meet the publics demands and potential improvements.

The Bishop Paiute Tribal departments were documented from west to east and started from Brockman Lane to See Vee Lane. The first department documented was the Public Works department. The Public Works Department is primarily in charge of running and maintaining the infrastructure of the reservation. The department office is a small metal building with a shop attached to it. The parking lot is small, and the surface is a mixture of gravel and dirt.

There are no designated parking stalls for vehicles as well as no handicap spots. To become ADA compliant, the parking lot would need to be paved, striped and handicap signs installed to designate parking.



630 Brockman Lane
Public Works Office

Common Areas

The next tribal business is the Paiute Palace Casino and gas station which is located on North Sierra Highway (Highway 395).



Paiute Palace Casino

The Paiute Palace Casino has a large asphalt parking lot and is ADA (Americans with Disabilities Act) compliant. The handicapped parking spaces are close to the front and rear entrances. In the back of the casino the tribe has designated parking spots for our tribal elder members. For the casinos employees there is separate parking facilities across North Paha.

The entrance and exit of the RV campground can be accessed thru the employees parking lot. The surface of the RV campground driveway is made up of dirt.



Legend

- Casino
- Gas Station
- Tribal Elder Parking
- ADA Parking
- Public Parking
- Employee Parking
- RV campground

The Casino and gas station cover an area of approximately 140,000 square feet. There is enough parking for regular weeks throughout the year, except on certain holidays and when there are events in town, the parking facilities are not adequate.



Paiute Palace Gas Station

Common Areas



The Coyote Mountain Apartments are a Bishop Paiute Tribe owned and operated complex and is located at the intersection of North Paha Lane and West Line Street (State Route 168). The apartments are a four plex design with 5 building units. There is a laundry facility unit with rooms next door where classes are held. There is also a playground and a basketball court within the complex property that are designated for the tenants.

The complex has covered parking stalls for the tenants, extra parking spaces for guest and handicap spots on site as well. There is limited parking when classes are being held, so the people who attend the classes must park on the shoulder near the street.

Ariel view of Coyote Mountain Apartments



Common Areas



The Bishop Paiute Tribe Head Start Building is located on North Barlow Lane just south of Diaz Lane.

The head start building, and property cover approximately 90,000 square feet and is a gated facility with two gates, located on the east side of the property for vehicles to enter and exit the premises. There is a pedestrian gate located on the east fence as well. This gate is used by the staff and students to access the other tribal departments and organizations that are located on the east side of North Barlow Lane. There are two more gates located on the west side of the building that are primarily used for maintenance.

The parking facilities is paved with pedestrian parking spaces and ADA compliant spaces delineated in white paint.



Bishop Paiute Tribe Head Start

Common Areas



OVDC Buildings (Owens Valley Career Development Center) is located at the intersection of North Barlow Lane and Diaz Lane.

OVDC is a Tribal organization providing career education, family literacy, language and temporary assistance services in the six California Counties of Fresno, Inyo, Kern, Kings Tulare and Mono. A dedicated American Indian organization operating under a consortium of Sovereign Nations. Providing the opportunity for improvement in the quality of life by focusing on education and self-sufficiency while protecting, preserving and promoting our cultures. [\(OVDC home page\)](#)

OVDC has multiple buildings and run and maintain a baseball field within this location. The parking facilities are made up of dirt with no specific parking areas. Within the gated areas of the front buildings, the parking areas is primarily for the public, while the staff park on the shoulders near Diaz Lane. The buildings in the back are gated and used for company vehicles and equipment. Access to each of the buildings from the parking area is not complicated and do have ramps to accommodate people with disabilities but prove to be difficult for people who use devices to assist them to get around.



**Owens Valley Career
Development Center Facilities**

Common Areas

Possible improvements are paving the front facilities parking area and designating parking spaces for the public and staff and making it ADA (Americans with Disabilities Act) compliant.



Bishop Paiute Tribe Education Center



The goal of the Education Center is to provide quality educational supportive services for the youth of the tribe and surrounding community by maintaining a positive, supportive, and responsible staff dedicated to the development of well-rounded individuals. The Education Center will monitor student progress, offer tutorial services, workshops, scholarship opportunities, college and career counseling, mediation, parent conflict support, as well as various activities for both parents and students.

(Ed Center Home Page)

The Education was just recently upgraded with a new building expansion for extra classrooms and offices. The parking lot was also upgraded with a new pavement parking lot with public parking and ADA compliant parking spaces.

**Education
Center new
parking
facilities.**



Common Areas



The Bishop Paiute Tribe as was done in accordance with our traditions, honors and supports activities of our Elders, who are the wisdom keepers. The Bishop Tribe pursuant to resolutions supports the Bishop Tribal Elders Program.

The Elders Center is located at 350 North Barlow Lane. The facility is off Barlow down a paved driveway. The parking facilities are small and most often not adequate during peak hours.

Part of the surface is paved with limited ADA compliant spaces and the other half of the parking surface is dirt. For some of our elders the terrain is uneven and unstable for them, which makes it difficult for them to reach the entrance of the facilities.



Elders parking facilities

Some potential improvements would be to pave the entire parking facilities and designate parking spots delineated with paint and marked out with signs and installing a permanent bus stop.



Elders Center location

Common Areas


The Bishop Paiute Tribe Wellness Center and Radio Station



The Wellness center is a community health fitness facility that is located on Diaz Lane. This is a small fitness center with limited equipment and limited parking. The existing parking area contains more dirt than asphalt. There are currently no designated parking spots for staff or the public.

Potential improvements include expanding and paving the parking facilities, installing ADA compliant parking spots and painting parking spots for the public.



-  Parking
-  Wellness Center

Common Areas

Bishop Paiute Tribal Headquarters



The Bishop Paiute Tribe main building is located at 50 Tusu Lane. The tribe has many departments within this area. The tribe works hard to accommodate everybody that uses their services or occupies one of the facilities. The tribe provides members with various programs and services and operates a variety of tribally owned entities and enterprises. The tribe is engaged in progressive development and highly values self-sufficiency, self-reliance, and maintains committed to being a strong self-governing sovereign nation.



- Tribal HQ
- Environmental
- Maintenance
- TIHC Dialsys
- Social Services
- Owens Valley Water Commision
- ADA Parking
- staff Parking
- Parking

Bishop Paiute Tribe HQ

Common Areas

The parking facilities for the main building area is paved, has ADA compliant parking spots and has plenty of public parking spots outlined with white paint. The staff for the tribe parks in designated areas to help keep the main lot open to the public. The parking facilities for the social service buildings are not in the same condition as the main building for the tribal HQ. Half of the parking facilities have asphalt and has ADA parking spots and regular public parking and the other half is gravel and dirt with no parking spaces.

Potential improvements would be to pave the remaining parking area with added handicap parking.



The parking surface for the Owens Valley Water Commission is all gravel and dirt. The building has a ramp to accommodate people, but there are no specific parking spots for people to park and there are no handicap parking spaces either.



Common Areas

The environmental building is directly to the north of the Water Commission building and share the same parking facilities. The building does not have a ramp and no handicap parking spots.

Potential Improvements for both buildings would be to pave the parking lots, install ADA compliant and regular parking for the public.



BPDC (Bishop Paiute Development Corporation)

The Bishop Paiute Development Corporation was established to promote economic self-sufficiency through economic development initiatives that bring about greater prosperity for the Bishop Paiute Tribe. As a Tribal entity, BPDC is engaged in a variety of business ventures that serve to broaden the range of economic opportunities for the Tribe and its people, thus pursuing sustainability through diversification. Current managed properties include The U.S. Forest Service/Bureau of Land Management Headquarters, Department of Motor Vehicles building, Owens Valley Career Development Campus and Commercial Park.

(BPDC home page)

Common Areas

The BPDC facility has a paved parking lot with delineated parking spots and handicap parking spots near the entrance of the building.

Potential improvements would be to install more handicap spots near the entrance along with ADA compliant signs mounted on metal post.



Aerial view of BPDC parking facilities

-  ADA Parking
-  Public Parking

Common Areas



The Toiyabe Indian Health Clinic has two new buildings located on SeeVee Lane. Toiyabe caters to the entire tribal community.

There are four driveways to access the paved parking area. There are three on the west side and one on the north side. There are ADA compliant parking spots closest to the entrance. There is sufficient amount of public and staff parking.

The Toiyabe Indian Health Clinic does not need any improvements at this time.



March 19, 2018

CALTRANS 2016 SUSTAINABLE COMMUNITIES GRANT



Staff

- **Public Works Director – Peter Bernasconi**
- **Assistant Transportation Planner – David Weaver**
- **Administrative Assistant – Sonja Velarde**



Topics

Task 3 Conceptual Design Planning Process

- The purpose of this task is to develop a community-driven streetscape conceptual design with preferred alternatives
- Task 3.1 - Planning Units
- Task 3.2 – Intersection and Connectivity
- Task 3.3 – Common Areas



Conceptual Design Planning Process

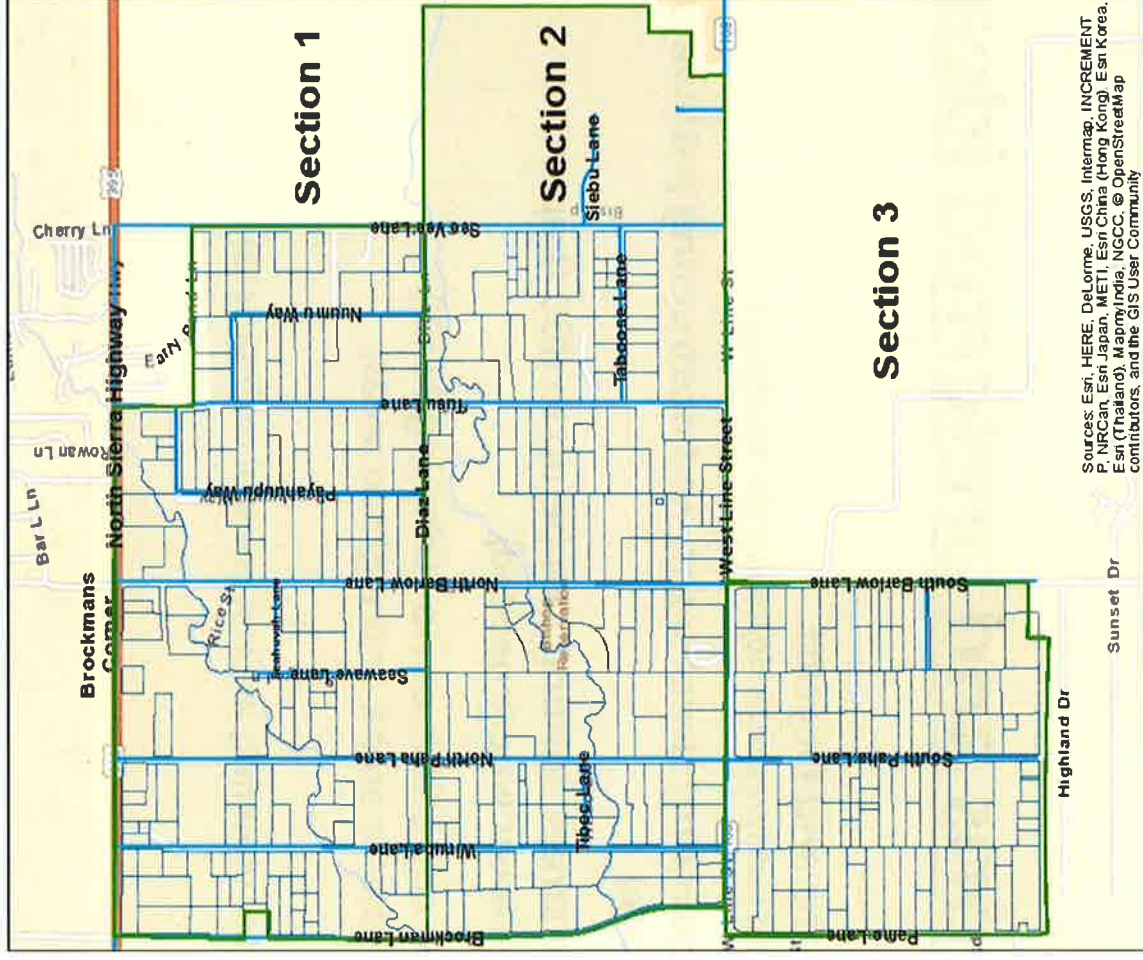
Task 3.1 Planning Units

- **The Bishop Paiute Reservation was mapped out into third's.**
(North section, Central section, and the Southern section)
- **Address each section individually**
(Specific issues, and concerns for that part of the reservation)
- **Report on existing condition's, concern's, and issue's**




Bishop Paiute Reservation

- Section One – North Sierra Highway (395) to Diaz Lane
- Section Two – Diaz Lane to State Route 168 (West Line St)
- Section Three – State Route 168 (West Line St) to the Southern Boundary of the reservation



Sources: Esri, HERE, DELORE, USGS, INCREMENT, P, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), Mapbox, Swg, NCCO, OpenStreetMap contributors, and the GIS User Community

Existing conditions and preferred ideas

- **Unpaved shoulders for pedestrians and bicyclist.**
(Put in place a paved or cemented pathway outside/along the roadway)
 - **Overgrowth into the shoulders covering street signs, and obstructing pathways**
(Routine maintenance schedule)
 - **Insufficient street lighting (some street lighting can be up to 800 ft apart)**
(Install more street lighting in areas where needed)
 - **Limited road striping (center line, edge line, or no striping at all)**
(Install road striping in heavy traffic areas, or unlighted areas)
 - **Limited/no animal control**
(Possible penalty's/citations for violating animal control ordinances)
- 

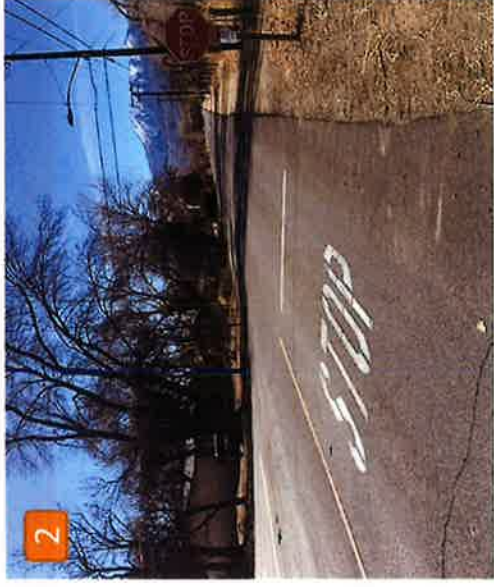
Task 3.2 Intersections and Connectivity

- **Intersections existing conditions and alternative solutions on and surrounding the Bishop Paiute Reservation addressed.**
(Lighting, signage, road striping, etc.)
- **Connections to the surrounding areas of the reservation reviewed.**
(Accessibility, bike and pedestrian paths, and transit issues)

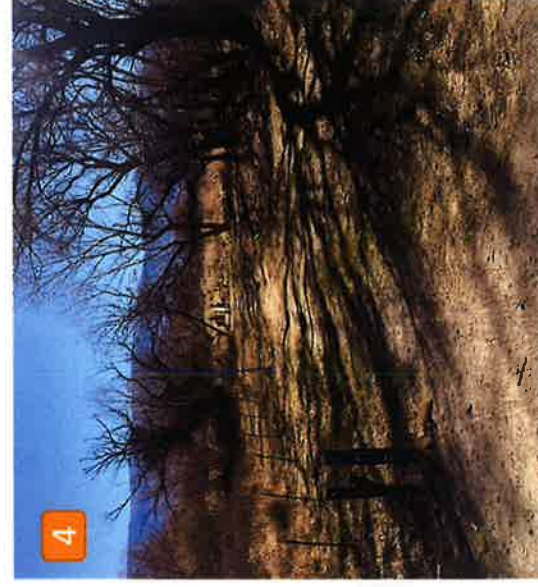


Intersections and pedestrian trails

1 – SeeVee Lane and Diaz Lane



2 – Brockman Lane and Diaz Lane



3 – Winuba Lane and Diaz Lane

4 – Pedestrian pathway (Indian Trails)

Some examples of areas of concern

Existing conditions and preferred ideas

- **Intersections** – Not illuminated enough, road signs damaged/tagged, dull road striping
(Install brighter or more intersection lighting, lighted road signs, a high reflective road striping)
- **Connectivity** – Pedestrian pathway (Indian Trails), uneven dirt pathway for pedestrians.
(Bring in some base with a polymer mix and put in areas where needed)
- **No other pathway throughout the reservation**
(Create more pathways in between the streets on the reservation)



Task 3.3 Common Areas

- **Common Areas task is to review access issues at schools and community facilities.**
- **Entering and exiting parking area**
- **Area for bicycle storage (bike racks)**
- **Public transportation access to facilities**



Parking



Public Transit



Pedestrian/bicyclist



Identifying existing conditions

3.0 Identifying existing conditions

Identifying existing conditions will summarize the research that was conducted and the data that was collected. Due diligence was implemented to identify the current state of the infrastructure, utilities, connectivity. To execute this effort review of existing data was utilized, such as previous studies, reports and maps. A major amount research and of data was collected by a local resident and employee of the Bishop Paiute Tribe and physically going into the field observing and documenting the topics that are important to the Bishop Paiute Tribe and support the California Department of Transportations (Caltrans) current mission *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability*. Our primary areas of focus are roadways, intersections, pathways, parking areas and land locked assignments

3.1 Roadways

Within the exterior boundaries of the Bishop Paiute Reservation there are approximately 10 miles of paved roadways. Most of the roads on the Bishop Paiute Reservation are county roads and a small portion of the roads are BIA (Bureau of Indian Affairs). The right of way for the roads are 50 feet and the paved width is 25 feet with 12.5 feet wide lanes and 12.5 wide shoulders on each side. The county right of ways are maintained and repaired by the county and the BIA right of ways are maintained and repaired by the tribe.

The county roads on the reservation are Pame Lane, Brockman Lane, Winuba Lane, Paha Lane, Barlow Lane, Tusu Lane and See Vee Lane and the BIA roads are Tibec Lane, Taboose Lane, Nuumu Lane, Payahuupu Lane, See Huvah Lane, Pacu Lane, Siebu Lane, Seawave Lane and Diaz Lane.

The

The shoulders are unlevel and have a slippery surface that are made up of dirt and gravel and have an over growth of trees and weeds making travel difficult for pedestrians and bicyclist. The roadways are typically the primary means of conveyance rather than the shoulders. All of the roads have a lack of street lighting making visibility limited during the evening and night time hours.

The collector streets (County roads) that run North and South serve as a cut-through for traffic to bypass the city of Bishop.

Identifying existing conditions



Figure 3.1

North Pa Ha Lane Shoulder

**Over growth covering street sign and
obstructing path**

Identifying existing conditions

3.2 Intersections

The intersections on the reservation consist of street lighting, traffic signs, street name signs and road striping. Not all the intersections have all these traffic devices.

Traffic signs typically measure 30x30 and the heights of the signs vary. Graffiti and vandalism are the number one reason why traffic signs must be replaced.

There are 32 intersections on the reservation that are the standard four-way intersection, or a T-intersection. Some are a four-way traffic stop, some are two-way traffic stop and some are a single traffic stop.

There are two intersections that are controlled by traffic signal lights. Those intersections are located at North Barlow Lane and West Line Street (State Route 168) and North Barlow Lane and Highway 395. The other 30 intersections on the reservation, are controlled by traffic signs. These are the only two intersections that have crosswalks located within those intersections.

There are currently two active projects for traffic signals at the intersections of See Vee Lane and West Line Street (State Route 168) and See Vee Lane and Highway 395.



Figure 3.2

North Paha Lane and Tibec Lane

**Intersection obstructed by
overgrowth**

Figure 3.2 is the intersection of North Paha Lane and Tibec Lane.

This intersection is an example of obstructed vision and is a safety hazard. Some intersections have overgrowth, fence lines and sometimes parked vehicles obstruct the view for vehicles to safely enter the intersection.

Identifying existing conditions



Figure 3.3

See Vee Lane and Diaz Lane

Figure 3.3 is the intersection of See Vee Lane and Diaz Lane.

This intersection is located on the east side of the reservation. At this intersection is the opening to the pedestrian pathway called "The Trails". The intersection has no crosswalk and no pedestrian signs, the traffic signs are at the minimum size.

See Vee Lane is a collector street and serves as a primary bypass of the city of Bishop. There are several tribal Departments and native American run entities and private businesses located on See Vee Lane. The new Toiyabe Indian Health Clinic building, Bishop Paiute Development Corporation (BPDC), Community Development Department (CDD), the Bishop volunteer fire department and several independent restaurants.

SeeVee Lane has two current active projects. One at the intersection of Highway 395 and SeeVee Lane and the other at the intersection of West Line Street and SeeVee Lane. These intersections are the T-Intersection design. The projects are new traffic signals and will control traffic in the three directions.

Identifying existing conditions



Figure 3.4

**North Barlow Lane and Diaz Lane
Businesses on southeast corner**

Figure 3.4 is the North Barlow Lane and Diaz intersection.

This intersection is at the center of the Bishop Paiute Reservation. There is a much higher volume of traffic when at this intersection compared to other intersections. This is primarily due to the West Bishop residential areas located to the north and to the south of the reservation. There are several tribal entities in this area, such as the Bishop Paiute Education Center, the Bishop Paiute Indian Head Start, the Bishop Paiute Wellness Center, the Bishop Paiute Elder's Center and the Owens Valley Career Development Center (OVCDC), as well as a basketball gym and a baseball field.

This intersection has dull road striping, no crosswalks, small traffic signage and no traffic calming devices to help control vehicle speed during the hours of operations at schools.

Identifying existing conditions



Figure 3.5

North Paha Lane and Diaz Lane

Figure 3.5 is the intersection of North Paha Lane and Diaz Lane.

North Paha Lane is the location of the Paiute Palace Casino, the Paiute Palace Gas Station and the Coyote Mountain Apartments. In between Diaz Lane and Highway 395 there is an equestrian arena that offers programs to families. The equestrian program will sometimes use the shoulders on North Paha to let students walk the horses, but only if traffic volume is little and slow. With these tribal entities, North Paha carries more pedestrian traffic than other streets on the reservation.

Like every street on the reservation, Paha Lane has a lack of street lighting making the evening and night time hours dangerous for pedestrians and bicyclist.



Figure 3.6

Brockman Lane and Diaz Lane

Figure 3.6 is the Brockman Lane and Diaz intersection.

This intersection is located on the west side of the reservation. Brockman Lane like See Vee Lane is another collector street that serves as a bypass of the city of Bishop and is now also the shortest route when using driving directions entered into a navigation provider.

This has created a significant increase in traffic on Brockman Lane and with this increase the intersection of Diaz Lane and Brockman Lane have become a higher risk for collisions because vehicles are traveling at a higher rate of speed thru this residential area.

Identifying existing conditions

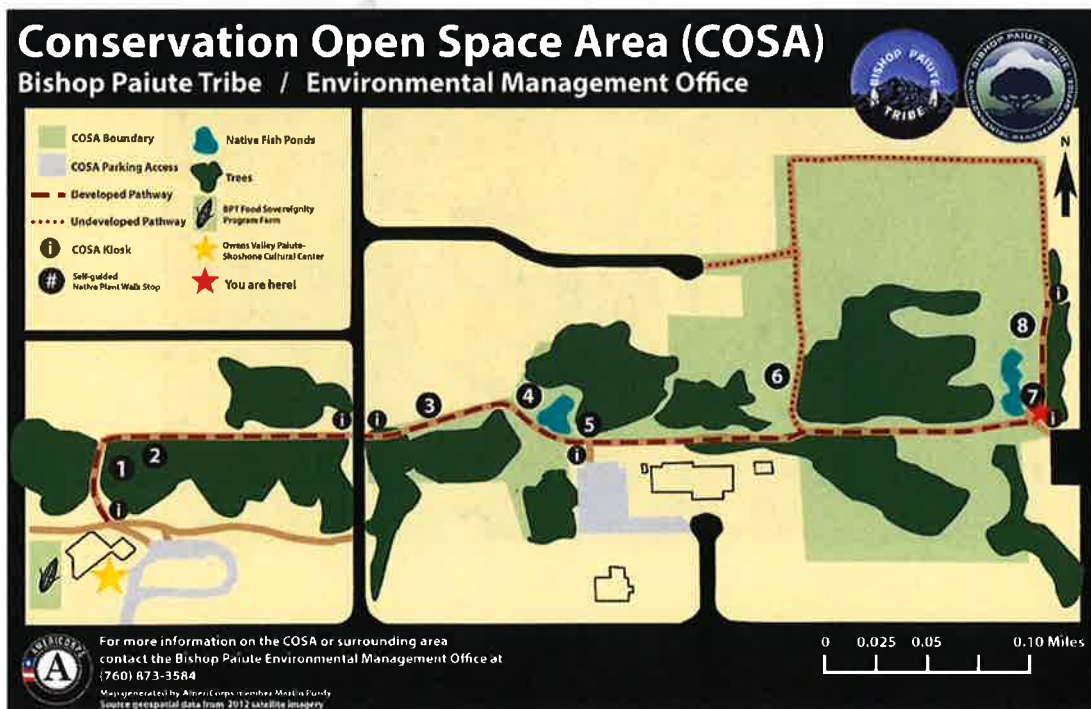
3.3 Pathways

There are very few dedicated pathways to pedestrians and bicyclist on the reservation. The two pathways that travel on the reservation are composed of dirt and gravel. These pathways travel east and west and are located on the east border of the reservation. The COSA (Conservation open space area) is a model for conserving the natural diversity of plants and animals, preserving cultural resources, and providing opportunities for research, environmental education, and quality outdoor recreation, but is also has a Pathway that is composed of dirt and gravel and is dedicated to pedestrians but can service tribal maintenance vehicles when needed. The trail is attached to the east border of the reservation and the Bishop Union Elementary School and connects to several different services like the Northern Inyo Hospital, Bureau of Land Management, The Department of Motor Vehicles, and the new Toiyabe Indian Health Clinic Building located of See Vee Lane. The COSA pathway is also used as a safe route for students to walk to and from school.



Figure 3.6

Looking east down the Cosa Pathway with Bureau of Land Management building in back ground



Identifying existing conditions

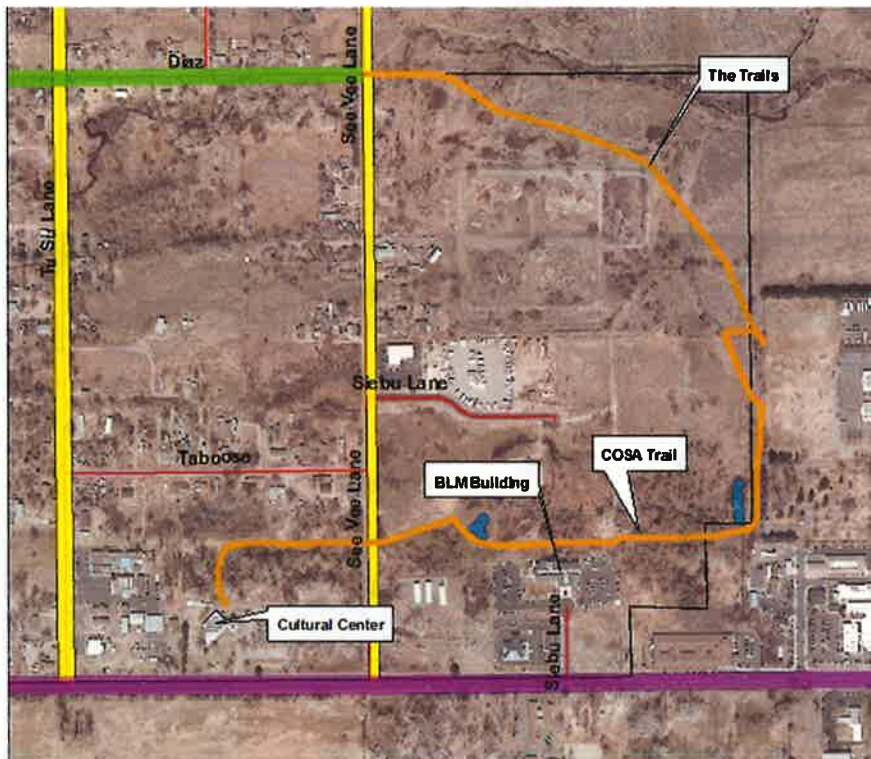
The other pedestrian pathway, called, "The Trails" is composed of primarily dirt with gravel and the edges of the pathway are lined with sage brush. One end of The Trails is located at the intersection of See Vee Lane and Diaz Lane and travels eastward to the Bishop Unified Elementary School District. However, the gate leading on to school grounds is locked during hours of operation for safety and security of the children.

The pathway is narrow and is only intended for foot traffic and bicycles.



Figure 3.7

Trail opening at the intersection of See Vee Lane and Diaz Lane



Identifying existing conditions

There is a paved pathway for pedestrians and bicyclist on South Barlow that starts at West Line Street and ends at the south end of the reservation.

Currently, there are no other pathways for pedestrians or bicyclist. The current routes are along the paved roadways. Destinations sometimes are less than 500 feet away, but the legal route can be up to one mile in distance, or further.



South Barlow Lane paved pathway

Identifying existing conditions

Parking Lots

Parking on the reservation can sometimes be frustrating, difficult and dirty. , staff and visitors end up parking on the shoulders. This creates issues with line of sight being obstructed, and also forces pedestrians and bicyclist to use the roadway as the pathway. This is not only a hazard for them, but creates congestion for vehicular traffic.

Some of the parking lots are paved and some are unpaved. The unpaved ones have no assigned parking. They either have dirt, or gravel, or a combination of both. Ingress and egress in these parking areas that are not paved create difficulty for ADA staff and visitors and is also unsafe.



Public Works Building with unpaved lot



Staff parking on unpaved shoulder

Identifying existing conditions



Unpaved parking lot for staff

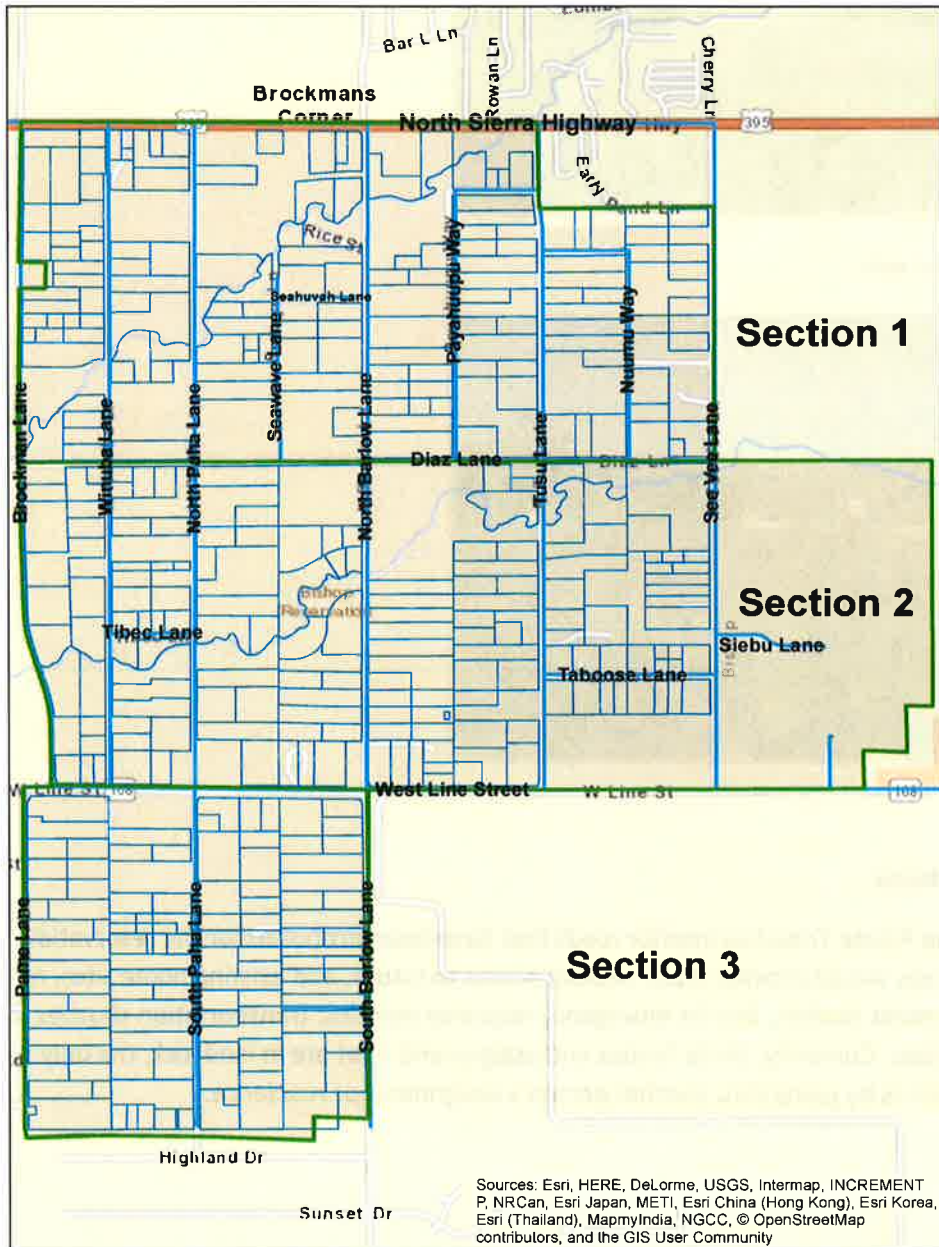


Land locked Residence

The Bishop Paiute Tribe has interior roads that have been proposed for the reservation. These right-of-ways would provide much needed access to future, and existing home sites, not only for the assignment holders, but for emergency response vehicles, transportation shuttles, and school busses. Currently, these homes and assignments that are in land lock, the only way to access them is by going thru another person's assignment or residence.

Section 4 - Planning Units

Planning Units is task 3.1 of Conceptual Design Planning Process. The scope of work for this task is looking at the reservation and dividing it into manageable units or sections. The idea behind these manageable units is to be able to discuss with residents who reside within those areas about current issues, concerns, and ideas.



Identifying existing conditions

The Bishop Paiute Reservation occupies 876 acres in the Owens Valley, and is one of the smallest reservations in California, with one of the largest number of enrolled tribal members at approximately 2,000.

The North Sierra Highway (Highway 395) borders the northern edge of the Bishop Paiute Reservation, and California State Route 168 (West Line Street) runs between the center and southern sections of the reservation.

The reservation was divided into three sections, so we could address each section and its needs and concerns in that area.

What we found was that all the sections had the same concerns, and issues. There were very little differences, and when specific areas were brought up, everyone all agreed on what was needed for that area.

Based on surveys that were put out to the public, and the community meetings that were held, tribal members and residents shared their thoughts on what they thought was important to have on the reservation.

One issue that was shared was the need for more street lighting throughout the reservation. In some areas of the reservation street lights are, up to 900 feet apart. Within those areas it becomes very dark after sunset, making it difficult to see pedestrians, animals, or vehicles that are parked on the shoulder.

Another concern is the dangers of being a pedestrian or bicyclist on the reservation. The only pathways that pedestrians and bicyclist have, are along the roadside. There are no other pathways for pedestrians. People will walk or ride one mile to reach their destination, when it is a quarter of that distance if they were able to go directly thru a field or if there was a pathway

Unpaved shoulders create accessibility issues, hazards, and difficulties for people who are either handicapped, walking, riding bicycle's, or pushing strollers. People generally chose to use the roadway as their pathway because it is easier for their mode of travel. The only time pedestrians would use the unpaved shoulders, is if there was immediate danger. (e.x) vehicle to vehicle collision, or vehicle to pedestrian collision in between roads.

With insufficient lighting and no sidewalks (pathways) for pedestrians, the streets on the reservation are very dangerous.

Implementing sidewalks with sufficient street lighting, more road striping, and building paths in between roads would greatly reduce the risk of injuries or even worse, death. These types of ideas not only promote safer travels on the reservation, but helps promote a healthier living environment.

Within each section there are right-of-ways that are 50 feet in width, and within those right-of-ways, there are paved roadways that are approximately 24 feet wide. Outside of those paved roadways are shoulders that are made up of native soils and construction base that were brought in for the roadways.

Identifying existing conditions

Image 3A is a photo of a pedestrian walking their dog in the roadway to avoid the overgrowth, and uneven terrain of the shoulder.



Image 4A is a photo of a vehicle that is parked on the shoulder, making pedestrians use the roadway as their pathway and putting them in danger.



Identifying existing conditions

Image 1A is a photo of North Paha Lane. This image shows the paved roadway with no road striping, no street lights, and the unpaved, uneven shoulder, with significant overgrowth into the shoulder.



Image 2A is a photo of a bicyclist sharing the roadway with other vehicles.



Identifying existing conditions

Section Two: Connectivity

The connections that were identified first, was the state roads and highways that travel thru and around the city of Bishop, California and the Bishop Paiute Reservation

Description

North Sierra Highway (Highway 395), is a 557-mile route that traverses California, Nevada, Oregon and Washington, all the way to the U.S Canada Border. It starts in San Bernardino County from Interstate 15 near the city of Hesperia. The route dips into Nevada going thru Carson City and Reno and returns into California. The highway serves as a connection to the Los Angeles area for the communities of the Owens Valley, Mammoth Lakes and Mono Lake.

The highway borders the northern boundary of the Bishop Paiute Reservation and plays a major role in the connection to the city of Bishop.

A sidewalk is in place from Brockman Lane and continues east to the west side of North Barlow Lane. A potential improvement would be to continue the sidewalk east from North Barlow Lane along the north side of the reservation into the city where it would meet up with existing sidewalk.

Continue sidewalk extensions from highway 395, south onto each one of the collector streets for potential continuation of sidewalks to travel thru the reservation.



Highway 395 from Interstate 15 near Hesperia to the United States/Canada Border

The North Sierra Highway (Highway 395) Bordering the northern side of the Bishop Paiute Reservation



Identifying existing conditions

State Route 168 (Line Street), which is an east and west state highway and is separated into three distinct segments. A western most segment near the city of Fresno and runs to Huntington Lake. The middle segment connects Lake Sabrina to the city of Bishop and the easternmost segment runs from the city of Big Pine to Oasis near the Nevada border.

State Route 168 is a four-lane state road that divides the southern section of the reservation from the middle section. On the north side of Line Street, a sidewalk is in place from the east side of North Barlow Lane and continues east along the reservation until it reaches downtown Bishop where it intersects and merges with Highway 395 until Big Pine, California where it branches off and continues east thru West Guard pass in the White Mountains.



**West Line Street (State Route 168)
going thru the center section of the
Bishop Paiute Reservation**

The North Sierra Highway (Highway 395) and West Line Street (State Route 168) intersect each other in downtown Bishop, but there are connected to each other by the collector streets that run north and south thru the reservation. The collector streets are Brockman Lane, Winuba Lane, Paha Lane, Barlow Lane, Tusu Lane and See Vee Lane.

Identifying existing conditions



- U.s 395/ SR 168
- Collector Streets
- Streets&Names
- Reservation_Boundary

Within the reservation, the collector streets are intersected by a central street (Diaz Lane) that runs east to west. Diaz Lane is a vital street that helps break up the reservation, so areas in the center can be accessed.



- Pedestrian_Pathways
- Diaz Lane
- U.s 395/ SR 168
- Collector Streets
- Streets&Names
- Reservation_Boundary

On the east side of the reservation there are two pedestrian pathways that connect the reservation with the city of Bishop. Diaz Lane extends from the pedestrian pathway that begins at the intersection of See Vee and Diaz Lane. A lot of students travel Diaz to access the pathway to get to school or to further east parts of Bishop. Both paths begin at the west side of the elementary school field. One path travel's west until it reaches the intersection of Diaz and See Vee Lane.

The other pathway called the COSA trail, starts at the same place as the other trail does, the west side of the elementary school field and heads directly south around the COSA ponds and continues west, north of the BLM building and south of the new Toiyabe Indian Health Clinic, crosses See Vee Lane and continues west until it reaches the Bishop Paiute-Shoshone Cultural Center.

Identifying existing conditions



2-Education Center/North Barlow



3-Bishop Paiute Tribe/Tusu Lane



4-Arrowhead Apartments/Tusu Lane



5-Wellness Center/Diaz Lane

Identifying existing conditions



6-Cultural Center/West Line Street



7-DMV/West Line Street

Potential improvements would be to install some more bus stops in public areas such as one at the Paiute Palace Casino, the new Toiyabe Indian Health Clinic, on West Line Street and Barlow Lane, on Brockman Lane near the Public Works Department

Identifying existing conditions

Common Areas

Common areas are the review and documentation of existing conditions and alternative solutions for vehicle and non-motorized access and issues at schools and tribal community facilities and if they meet the public's demands.

The Public Works department parking area is small, and the surface is a mixture of gravel and dirt. The parking area is primarily utilized by the staff and heavy equipment. When a client or customer visits they usually must park on the shoulder outside of the gated area.

There are no designated parking stalls for any vehicles. To become ADA compliant, the parking lot would need to be paved, striped and handicap signs installed to designate parking.



630 Brockman Lane

Public Works Office

Identifying existing conditions



Paiute Palace Casino

The Paiute Palace Casino has a very large open asphalt parking area and is ADA (Americans with Disabilities Act) compliant. The handicapped parking spaces are closest to the front and rear entrances. At the rear of the casino the tribe has designated parking spots for our tribal elder members. For the casinos employees there is separate parking facilities across North Paha.

The entrance and exit of the RV campground can be accessed thru the employees parking lot. The surface of the RV campground driveway is made up of dirt.



- Legend**
- Casino
 - Gas Station
 - Tribal Elder Parking
 - ADA Parking
 - Public Parking
 - Employee Parking
 - RV campground

The Casino and gas station cover an area of approximately 140,000 square feet. There is enough parking for regular weeks throughout the year, except on certain holidays and when there are events in town, the parking facilities are not adequate.



Paiute Palace Gas Station

Identifying existing conditions



The Coyote Mountain Apartments are a Bishop Paiute Tribe owned and operated complex and is located at the intersection of North Paha Lane and West Line Street (State Route 168). The apartments are a four plex design with 5 building units. There is a laundry facility unit with rooms next door where classes are held. There is also a playground and a basketball court within the complex property that are designated for the tenants.

The complex has covered parking stalls for the tenants, extra parking spaces for guest and handicap spots on site as well. There is limited parking when classes are being held, so the people who attend the classes must park on the shoulder near the street.

Ariel view of Coyote Mountain Apartments



Identifying existing conditions



The Bishop Paiute Tribe Head Start Building is located on North Barlow Lane just south of Diaz Lane.

The head start building, and property cover approximately 90,000 square feet and is a gated facility with two gates, located on the east side of the property for vehicles to enter and exit the premises. There is a pedestrian gate located on the east fence as well. This gate is used by the staff and students to access the other tribal departments and organizations that are located on the east side of North Barlow Lane. There are two more gates located on the west side of the building that are primarily used for maintenance.

The parking facilities is paved with pedestrian parking spaces and ADA compliant spaces delineated in white paint.

Identifying existing conditions



OVCDC Buildings (Owens Valley Career Development Center) is located at the intersection of North Barlow Lane and Diaz Lane.

OVCDC is a Tribal organization providing career education, family literacy, lang

uage and temporary assistance services in the six California Counties of Fresno, Inyo, Kern, Kings Tulare and Mono. A dedicated American Indian organization operating under a consortium of Sovereign Nations. Providing the opportunity for improvement in the quality of life by focusing on education and self-sufficiency while protecting, preserving and promoting our cultures. [\(OVCDC home page\)](#)

OVCDC has multiple buildings and run and maintain a baseball field within this location. The parking facilities are made up of dirt with no specific parking areas. Within the gated areas of the front buildings, the parking areas is primarily for the public, while the staff park on the shoulders near Diaz Lane. The buildings in the back are gated and used for company vehicles and equipment. Access to each of the buildings from the parking area is not complicated and do have ramps to accommodate people with disabilities but prove to be difficult for people who use devices to assist them to get around.



**Owens Valley Career
Development Center Facilities**

Identifying existing conditions

Possible improvements are paving the front facilities parking area and designating parking spaces for the public and staff and making it ADA (Americans with Disabilities Act) compliant.



Bishop Paiute Tribe Education Center



The goal of the Education Center is to provide quality educational supportive services for the youth of the tribe and surrounding community by maintaining a positive, supportive, and responsible staff dedicated to the development of well-rounded individuals. The Education Center will monitor student progress, offer tutorial services, workshops, scholarship opportunities, college and career counseling, mediation, parent conflict support, as well as various activities for both parents and students.

(Ed Center Home Page)

The Education was just recently upgraded with a new building expansion for extra classrooms and offices. The parking lot was also upgraded with a new pavement parking lot with public parking and ADA compliant parking spaces.

**Education
Center new
parking
facilities.**



Identifying existing conditions



The Bishop Paiute Tribe as was done in accordance with our traditions, honors and supports activities of our Elders, who are the wisdom keepers. The Bishop Tribe pursuant to resolutions supports the Bishop Tribal Elders Program.

The Elders Center is located at 350 North Barlow Lane. The facility is off Barlow down a paved driveway. The parking facilities are small and most often not adequate during peak hours.

Part of the surface is paved with limited ADA compliant spaces and the other half of the parking surface is dirt. For some of our elders the terrain is uneven and unstable for them, which makes it difficult for them to reach the entrance of the facilities.



Elders parking facilities

Some potential improvements would be to pave the entire parking facilities and designate parking spots delineated with paint and marked out with signs and installing a permanent bus stop.



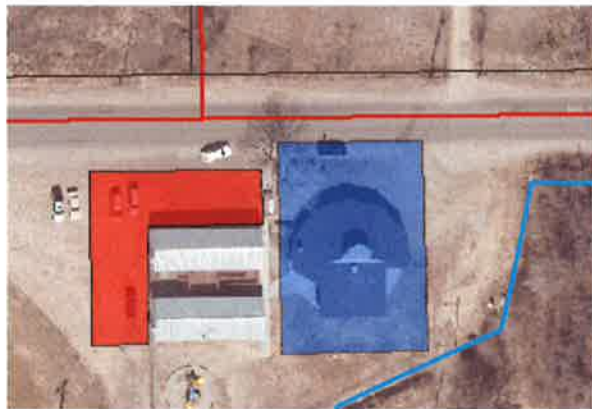
Elders Center location

Identifying existing conditions



The Wellness center is a community health fitness facility that is located on Diaz Lane. This is a small fitness center with limited equipment and limited parking. The existing parking area contains more dirt than asphalt. There are currently no designated parking spots for staff or the public.

Potential improvements include expanding and paving the parking facilities, installing ADA compliant parking spots and painting parking spots for the public.



Identifying existing conditions

Bishop Paiute Tribal Headquarters



within this area. The tribe works hard to accommodate everybody that uses their services or occupies one of the facilities. The tribe provides members with various programs and services and operates a variety of tribally owned entities and enterprises. The tribe is engaged in progressive development and highly values self-sufficiency, self-reliance, and maintains committed to being a strong self-governing sovereign nation.



-  Tribal HQ
-  Environmental
-  Maintenance
-  TIHC Dialysis
-  Social Services
-  Owens Valley Water Commission
-  ADA Parking
-  staff Parking
-  Parking

Bishop Paiute Tribe HQ

Identifying existing conditions

The parking facilities for the main building area is paved, has ADA compliant parking spots and has plenty of public parking spots outlined with white paint. The staff for the tribe parks in designated areas to help keep the main lot open to the public. The parking facilities for the social service buildings are not in the same condition as the main building for the tribal HQ. Half of the parking facilities have asphalt and has ADA parking spots and regular public parking and the other half is gravel and dirt with no parking spaces.

Potential improvements would be to pave the remaining parking area with added handicap parking.



The parking surface for the Owens Valley Water Commission is all gravel and dirt. The building has a ramp to accommodate people, but there are no specific parking spots for people to park and there are no handicap parking spaces either.



Identifying existing conditions

The environmental building is directly to the north of the Water Commission building and share the same parking facilities. The building does not have a ramp and no handicap parking spots.

Potential Improvements for both buildings would be to pave the parking lots, install ADA compliant and regular parking for the public.



BPDC (Bishop Paiute Development Corporation)

The Bishop Paiute Development Corporation was established to promote economic self-sufficiency through economic development initiatives that bring about greater prosperity for the Bishop Paiute Tribe. As a Tribal entity, BPDC is engaged in a variety of business ventures that serve to broaden the range of economic opportunities for the Tribe and its people, thus pursuing sustainability through diversification. Current managed properties include The U.S. Forest Service/Bureau of Land Management Headquarters, Department of Motor Vehicles building, Owens Valley Career Development Campus and Commercial Park.

Identifying existing conditions

The BPDC facility has a paved parking lot with delineated parking spots and handicap parking spots near the entrance of the building.

Potential improvements would be to install more handicap spots near the entrance along with ADA compliant signs mounted on metal post.



Aerial view of BPDC parking facilities

-  ADA Parking
-  Public Parking

Identifying existing conditions



The Toiyabe Indian Health Clinic has two new buildings located on SeeVee Lane. Toiyabe caters to the entire tribal community.

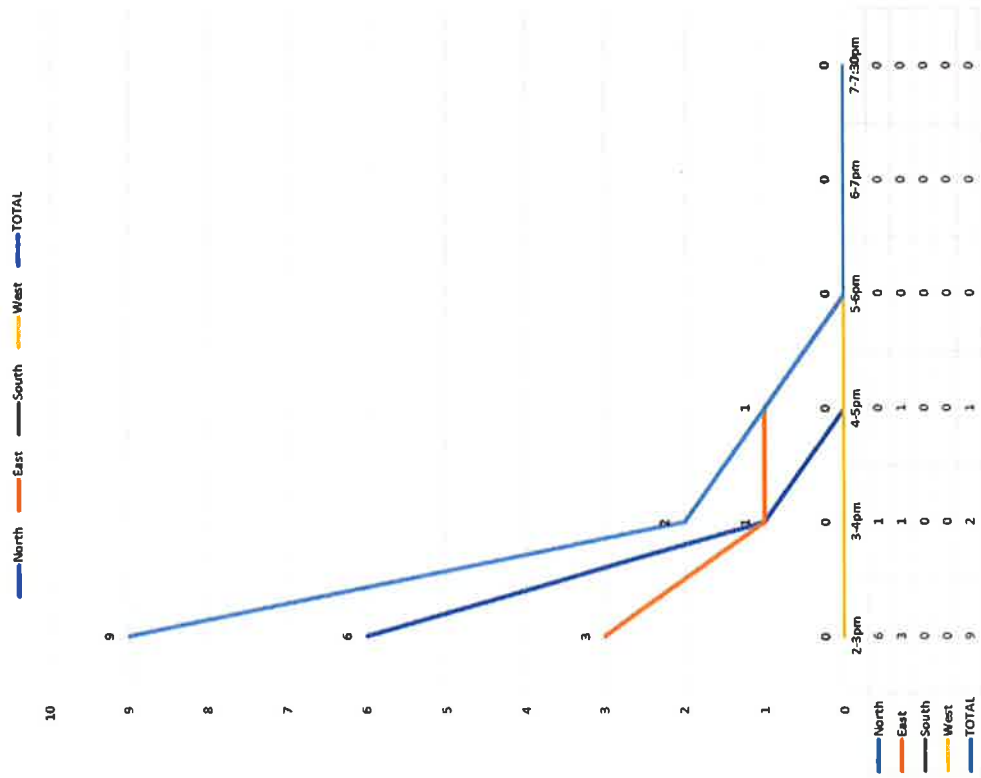
There are four driveways to access the paved parking area. There are three on the west side and one on the north side. There are ADA compliant parking spots closest to the entrance. There is sufficient amount of public and staff parking.

The Toiyabe Indian Health Clinic does not need any improvements at this time.

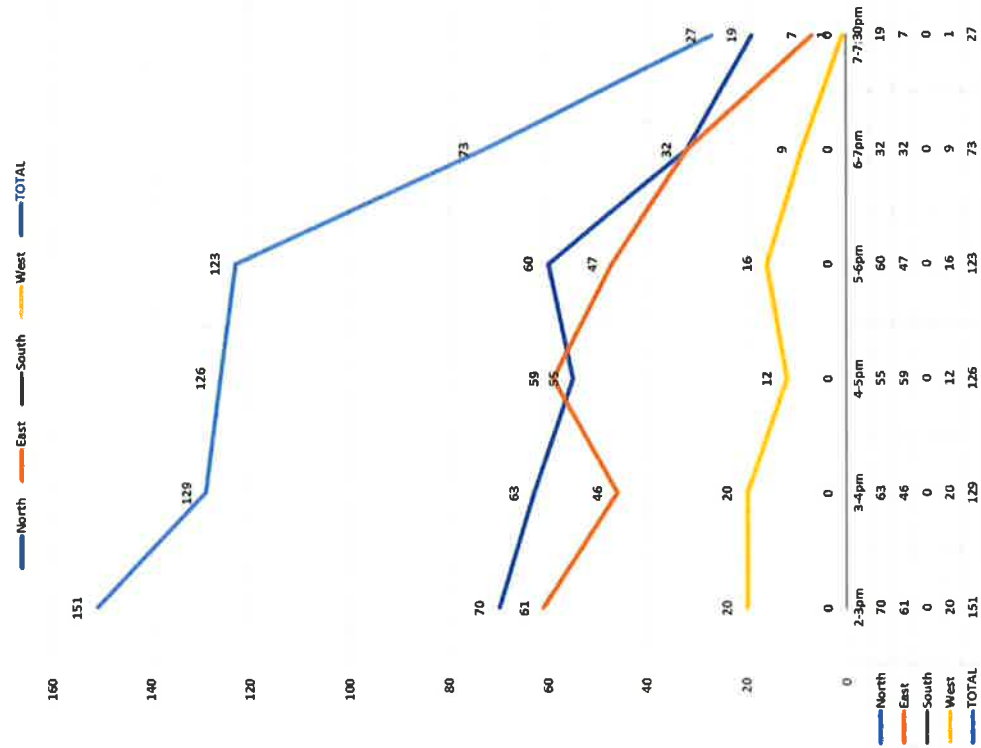
Identifying existing conditions

Identifying existing conditions

See Vee Lane & West Line Street
Industrial Count

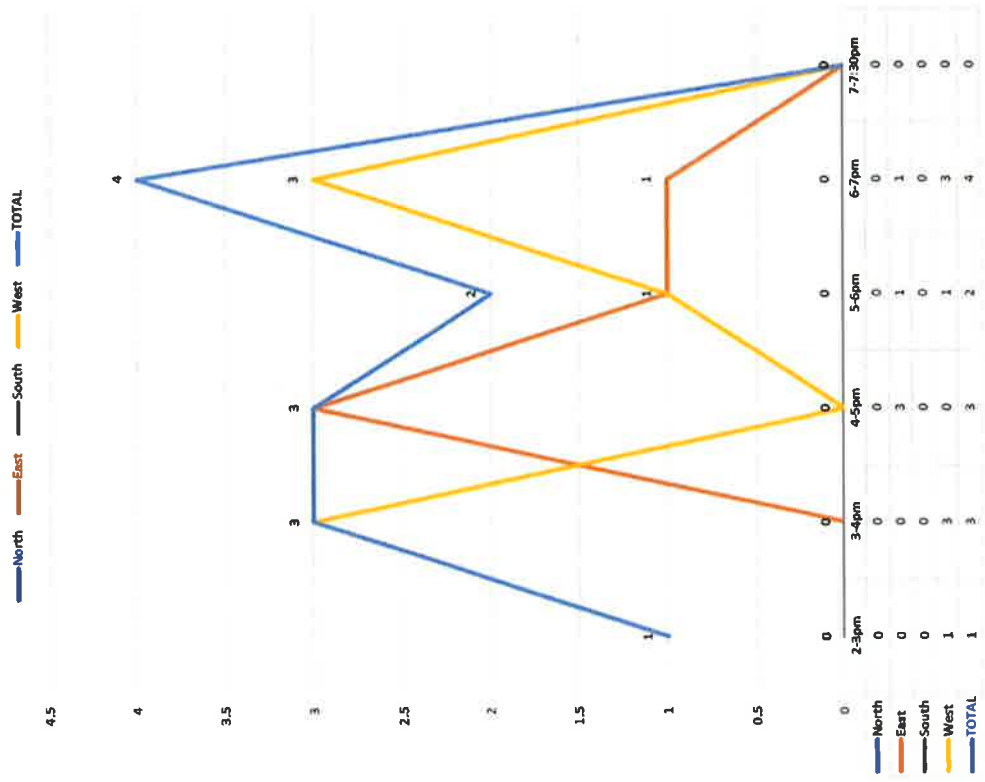


See Vee Lane & West Line Street
Vehicle Count

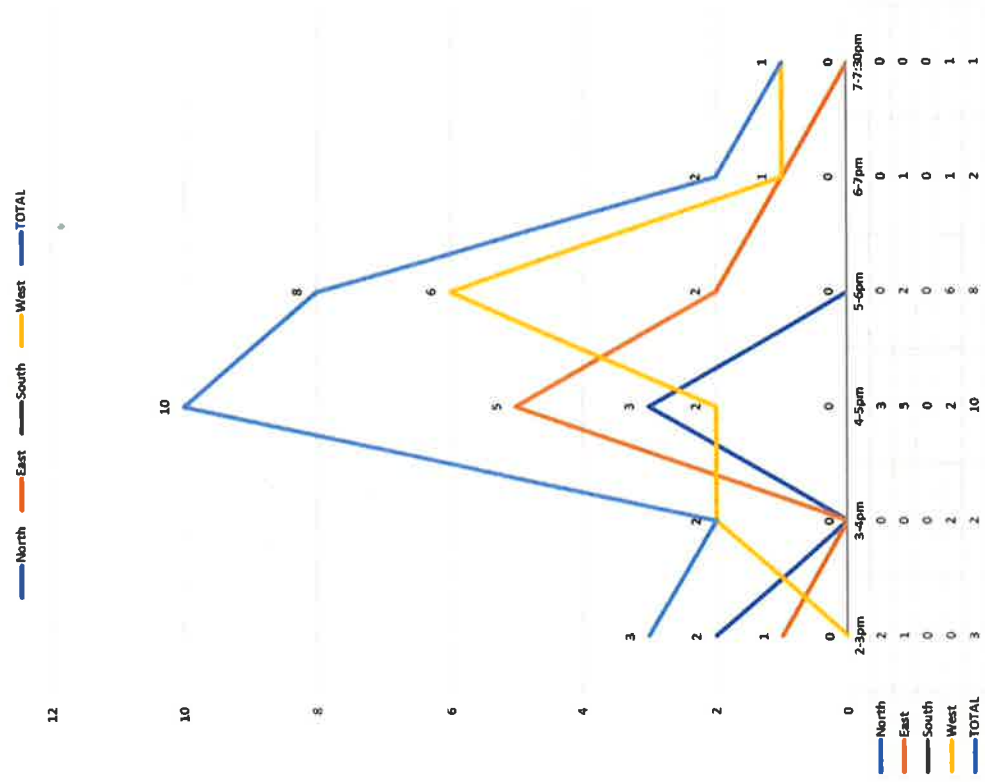


Identifying existing conditions

See Vee Lane & West Line Street
Pedestrian Count

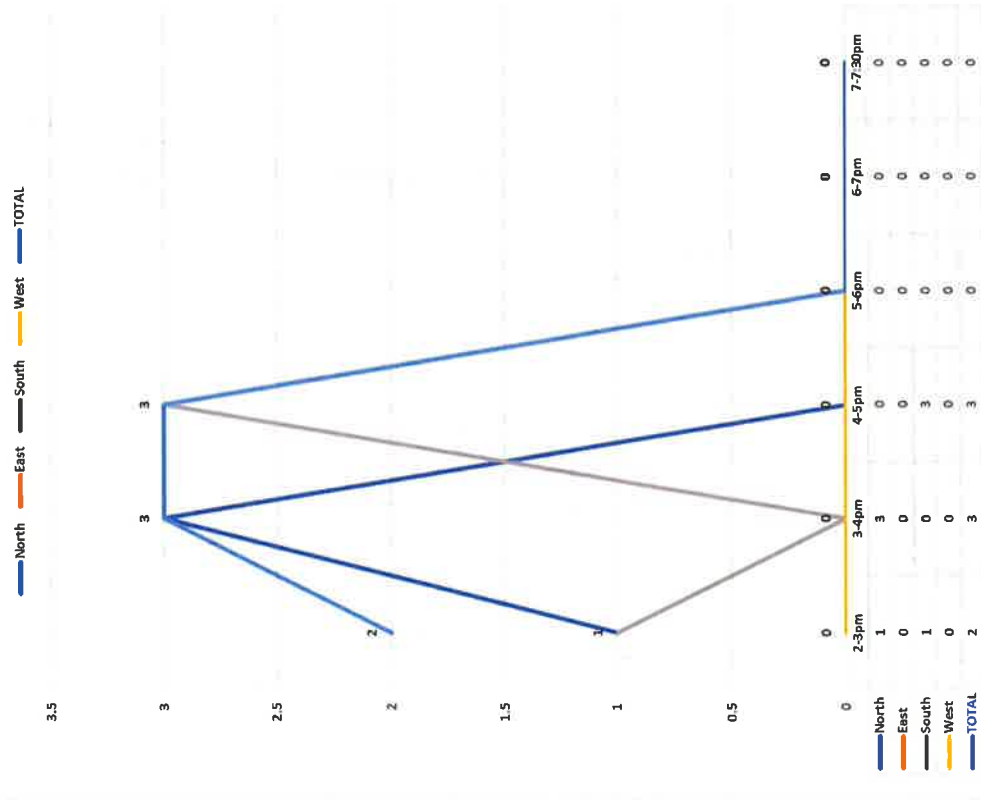


See Vee Lane & West Line Street
Bicycle Count

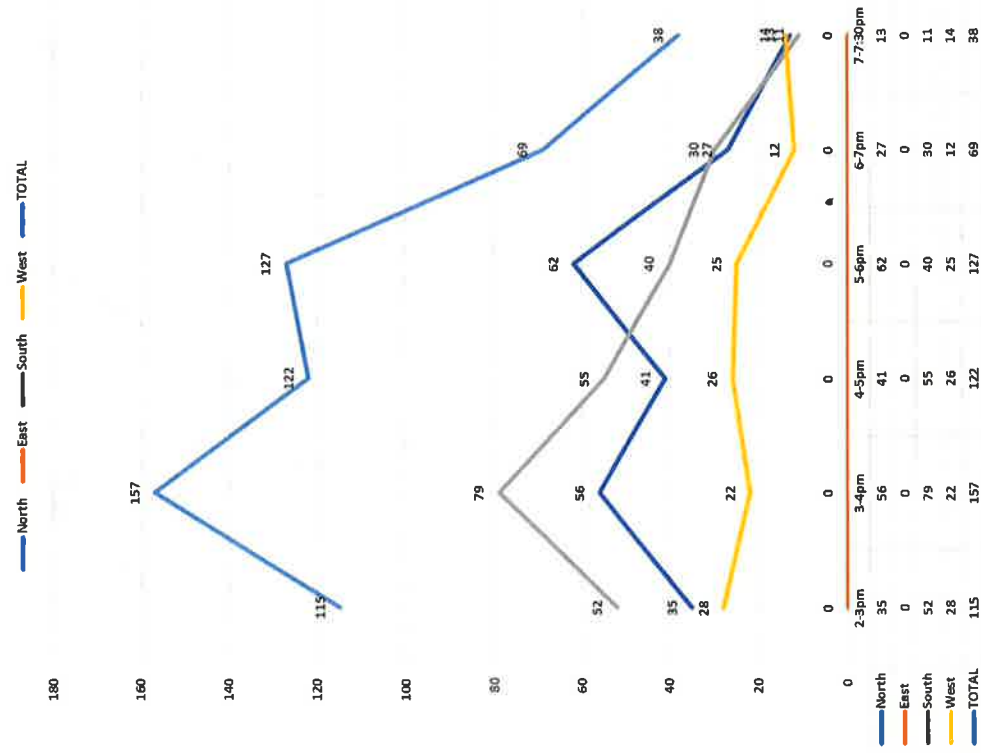


Identifying existing conditions

See Vee Lane & Diaz Lane Industrial Count

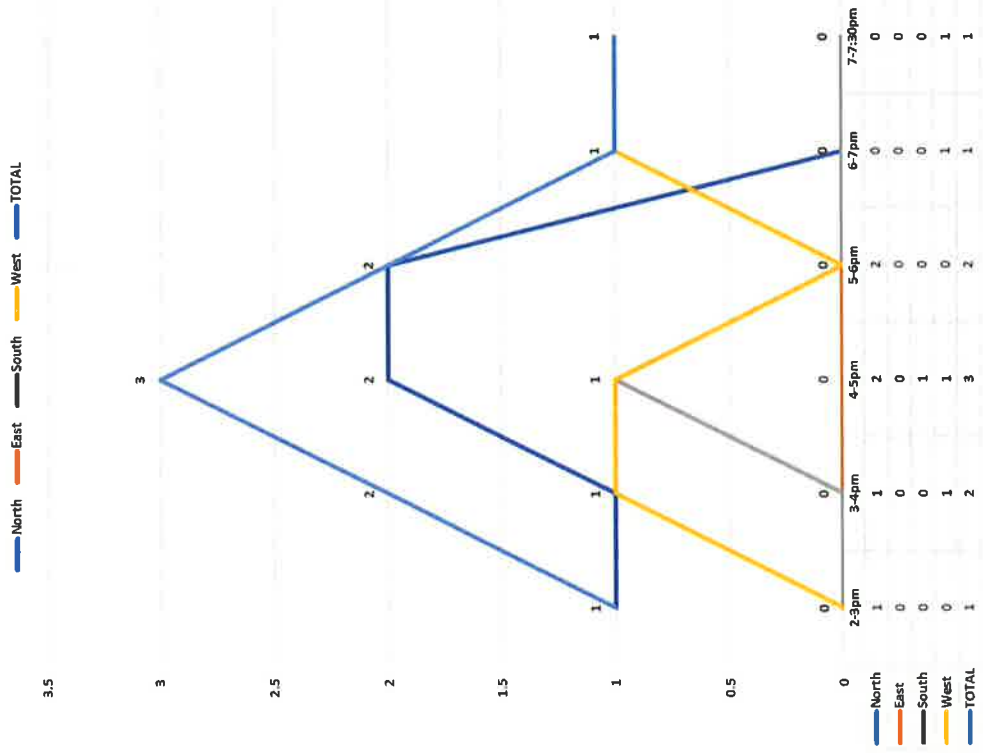


See Vee Lane & Diaz Lane Vehicle Count

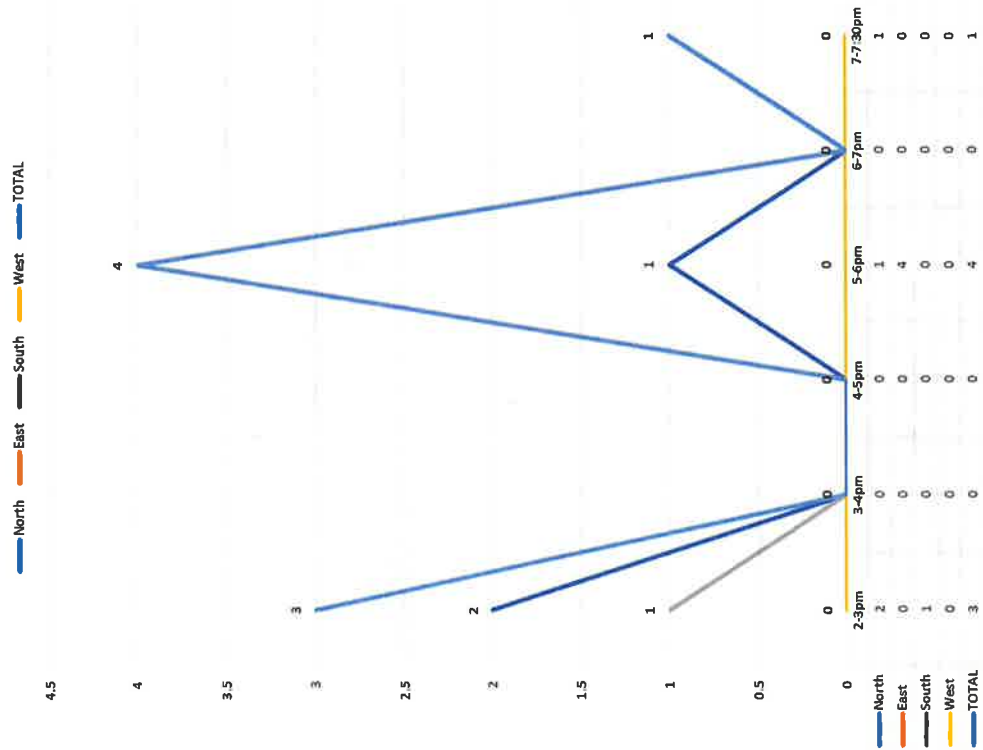


Identifying existing conditions

See Vee Lane & Diaz Lane Bicycle Count

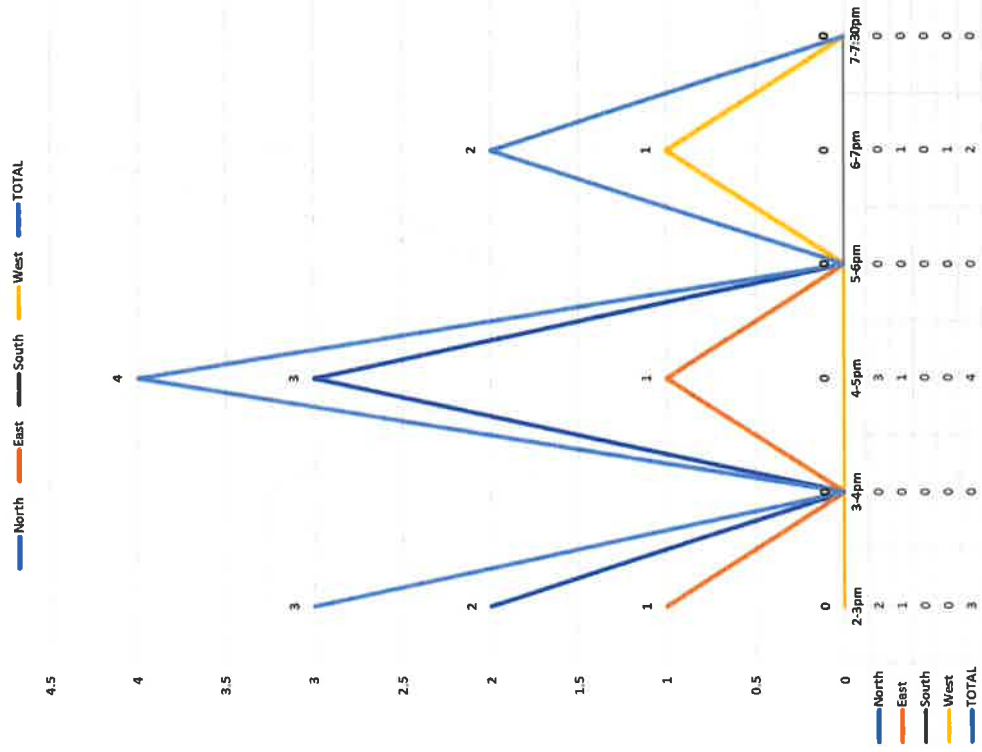


See Vee Lane & Diaz Lane Pedestrian Count

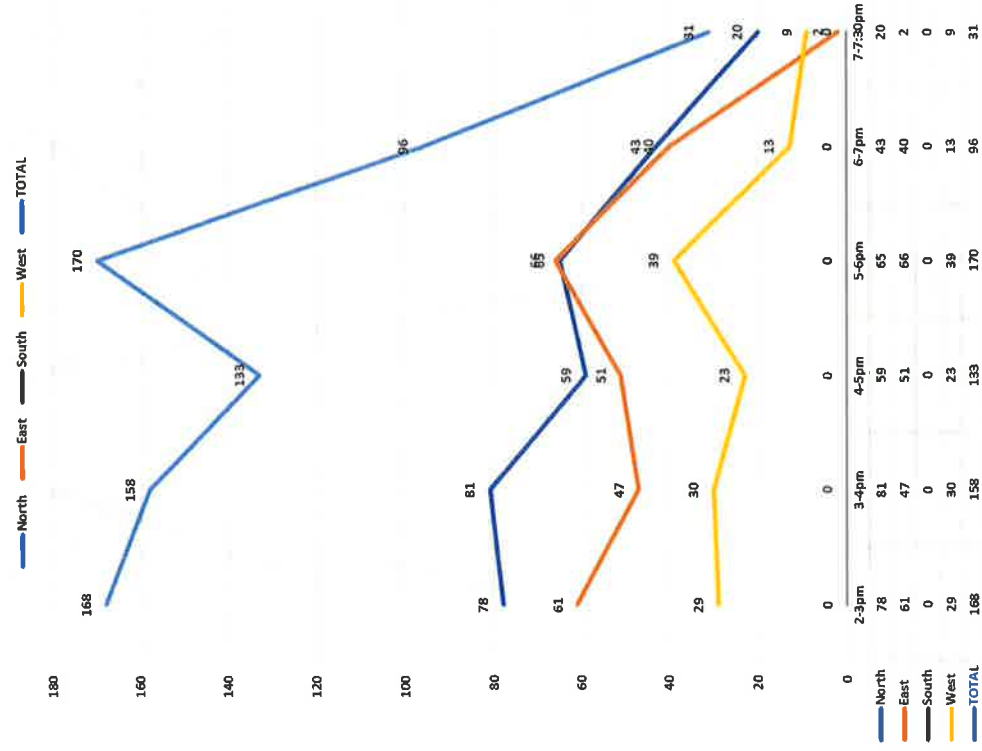


Identifying existing conditions

Tusu Lane & West Line Street
Industrial Count

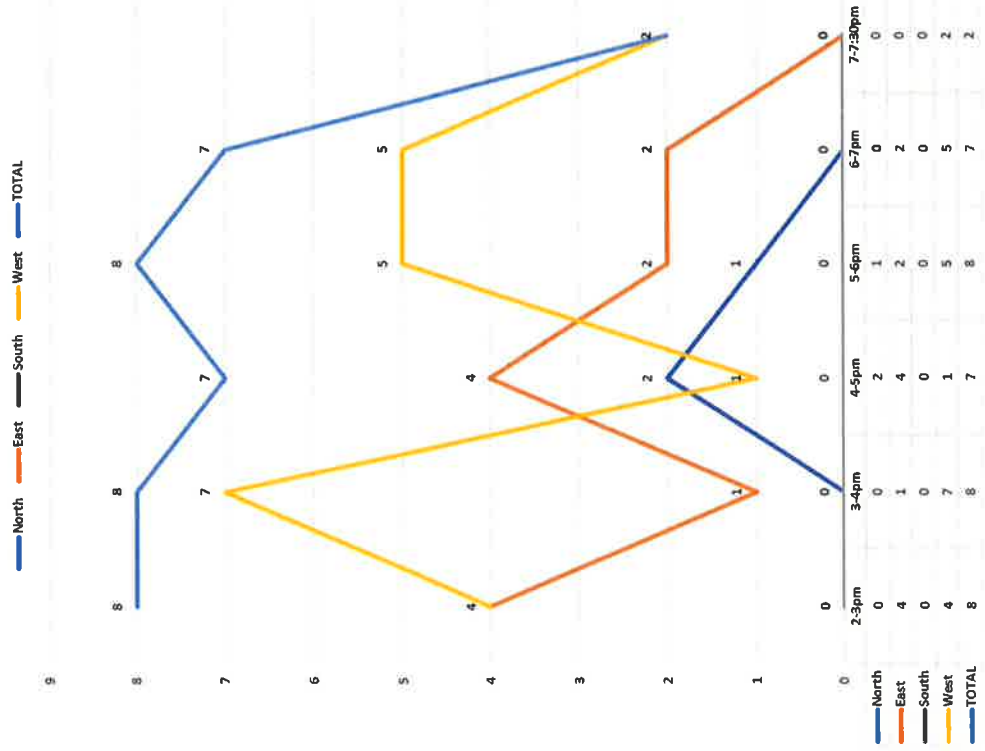


Tusu Lane & West Line Street
Vehicle Count

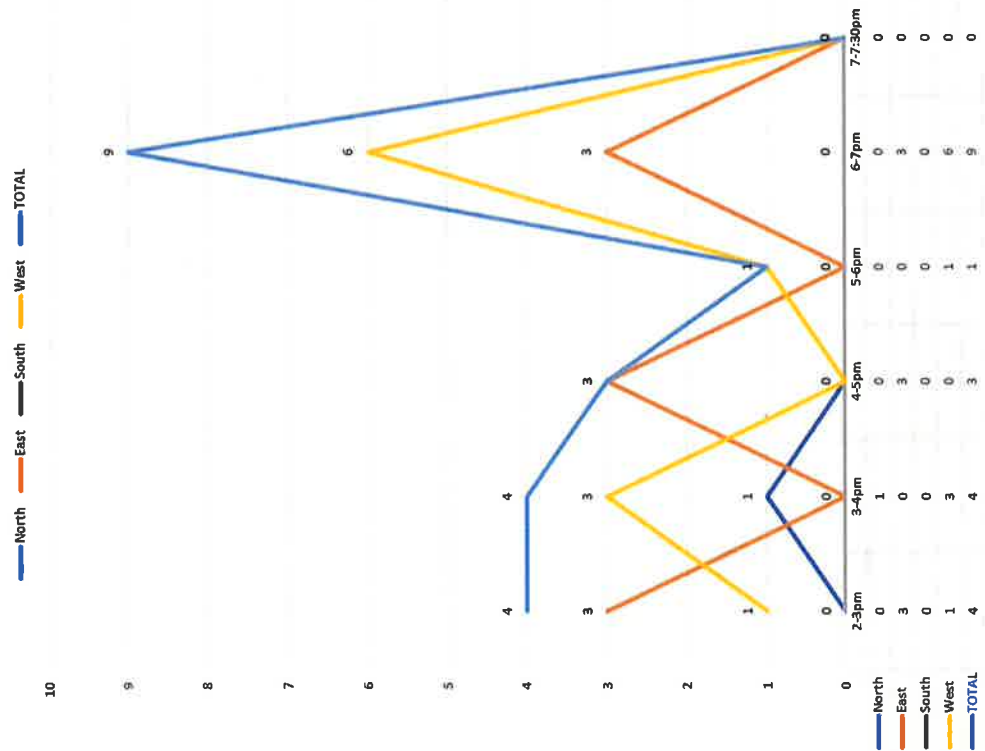


Identifying existing conditions

Tusu Lane & West Line Street
Bicyclist Count



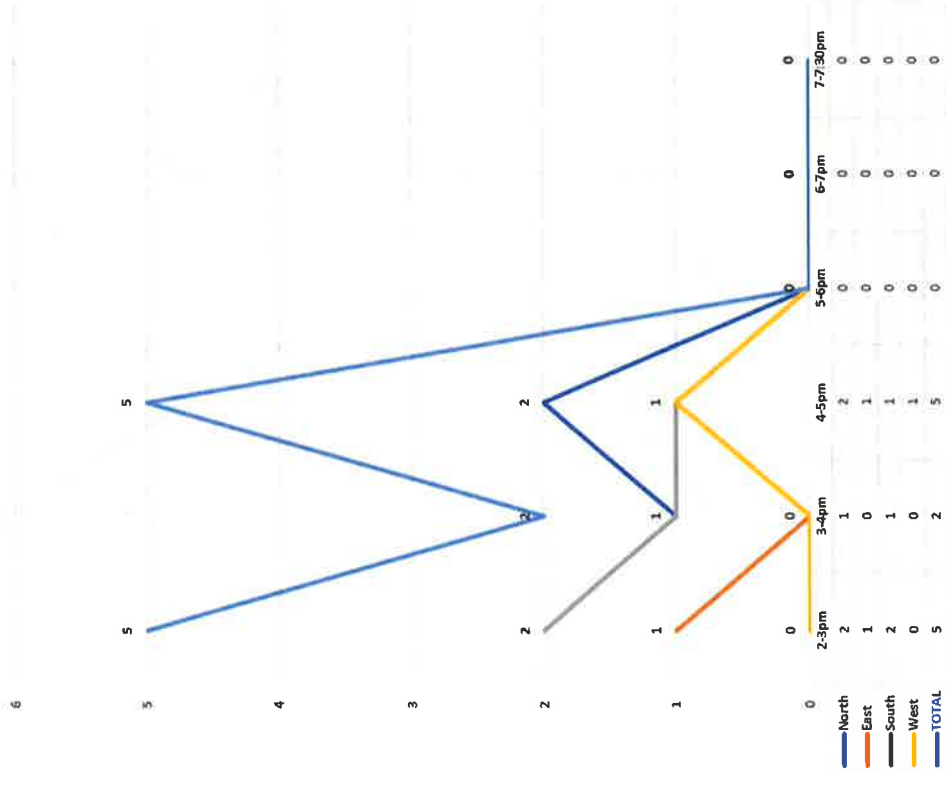
Tusu Lane & West Line Street
Pedestrian Count



Identifying existing conditions

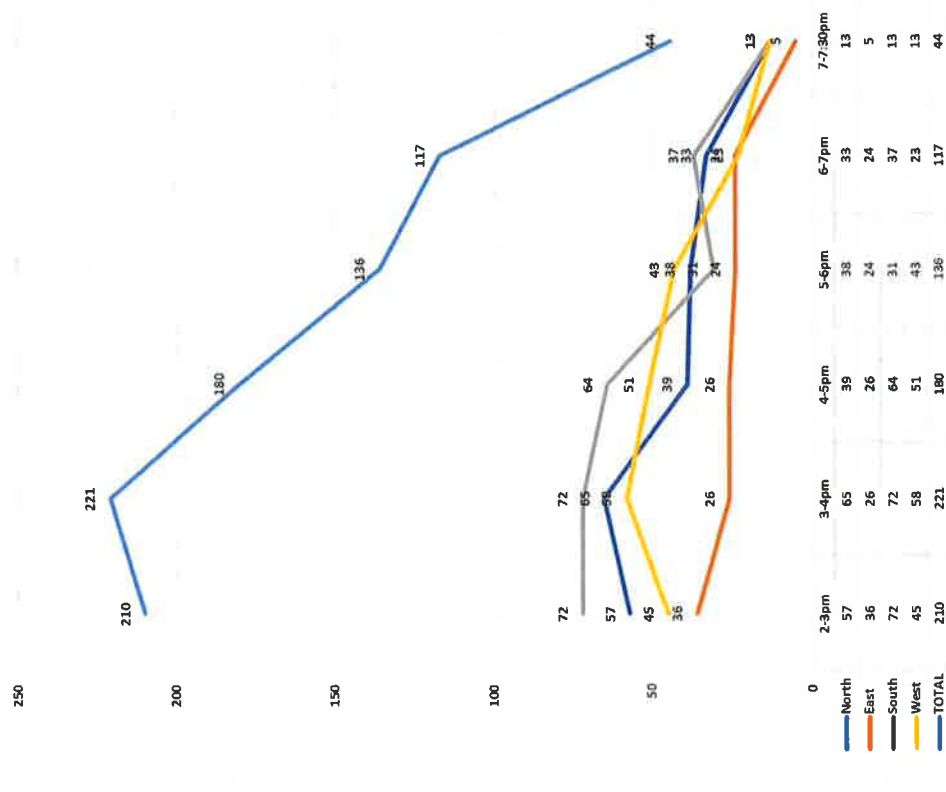
Tusu Lane & Diaz Lane Industrial Count

North East South West TOTAL



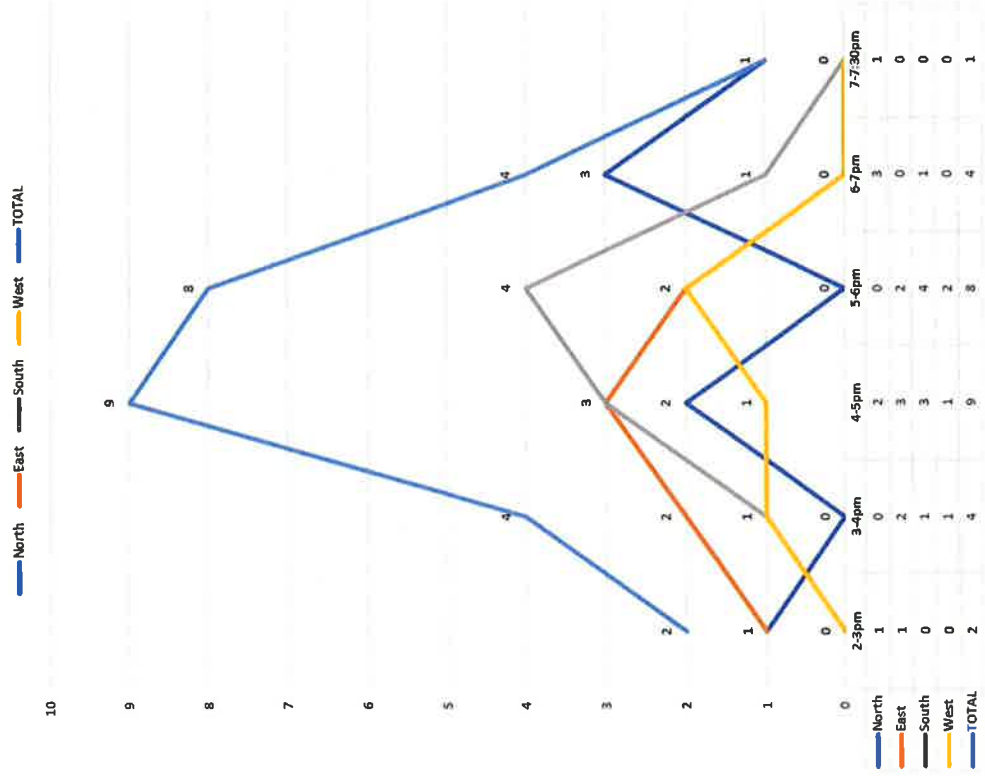
Tusu Lane & Diaz Lane Vehicle Count

North East South West TOTAL

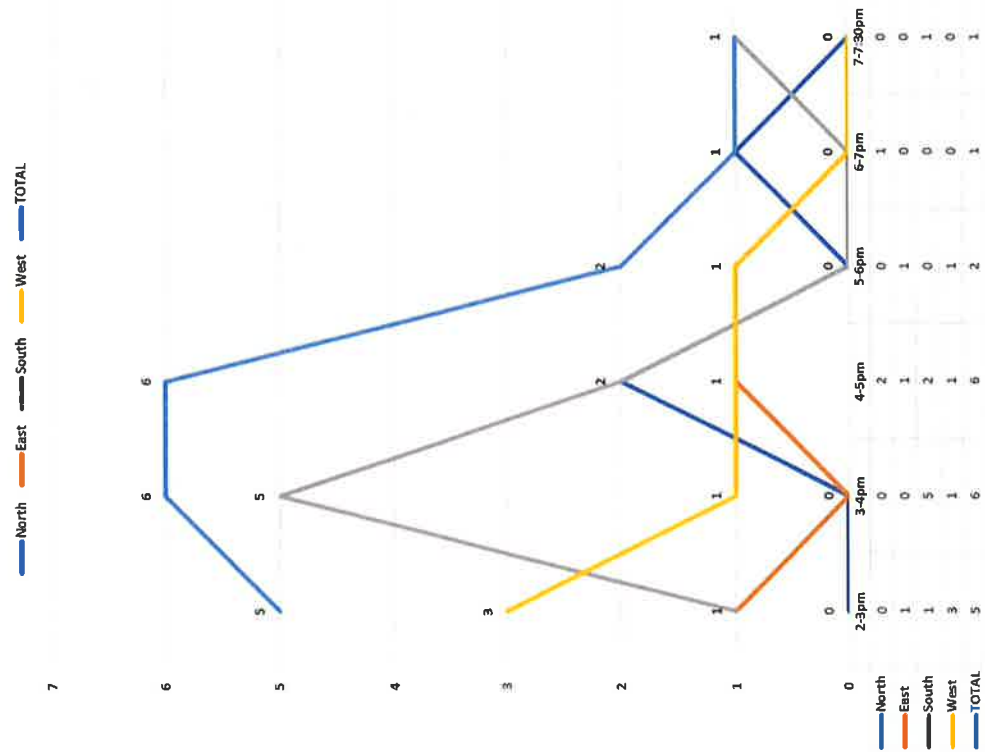


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Tusu Lane & Diaz Lane Bicycle Count

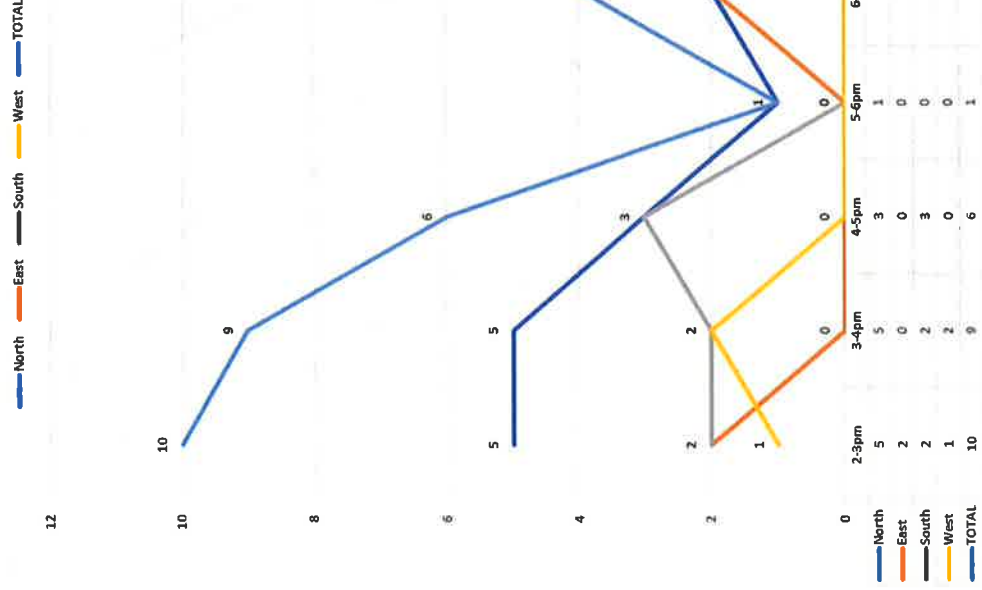


Tusu Lane & Diaz Lane Pedestrian Count

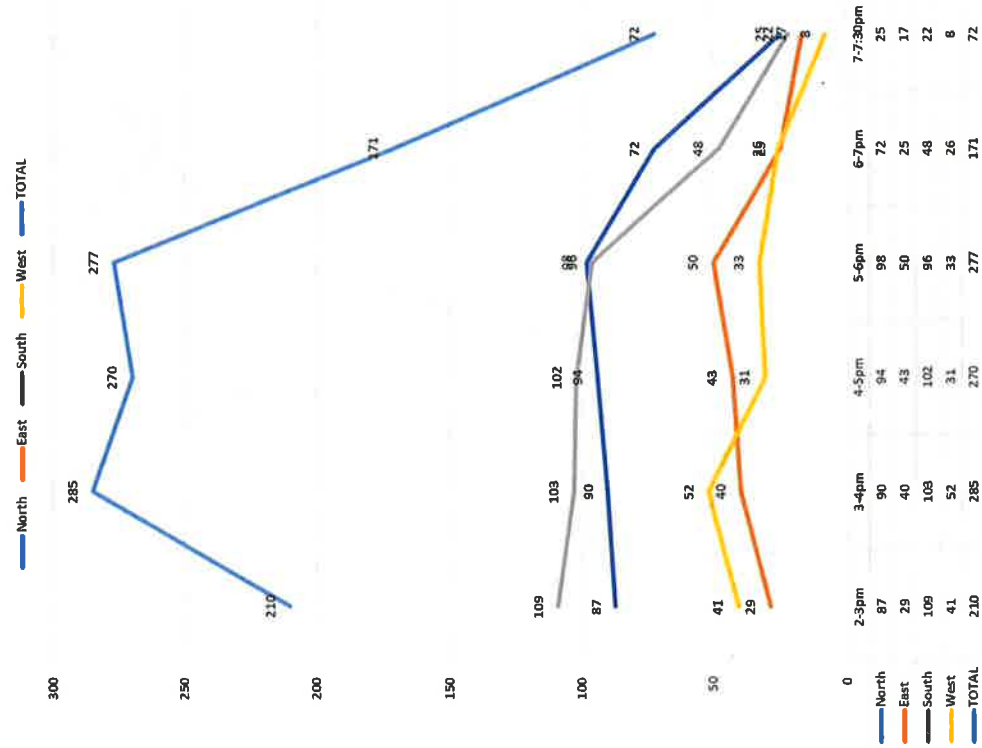


Identifying existing conditions

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Industrial Count

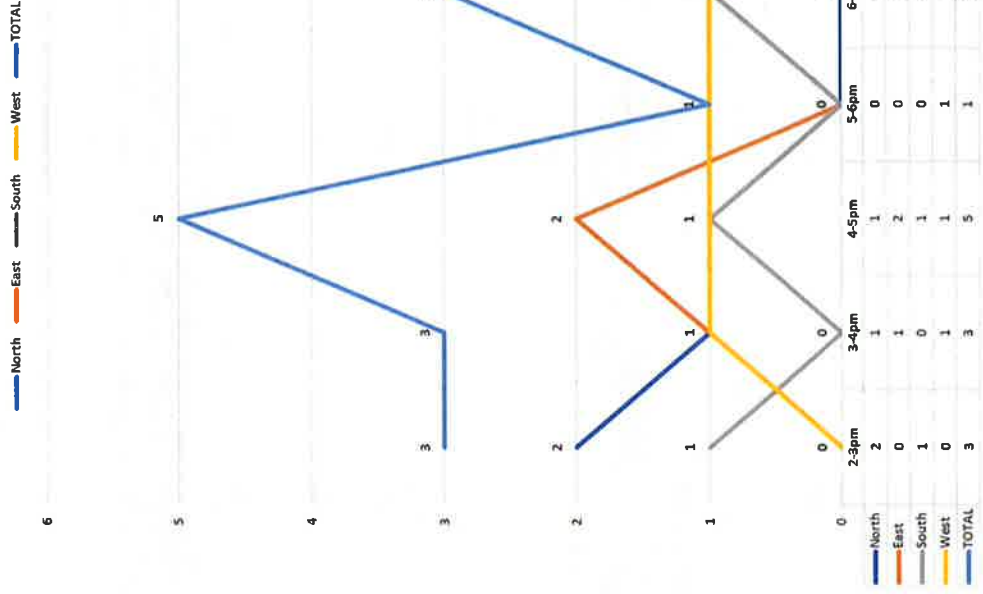


North Barlow Lane & Diaz Lane
Vehicle Count

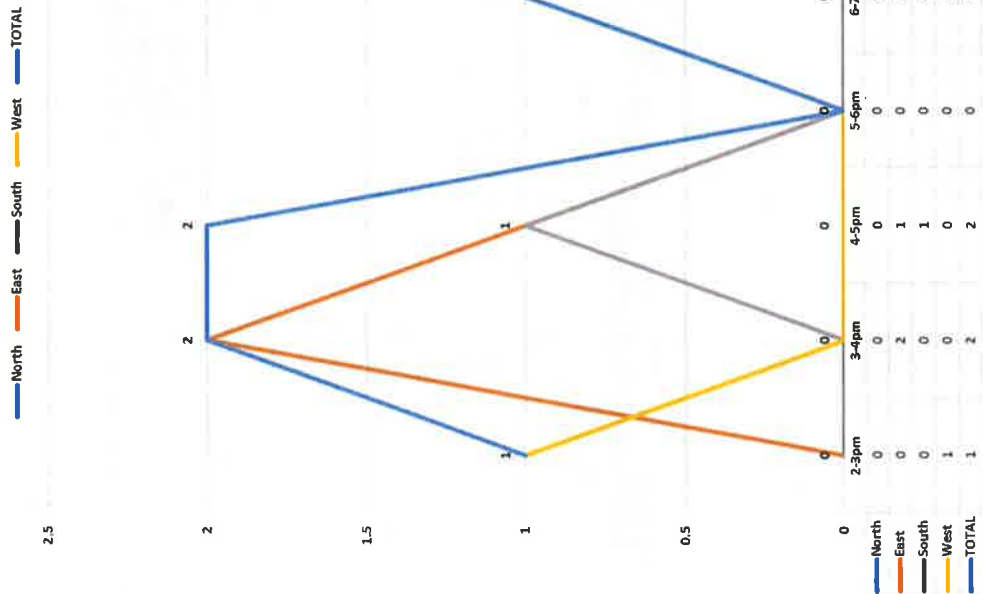


Identifying existing conditions

North Barlow Lane & Diaz Lane
Bicycle Count



North Barlow Lane & Diaz Lane
Pedestrian Count

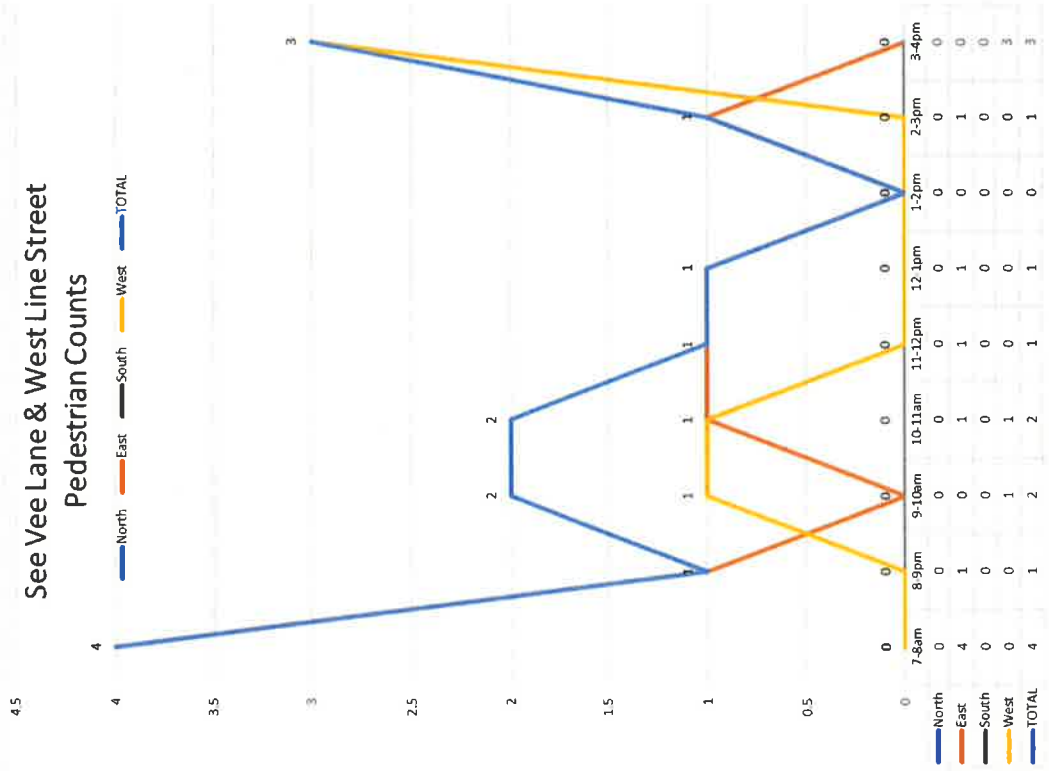


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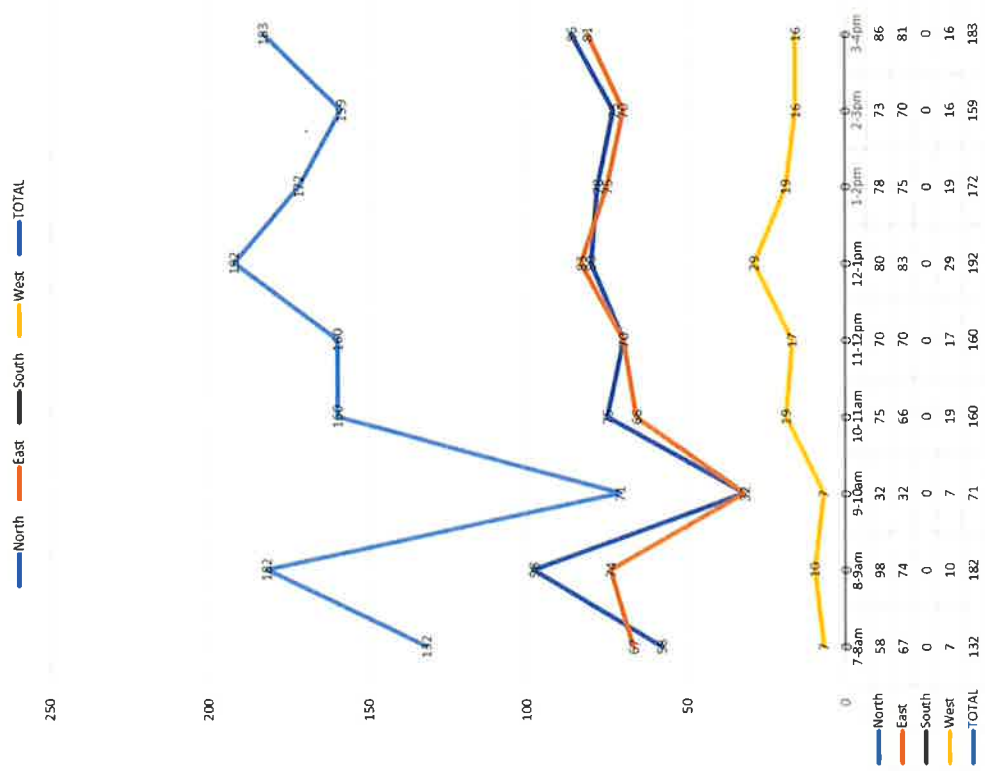
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Time	North	East	South	West	TOTAL	Time	North	East	South	West	TOTAL	Time	North	East	South	West	TOTAL	Time	North	East	South	West	TOTAL	Time	North	East	South	West	TOTAL	Time	North	East	South	West	TOTAL																													
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Identifying existing conditions

See Vee Lane & West Line Street Pedestrian Counts



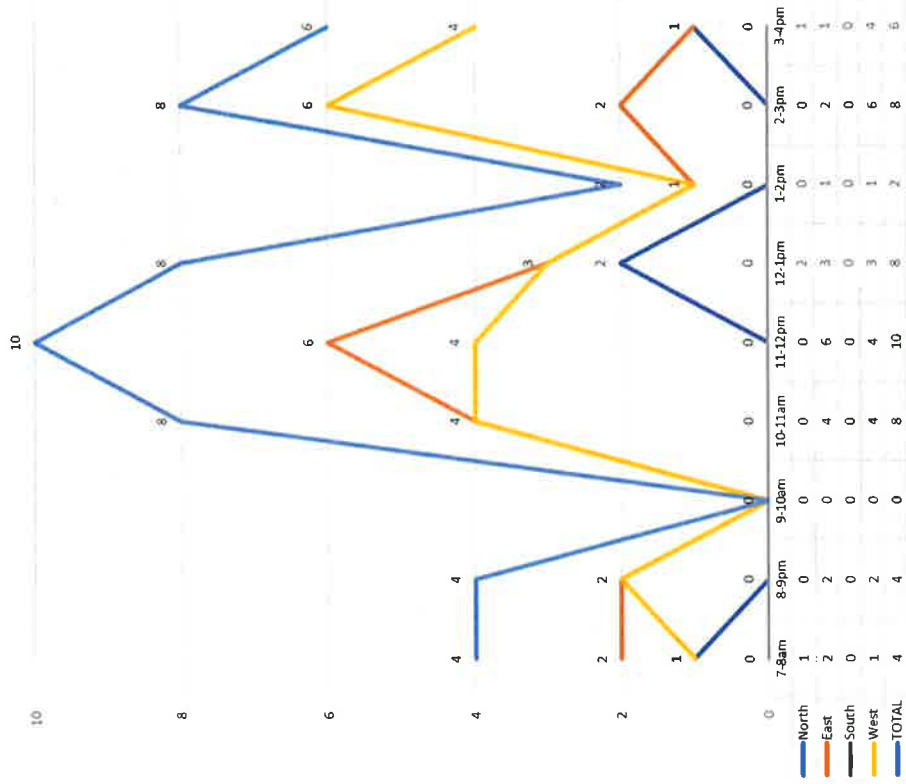
See Vee Lane & West Line Street Vehicle Count



Identifying existing conditions

See Vee Lane & West Line Street Bicycle Count

North East South West TOTAL



12

10

8

6

4

2

1

0

North East South West TOTAL

7-8am 8-9pm 9-10am 10-11am 11-12pm 12-1pm 1-2pm 2-3pm 3-4pm

Safety Assessment and Data

1.0 INTRODUCTION

The Bishop Paiute Tribe has desired to have a better understanding about transportation safety and community safety for many years. This report utilizes significant outreach to the community to engage concerns and needs for transportation safety to identify and implement transportation safety solutions that will lead to improved safety for all – motorists, passengers, bicyclists, and pedestrians alike.

1.1 Safety Assessments

One objective is to improve motor vehicle, bicycle, and pedestrian traffic safety in The Bishop Paiute Indian Tribe Reservation. Bishop Paiute community members identified general concern about pedestrian safety and issues related to school-aged pedestrians walking to schools and bus stops, speeding vehicles, cut-through traffic near residential areas of the Reservation, and deficient lighting.

1.2 Assessment and Information

Safety evaluations and assessments were completed with the assessment completed by Berkley staff, additionally with Tribal staff, employees and community members.

1.3 Information Used in the Assessment

Information used to prepare this study is shown in Table 1-1:

Item	Period	Source
Traffic Collision Data	2009-2013	SWITRS
Traffic Collision Data	2011-2013	Alliance Database
Aerial Photograph of Reservation Areas	April 2014	Bishop Paiute Tribe
Bishop Paiute Tribe Profile	April, 2014	Bishop Paiute Tribe
T2SA Online Survey/ Intake Application	June 2016	UC Berkeley Technology Transfer Program

Table 1-1: Information Used in This Assessment

Item Period Sources:

Traffic Collision Data 2009-2013 SWITRS

Traffic Collision Data 2011-2013 Alliance Database

Aerial Photograph of Reservation Areas April 2014 Bishop Paiute Tribe

Bishop Paiute Tribe Profile April, 2014 Bishop Paiute Tribe

T2SA Online Survey/ Intake Application June 2016 UC Berkeley Technology Transfer Program

1.4 Other Information

Information on the Bishop Paiute Tribe and Tribal Land –

County: Inyo.

Municipality: Bishop, CA.

Population living on Tribal land: 2,200.

Tribal Land Area: 1.6 square miles.

Tribe Website: Bishoppaiute.org Percentage of paved roads: 80%.

Bureau of Indian Affairs Region/Agency: Central California.

Tribal Traffic and Transportation Information –

Tribal Traffic Data Collection: The tribe has not had a program to collect comprehensive traffic and circulation data.

Major Traffic/trip Generator or Travel Destination within the Tribal Area: Housing, School, Casino and/or entertainment facility, Businesses, including Tribally-owned Businesses.

Safety issues or concerns related to transportation, traffic, mobility, and access s, bicycle collisions, emergency vehicle access, Lack of pedestrian and bike facilities.

Traffic Safety Technical Assistance Needed by the Tribe: Transportation and land use planning (for example, someone who can help with developing a long-range transportation plan or transportation improvement plan).

Secondary transportation safety assessment needs of the Tribe: Traffic safety education and outreach programs (for example, someone who can identify the need for and develop safety outreach programs, such as driver behavior and safety, bicycle and/or pedestrian skills and safety, and Safe Routes to School).

Top priority transportation or traffic safety concern or issue on your Tribal land: High traffic speeds and lack of comprehensive pedestrian and bike facilities. Improved transit is also a need, particularly for our elders.

The Tribal areas with traffic safety concerns: The reservation is a fairly compact and many streets have cut-through traffic between the two State highways. High speeds and

lack of street lighting make night and evening walking and bicycling undesirable and safety concerns.

Traffic-related or traffic-safety data is collected and maintained by the Tribe: No traffic data collected.

Fatalities, if any, resulting from traffic, vehicular, or auto collisions on Tribal land in the past 12 months: Some data is likely available from California Highway Patrol and Inyo County. Tribal police are working on data base but have had personnel turnover and lack of equipment.

Analyses of traffic safety or traffic engineering studies conducted on Tribal land in the past 36 months: No.

Traffic studies on Tribal land and dates: There are several studies that were prepared 5-10 years ago. We also have a recent traffic study that was completed for the casino expansion and Toiyabe Health Center project. The City of Bishop and Inyo County have recently adopted Active Transportation Plans.

Tribal Land Use or Transportation Plans -

Drafting or adoption by the Tribal Council of any official or formal planning documents outlining future land development growth and/or supporting transportation infrastructure improvements: No, but there is a draft zoning plan from 1990.

Proposed, planned, or programmed transportation infrastructure capital improvements within the next three years: Previous plans (draft). 5 to 10 years old. Traffic studies from casino and Toiyabe project 1-2 years old. Caltrans and Inyo County may also have data.

Traffic Control, Congestion, and Enforcement –

Intersections within the Tribal land are controlled by traffic signal lights: 2

Rating of the level of traffic congestion on the Tribal land: Minimal Congestion

Traffic safety enforcement in the Tribal community: Yes, California Highway Patrol and

Inyo Sheriff. Tribal police can stop but no ticketing authority.

Location(s) where excessive vehicular speeding may occur and how clear or effective the traffic or roadway signs are at each location: Nearly all streets on reservation have excessive speed. There is at least one speed sign on each street.

Number of schools on your Tribal land: 2

Other relevant information that would describe the overall transportation, traffic, or travel safety: Head Start. 2.5 to 5. After school education program. 5-18. Plus TANF and OVCD.

Does the Tribe have staff in engineering and/or planning with the resources to address transportation/traffic safety issues? No.

Does the Tribe have a Transportation Department? No.

2.0 BACKGROUND AND COLLISION HISTORY

2.1 Background

As directly reported on the Bishop Paiute website, the members of the Bishop Paiute California Indian Tribe are descendants of the "Nu-Mu", the original people of the Owens Valley. The Bishop Paiute Tribe website recounts that in 1912, the U.S. Government reserved over 67,000 acres of lands in the Owens Valley for the Indians of this area. In 1932, President Hoover revoked the 67,000 acres reserved land and placed the lands in watershed protection status for the City of Los Angeles. In 1936, the City of Los Angeles wanted the remaining lands and the federal government traded these lands for the 875 acres that now comprise the Bishop Paiute Reservation located at the base of the magnificent Eastern Sierra Nevada Mountains. Today the Paiute people are the fifth largest California Tribe, with 2,000 members and one of the smallest land bases. Despite the land predicament the Tribal government has upgraded technical capabilities and developed infrastructure for the present and future growth of the Bishop Paiute Reservation¹.

The Bishop Paiute Tribe is a sovereign nation governed by the Tribal Council, a board of 5 members elected by the General Council. The tribe is located at the foot of the Eastern Sierra Nevada Mountains and is the fifth largest tribe in California with around 2,000 enrolled members. The tribe provides members with various programs and services and operates a variety of tribally owned entities and enterprises. The tribe is engaged in progressive development and highly values self-sufficiency, self-reliance, and maintains committed to being a strong self-governing sovereign nation. The culture of the Paiute people is deeply embedded with the surrounding environment. The natural resources provided by land, water, and air, have been safeguarded by the tribe for numerous years. The traditions of the Paiutes are alive and active today, and can be witnessed in one of the tribes many traditional functions and festivities².

The Bishop Paiute Tribe headquarters is located in Bishop, California, within Inyo County in the upper Owens Valley. The reservation is on the lower slopes of the Eastern Sierra Nevada Mountains. As of 2016, 1,950 people lived within the 1.6 square miles of the Bishop Paiute Tribe lands³. Many Tribal ordinances are located at the Tribal website at <http://www.bishoppaiutetribe.com/tribal-council.html>. Bishop Paiute Tribe has a fairly large set of tribal laws in comparison to other tribes in California. They have a Tribal Employment Rights Ordinance (TERO) and a Right of Way Ordinance (ROW). These rules are applied to contracts that the tribe have or will have for projects occurring on tribal lands, particularly transportation projects. Caltrans has successfully delivered multiple TERO projects on Bishop Tribal land, although there may have been some challenges in the process of working with TERO and ROW. Technically, tribal rules apply on tribal lands. Caltrans continues to negotiate with tribes on both TERO and ROW. Bishop has been at the forefront of this negotiation effort⁴. Figure 2-1 shows the location of the Bishop Paiute tribal lands. Population, income, and age data for Bishop, Inyo County and the entire state of California are shown in Table 2-1 below. Both the small city of Bishop and surrounding Inyo County have comparatively small populations, are older than the state as a whole, and have lower median household incomes those than prevail across California.

Table 2-1: Bishop Paiute Tribe Population Information

Community Population

(2014)

Median Household

Income, in \$ (2013)

Median Age, in

years (2014)

Bishop 3,841 \$30,357 43.6

Inyo County 18,410 \$44,133 45.0

California 38,802,500 \$60,190 35.7

Source: <http://www.city-data.com/city/Bishop-California.html>, retrieved September 30, 2016.

In the July, 2016 Tribal Newsletter, the Tribe announced that on June 8, 2016 it was notified that the Bishop Paiute Tribe had received a grant from the California Department of Transportation (Caltrans), Division of Transportation Planning for fiscal (FY) 2016-17 in the amount of \$120,000.00. The grant will complement the Long-Range Transportation Plan of the Bishop Paiute Reservation by implementing the following grant objectives:

OVERALL PROJECT OBJECTIVES:

- Hire a part-time Transportation Planner to complete scope of work tasks for the duration of the 2 ½-year Project.
- Hold quarterly Tribal community and Stakeholder meetings to gather input on current problem areas, potential solutions, and assist in the development of the Transportation Plan.

Gather, collate, and analyze existing data including documents related to Bishop Paiute Tribal transportation planning.

- Gather, collate, and analyze existing connectivity to the surrounding community and partnerships including Inyo County LTC, City of Bishop, Eastern Sierra Transit ESTA,

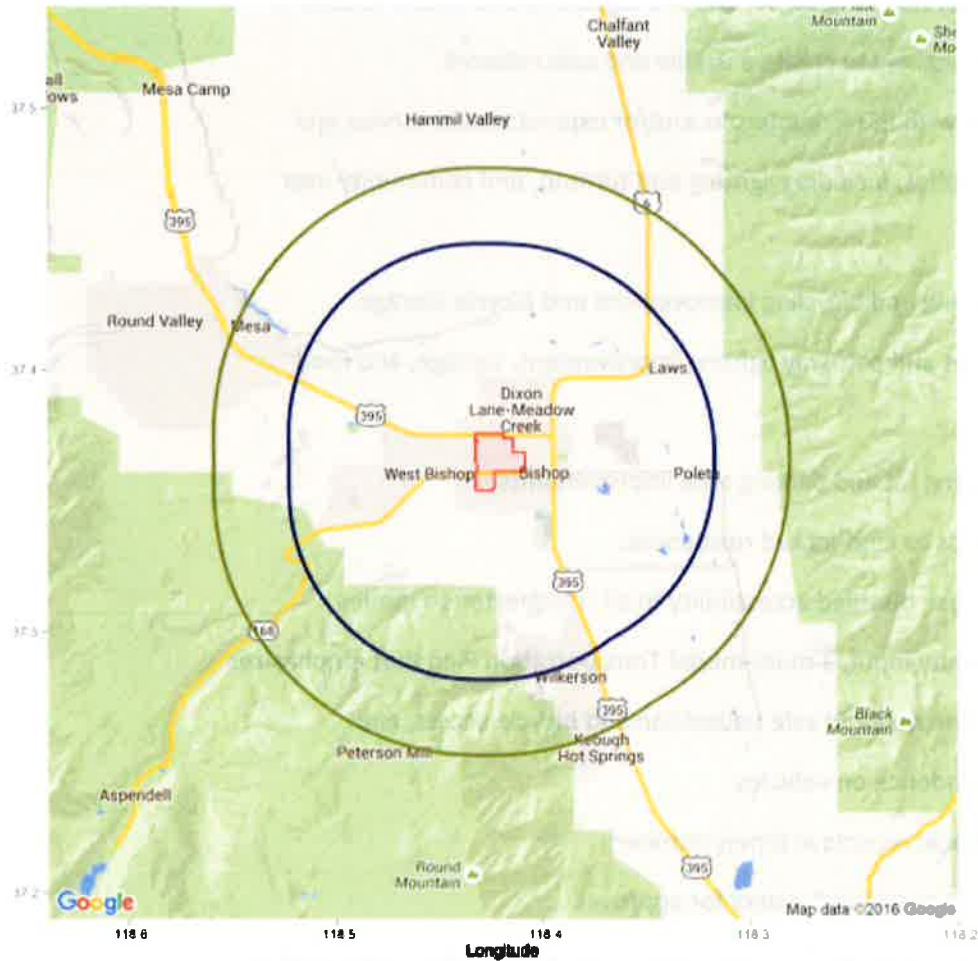
Inyo County, US Forest Service, Bureau of Land Management and others related to transportation and connectivity to create a usable and safe network.

- Develop plans to work with ESTA to improve and/or expand transit service and improve transit stop facilities, including lighting and turnout, and community user information.
- Develop plans for walking and bicycling improvement and bicycle storage.
- Develop plans for street and pathway lighting improvement, signage, and road striping.
- Develop plans for parking lot and parking area improvements.
- Develop plans for access to land-locked residences.
- Develop plans to increase disabled accessibility to all transportation modes.
- Develop, with Community input, a multi-modal Transportation Plan that emphasizes healthy lifestyles and improved and safe pedestrian and bicycle access, and promotes reduced dependence on vehicles.
- Submit quarterly and final reports in timely manner.
- Submit to Tribal Council and Stakeholders for approval.

The Bishop Paiute Tribe Long-Range Transportation Improvement Plan, published in November of 2013, identified “potential transit and transportation improvement projects within the Bishop Paiute Reservation, and further explore these projects”.⁶ The Long-Range Transportation Improvement Plan evaluated roads, pedestrian and bicycle facilities, and public transit. The Plan’s purpose was to provide “accurate pre-planning and funding information to allow for projects to be selected and funded for future construction.”⁷

Figure 2-1: Bishop Paiute Tribe Reservation Map with 5-Mile and 7-Mile Buffer Areas

ADD FIGURE



Source: SafeTREC, July 12, 2016

2.2 Traffic Collision Investigating and Reporting

Traffic collision reports are not prepared currently by public safety officers for the reservation. Tribal police may stop motorists, but do not have authority to issue traffic citations⁸. First responders determine per their policy whether there are injuries and summon the appropriate law enforcement agency to respond for a report. The appropriate law enforcement agency may be the California Highway Patrol or the Inyo County Sheriff's Department⁹.

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2.3 Statewide Integrated Traffic Records System (SWITRS) Statistical Data

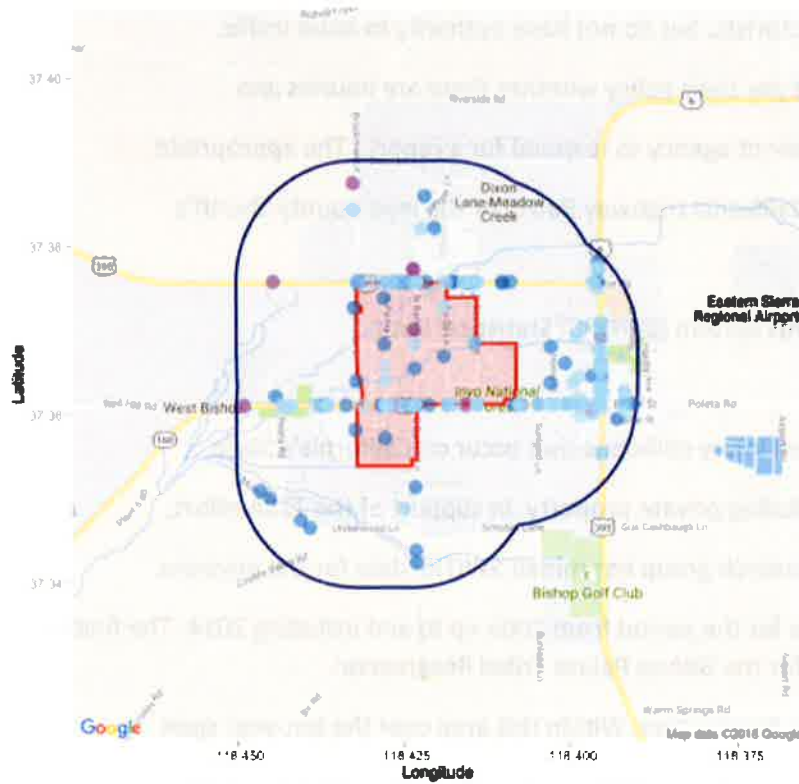
SWITRS processes all reported fatal and injury collisions that occur on California's State highways and all other roadways, excluding private property. In support of the T2SA effort, UC Berkeley SafeTREC traffic safety research group has mined SWITRS data for the environs of the Bishop Paiute Tribe Reservation for the period from 2005 up to and including 2014. The findings are shown in Figures 2.2 through 2.6 for the Bishop Paiute Tribal Reservation and a one-mile buffer area around the Reservation. Within this area over the ten-year span there were 204 collisions with one fatality, 21 severe injuries, and 68 other visible injuries. Nearly 30% of these collisions were broadside, while nearly 20% were rear-end collisions. More than 10% involved a vehicle and a pedestrian. Most collisions took place between the hours of 9 am and 6 pm. Almost 30% of the collisions involved an automobile right-of-way issue, while nearly 20% of the collisions involved unsafe speed. Driving under the influence and improper turning were also significant collision factors.

2.4 Primary Collision Factors

Figures 2-2 to 2.6 illustrate primary collision factors for the Bishop Paiute Tribe Reservation and a one-mile buffer around the Tribe's lands. These factors include number and severity, collision types and trends, time of day and day of week, and primary collision factors.

Figure 2-2: Bishop Paiute Tribe Reservation Collision Map, Including 1-Mile Buffer Area

Collision Map at All Levels (1-Mile Buffer)



Collision Severity ● Fatal ● Severe ● Other Visible ● Complaint of Pain

Tribal Summary

County:	Inyo
Population:	938
Area (in sq. miles):	1.4
Road Miles:	9,945
Tribal Police:	Yes
Tribal Fire:	Yes
Tribal EMS:	No
Casino:	Yes
Transportation Agency:	No
Roadway Infrastructure Collection:	Yes

Snapshot of Collisions

Total Collisions:	204
Fatal:	1
Severe:	21
Other Visible:	68
Complaint of Pain:	114

Snapshot of Collisions at All Levels

Pedestrian:	20
Bicycle:	29
Motorcycle:	14
Alcohol-Involved:	33

Note:

The tribal area information was extracted from the GIS shapefile downloaded from Bureau of Indian Affairs (BIA) in January 2015. The road mileage for individual states were derived by intersection of the EBRI road network shapefile with tribal land shapefile. Tribal population was referred to the sources of service area population (US Department of the Interior, tribal websites, Wikipedia, or ACS 5 year estimate (tribal census tract). Information on whether individual tribe has tribal police, fire department and emergency medical service (EMS) was gathered from internet research. The injury summary was obtained using the SHWTRIS 2005-2014 data.

Figure 2-3: Bishop Paiute Tribe Reservation Collision Types with 1-Mile Buffer Area
Top 5 Crash Types

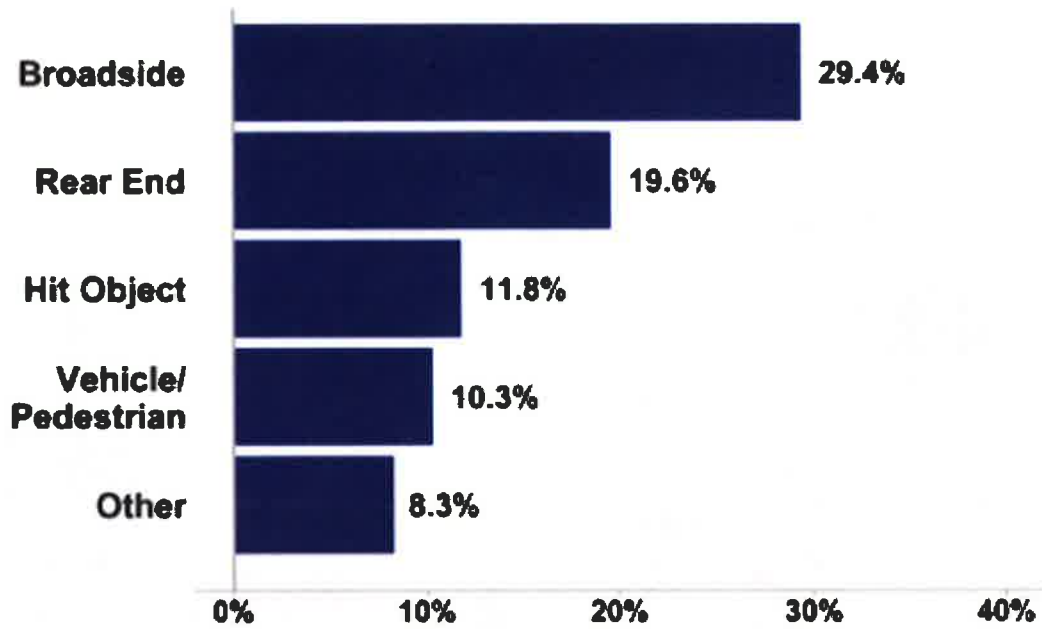


Figure 2-4: Bishop Paiute Tribe Reservation Collision Data with 1-Mile Buffer Area, 2005 -2014

Collision Yearly Trend at All Levels

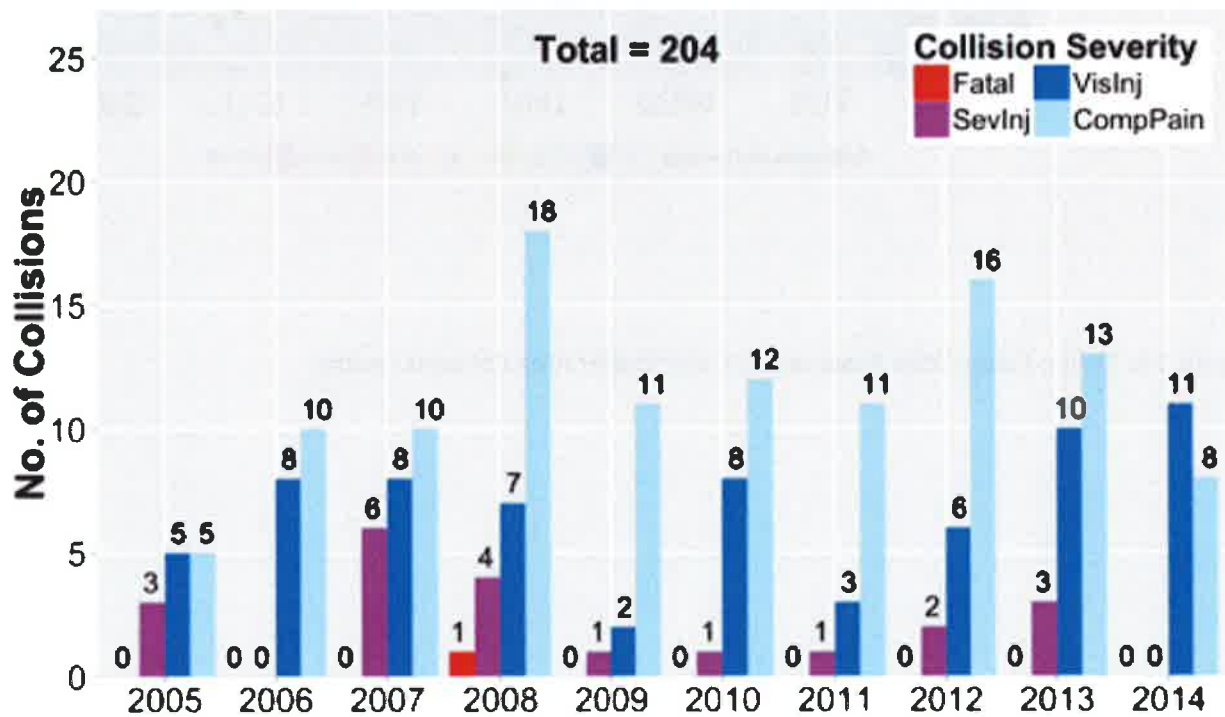


Figure 2-5: Bishop Paiute Tribe Reservation 1-Mile Buffer Area Time & Day Collision Data

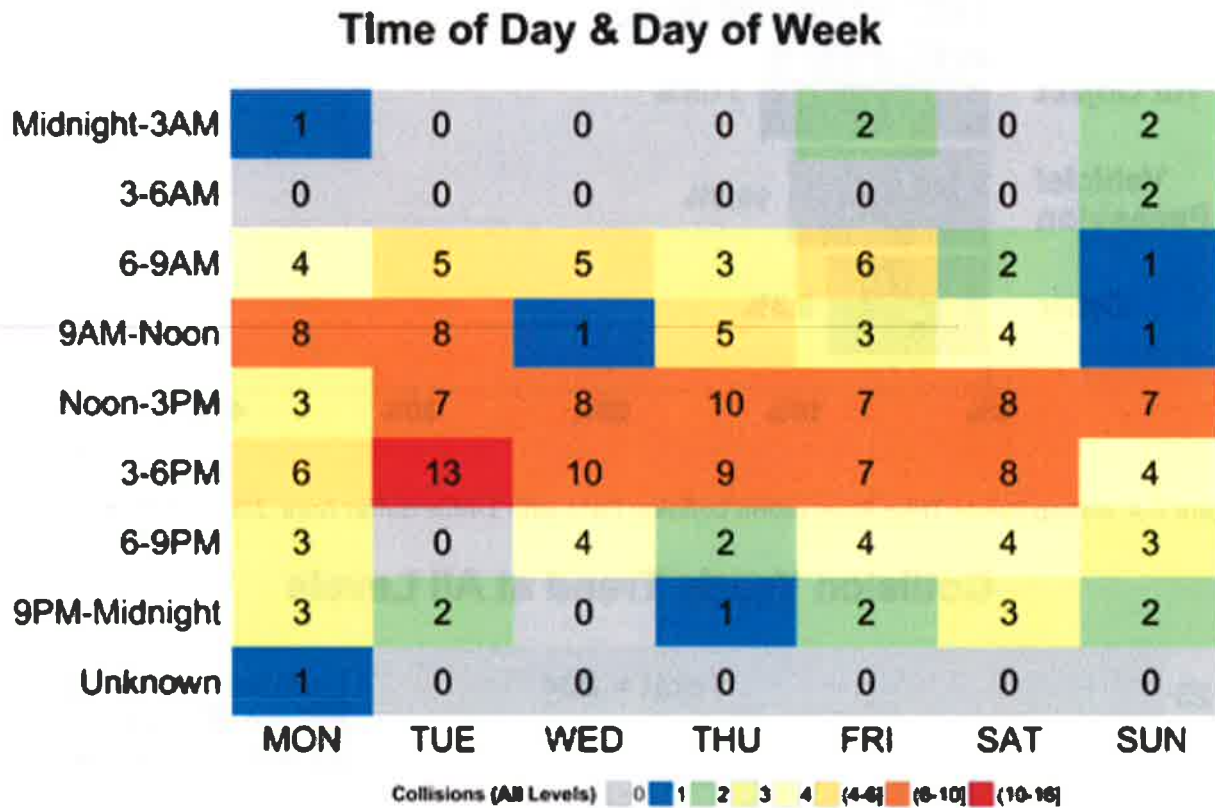
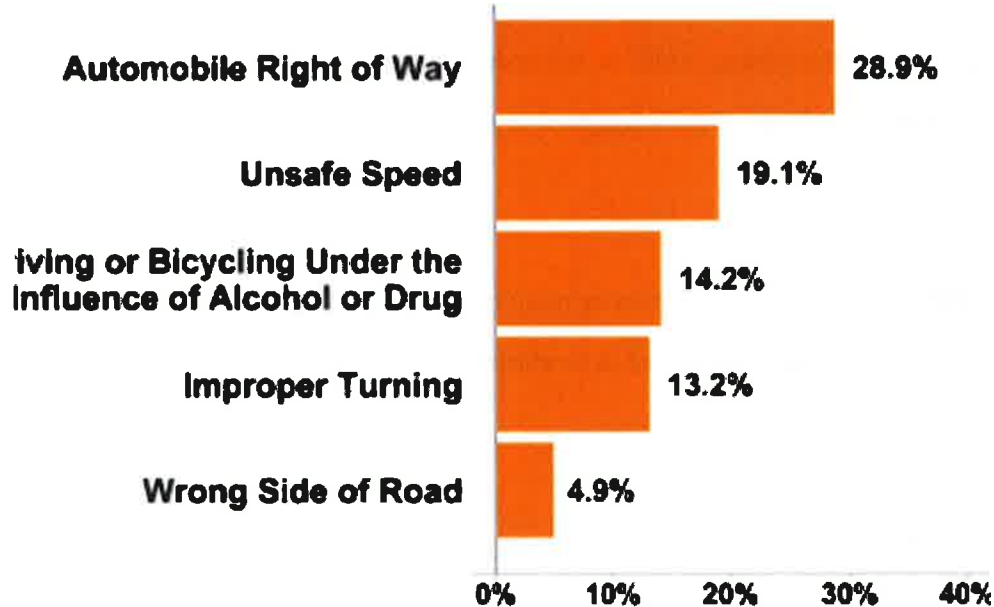


Figure 2-6: Bishop Paiute Tribe Reservation 1-Mile Buffer Area Collision Factors

Top 5 Primary Collision Factors



3.0 TRAFFIC ENGINEERING IMPROVEMENT MEASURES 3.1 Setting

State Route 168 and U.S. Highway 395 are major east west arterials, approximately one mile apart. They serve as the two major access routes to the Reservation. They also connect to roads mostly under the County of Inyo jurisdiction that connect to several Reservation streets.

The five north-south Inyo County Roads serve as collectors between State Route 168 and US Highway 395. They are See Vee, Tu Su, North Barlow, North Pa Ha and Brockman Lanes. All service roads are approximately one mile long.

The traffic volumes on the internal streets on Tribal land have not been collected since 2005. For lack of newer data, this report will list the following volumes to be used with caution to describe the setting, but not for any volume sensitive analysis.

- Brockman Lane 1350 vehicles per day (vpd)
- North Pa Ha Lane 800 vpd
- North Barlow Lane 2750 vpd
- North Tu Su lane 990 vpd
- North See Vee Lane 1800 vpd

- Diaz Lane 460 vpd

The above traffic volumes were reported in ITS Berkeley's An Enforcement and Engineering Analysis of Traffic Safety Programs (November 2005) for the Bishop Paiute Indian Tribe, which was funded by the California Office of Traffic Safety (OTS).

3.2 Traffic Safety Issues

The following section of this report identifies engineering related improvements that could be implemented at the locations that were identified as locations of concern to the Bishop Paiute Tribe.

3.2.1 Issue 1: School Children Walking to Bus Stops.

School-aged children walking to bus stops.

Several bus stop locations within the Reservations were recently improved by adding concrete pads and bus shelters. Some of the bus shelter locations are used by the school district to pick up and drop off children from and to the Reservation. Many kids walk on the pavement for lack of sidewalks or pedestrian paths. When kids observe the oncoming vehicle, they get off the paved roads onto the dirt area. The vehicular speed was observed and found to be reasonable in most instances. However, instances were observed of speeding vehicles above the speed limit on the same period. The general flatness and straightness of the Reservation roads may potentially contribute to the higher speeds on these roads.

Tribe members have expressed concern about the issue of designating the stop locations by the school district without communications with the Tribe.

Possible Safety Improvements

Consider implementing the following improvements:

Short Term (6-12 months)

- Pave the areas in front of the bus shelters to connect with the roadway pavement.
- Stripe the 24-foot wide pavement with 10.5 foot vehicular lanes and 4" edge lines leaving 1.5 foot shoulders.
- Tribe to initiate communications with the School District to ensure proper coordination to locate the most convenient stops.

Medium Term (12-24 months)

- Work with the County of Inyo to install speed display signs on all four north south arterials and on Diaz Lane.
- Traffic improvements could be assembled into one striping and signing grant application.

Long Term (2-5years)

- Start the planning process to formalize pedestrian and bicycle facilities.
- Consider placing speed limit pavement legends in Thermoplastic on all internal streets.

3.2.2 Issue 2: Substandard Traffic Control Devices.

Existing Conditions

Several stop signs within the area are smaller than the standard size for public streets. The minimum size is 30" according to the California Manual on Uniform Traffic Control Devices (CAMUTCD). While that might not be a mandate on Tribal streets that are maintained by the County it is a good practice to maintain the standard size for visibility reasons.

Many stop signs are mounted below standard height of seven feet to the bottom of the sign. When the roadway is striped with dashed lines, it is a good and common practice to stripe the last 50 feet in double yellow to emphasize the stop control.

Most streets are marked with dashed centerlines and in many instances no centerlines

making passing legal. Although much of the striping was recently done, the painted lines were almost faded.

Figure 3.2: Traffic Control Device

Possible Safety Improvements

Consider implementing the following improvements:

Short Term (6-12 months)

- Replace substandard Stop signs with 30" Stop signs.
- Special attention may be given to the provisions of passing.
- Double yellow lines with reflectors may be standardized for at least 50 feet in advanced of intersections.

Medium Term (12-24 months)

- Consider using Thermoplastic materials for pavement makings due to the presence of fine sands.
- Conduct reflectivity check on all signs on an annual basis.

Long Term (2-5years)

- Replace all pavement makings with Thermoplastic material.
- Stripe crosswalks at intersections controlled by all-way stop.

3.2.3 Issue 3: Crosswalk Signage in Front of Head Start School.

Figure 3.3: Crosswalk Signage

Existing Conditions

The crosswalk doesn't have the proper signage for the northbound direction. The visibility of the striping is in poor condition.

Possible Safety Improvements

Consider implementing the following improvements:

Short Term (6-12 months)

- Add the proper signs according to the CAMUTCD.

Medium Term (12-24 months)

- Consider ramps that meet the requirements of the Americans with Disabilities

Act with the addition of pedestrian facilities.

Long Term (2-5years)

- Relocate the crosswalk to the middle of the block location to serve all crosswalk users, including those on foot and those on bicycle.

3.2.4 Issue 4: Speeding and Through Traffic during Congestion and Construction.

Existing Conditions Figure 3.4: Speeding and Through Traffic during Congestion and Construction

Through traffic avoiding congestion on either SR 395 or State Route 168 uses the County road through the Reservation. The traffic speed during those diversions is relatively high and often includes truck traffic. This statement about traffic speeds during diversion was based on observations during the field visit, as well as engineering judgement.

Possible Safety Improvements

Consider implementing the following improvements:

Short Term (6-12 months)

- Work with the County and Caltrans to minimize construction and special-events detours through the Reservation residential areas.
- Work with the County to prohibit truck traffic over a certain weigh limit congruent with the design of the pavements.
- Post the proper signs on all four north-south lanes.
- Enforce Speed limits after the adoption of the new Tribal Vehicle Code.

Medium Term (12-24 months)

- Promote collaborative consultation between Caltrans and the County to involve the Tribal administration of any potential construction impacts of traffic through the Reservation.

Long Term (2-5years)

- Consider adding speed display signs that have the capability to count traffic. The data will establish a base that could be checked in the future to monitor the size of the issue.

3.2.5 Issue 5: Lack of Pedestrian and Bicycle Connectivity.

Existing Conditions

While the Tribe Public Works continues to improve pedestrian connections via creek trails, the connectivity of pedestrian and bicycle off street facilities is either non-existent or very poor. The paving of the creek trail crossing at See Vee Lane does not currently have a crosswalk to cross the street at a mid-block location. In addition, the south end of the Reservation has an existing separated bike path facility that is not signed and is not connected. The facility terminates at Barlow and SR 168.

Possible Safety Improvements

Consider implementing the following improvements:

Short Term (6-12 months)

- Ensure ADA compliance for the connections between the street and the creek trail.
- Install a new crosswalk with the proper warning signs and pavement markings according to the CAMUTCD

Medium Term (12-24 months)

- Depending on the popularity and use by pedestrian and bicycles evaluate the need for a flashing beacon or a Rapid rectangular flashing device. Long Term (2-5years)
- Consider other crossing points to complete the trails within the Reservation lands.
- Consider more bicycle connections to support more bicycle use.

3.2.6 Issue 6: Safety Lighting.

Existing Conditions

The Reservation area has very poor safety lighting throughout.

Possible Safety Improvements

Consider implementing the following improvements:

Short Term (6-12 months)

- Install Solar LED lights less than 3000 Kelvin in color at strategic locations.

Medium Term (12-24 months)

- Expand Solar LED lighting as budgets allow. Construction and operation costs

associated with streetlights could add up to be a significant amount.

Long Term (2-5years)

- Establish a criterion for placement of streetlights.

3.2.7 Issue and Location 7: Future Project Goals and Scope of Work by Outside Agencies.

Existing Conditions

The department of Public Works maintains good working relationships with Caltrans and the County of Inyo staff. This relationship may continue to grow and improve so that the projects by outside agencies are communicated at the proper time to allow feedback from the Tribe. With Caltrans plans to complete a sidewalk project on SR 395 between Barlow and See Vee Lane (Meadow Farms Phase II Project), the Tribe administration may take an active role in reviewing the plans and articulating their vision of the area and how the Tribe transportation connections are seen by drivers along SR 395. The project includes a new traffic signal at See Vee Lane and SR 395. Caltrans is required by policy or current practice to consider alternatives to traffic signals.

The other project planned by Caltrans to be constructed in 2018 is a road diet¹⁰ project on State Route 168. This project needs to be monitored closely, as it could have the potential of placing more vehicular short-cut trips through the Tribal lands.

Possible Safety Improvements

Consider implementing the following improvements:

Short Term (6-12 months)

- Review plans at the staff level.
- Require stakeholder's meetings for all major transportation projects in or around the Tribal lands.

Medium Term (12-24 months)

- Establish advanced planning protocol with Caltrans and County staff on all projects.

Long Term (2-5years)

- Become a co-applicant with neighboring jurisdictions to collaborate on projects and future grant writing for transportation projects.

APPENDIX A: TRAFFIC COLLISION DOCUMENTATION AND TRAFFIC SAFETY

ENFORCEMENT MEASURES ON TRIBAL LAND

Introduction

The intent of this Appendix is to provide examples of practices related to traffic safety documentation and traffic safety enforcement to meet the safety challenge on Tribal lands in California. However, it is not meant to address all law-enforcement needs and concerns a Tribe faces.

The traffic-safety-enforcement challenge for Tribes is quite unique and multi-faceted. The collective knowledge the T2SA evaluators learned through their research and interactions with Tribal representatives is summarized and presented in this Appendix as a small sample of “best practices” in the field. The discussion below reflects the collective knowledge obtained from the following efforts:

- Office of Traffic Safety (OTS) Traffic Safety Assessment for the Cabazon Band of Mission Indians (July 2014)
- T2SA site visits completed by our Law Enforcement Expert for three (3) Tribes served under this grant
- T2SA phone interviews conducted by our Law Enforcement Expert for eleven (11) Tribes served under this grant

The three (3) most significant patterns recognized by the T2SA team are:

- 1) Traffic collisions on Tribal lands are significantly under-reported.
- 2) Traffic laws appear to be inconsistently enforced on Tribal lands by Tribal or State law enforcement agencies. Tribal traffic laws are enforceable by Tribal law enforcement, and State law enforcement may respond to traffic violations on public

roads where CHP has jurisdiction. 3) Speeding and driving under the influence injuries on Tribal lands appear to be

significantly higher than the State average. Without consistent law enforcement presence, people who live in and near Tribal communities tend to drive the roads in excess of posted limits.

It is impossible to list every possible option here, but each Tribe involved in this grant project may benefit from exposure to other Tribal traffic-safety-enforcement practices, as

well as the opportunities available through agreements and partnerships with outside agencies, should a Tribal council elect to pursue changes to its own enforcement practices. This Appendix may often use the term “best practice,” but this is solely the opinion of the authors; and as such, not all options identified in this section may actually be viable for any particular Tribe.

In the sections that follow, concepts deemed to be “best practice” by the T2SA Team are shown in italics to highlight their significance.

Pursuing Tribal traffic safety is similar to traditional traffic safety pursuits in that there are four (4) primary or essential components, modified here for Tribal communities:

- **Engineering:** This component includes the planning, operations, and maintenance leading to the appropriate design suitable for all modes of transportation. A good design is achieved through planning a participatory process of all stakeholders to ensure consistency and uniformity of all design elements. Communications with neighboring agencies to Tribal Lands was not found to be consistent. A guidance of when and how to engage during the development of transportation projects needs to have higher priorities for Tribal governments. The operations include the update of facilities and collecting safety record information to inform the planning process. It is important to keep a retrievable collision history and/or documented local experience. This is accomplished by uniform documentation that enables data mining, which is considered a best practice. The maintenance of facilities is an essential component for traffic safety; and without proper maintenance practices,

the chances for traffic collisions increase.

- **Education:** Early communication with the motorists, travelers, businesses, and residents affected by the intended traffic-control changes--such as speed limit changes, or the addition of regulatory signs and markings--is a best practice.

Considered as a best practice in a Tribal setting, sharing the upcoming changes in writing (e.g. posters, flyers, and mailed letters) and at Tribal council meetings fosters “ownership” of the improvements and increases compliance. Distribution of basic pedestrian and bicycle safety rules in Tribal school settings is also a best practice, especially if the presenter is a Tribal member or local resource. Educational programs need to be geared and synchronized with the primary collision factors reported and documented in TS2A reports, as well as other Tribal traffic safety studies. Campaigns strategically designed to address fatalities and severe injuries would be effective to save lives. Other educational campaigns of note include child safety seats, seat belt use, bike riding safety, among others. For other educational methods, see Appendix

C for more examples under Tribal Transportation Public Outreach & Communications.

- **Enforcement:** Increasing compliance by reminding drivers of the consequences of non-compliance is a proven practice. The enforcement task is more effective with good engineering and education practices. Collaboration with adjacent enforcement agencies needs to be built on trust and open communications. This norm may not be easily achieved without buy-in on all levels of the Tribal government and adjacent agencies. The nature of the traffic safety enforcement requires a complex level to balance sensitivities to the culture of the area and the need to maintain order. This could be achieved by creating clear lines of authority, enforceability, and follow ups. A balanced approach may not be achieved by imposing a pre-made Tribal vehicle code from another Tribe. However, another Tribe’s vehicle code might be appropriate for use as a starting point. Tribes have expressed concerns about

sharing authority and control with State or Federal agencies, including issues with subsequent court processes. A best practice is to establish a Tribal police department trained in traffic enforcement, or designate Tribal members who have completed the 40-hour California Peace Officer Standards and Training (POST) basic traffic collision training. These individuals can investigate and document in the Statewide Integrated Traffic Records System (SWITRS)-compliant formats and are authorized to issue citations for traffic offences specified in a Tribal ordinance with a Tribal court for due process.

- **Emergency Management Services (EMS):** The critical issue here is the response time of EMS due to the condition of the roadway infrastructure (or lack thereof), particularly access, connectivity, and evacuation routes. Emergency access is an important Tribal transportation issue, specifically the long distances travelled from/to the nearest medical facilities. One issue that is a concern of Tribes is how the EMS respondents can find the address of the Tribal area, since the address may not be the same as what is on Google map or some other mapping application. As another example, a Tribal representative at a regional outreach workshop was very concerned about evacuations, emergency response times, disaster response, and secondary access when the interstate freeway corridor is blocked due to a major incident. Although this is a very important issue for the Tribes, it is outside the scope of work for this grant project. Future projects may need to address this critical issue.

A.1 Traffic Collision Documentation Capabilities

Most State roadways passing through Tribal lands are there as a result of a right of way (ROW). Public Law 280 (PL 280) transferred legal authority (jurisdiction) from the federal government to state governments. Under PL 280, federally-recognized tribes retain jurisdiction over certain civil matters. The California Highway Patrol (CHP) has jurisdiction on all State- and county-maintained roadways with the exception of enforcing civil-regulatory vehicle code sections upon tribal members, if the roadway traverses their tribal

land. Additionally, the CHP has authority to enforce criminal-prohibitory violations on motor vehicles, bicycles, and other modes of transportation as defined by the California Vehicle Code, regardless if the vehicle is on a public road, a private road, or upon private property (to include sovereign Tribal lands). If a Tribe includes their road in the RIFDS inventory, it will be deemed a PUBLIC road by Federal agencies (i.e., Bureau of Indian Affairs (BIA) and Federal Highway Administration (FHWA)). It is imperative that Tribes notify the California Department of Transportation (Caltrans) and the CHP when a roadway is either added or deleted from RIFDS. It should be noted, sovereign-qualified immunity is only afforded to Tribal members on their lands and does not extend beyond the boundaries of the reservation or Rancheria to which they belong.

The T2SA interviews, site visits, and research revealed a number of practices employed by Tribes to capture traffic collision data on Tribal lands. Our focus here is on non-State roadway collisions. Listed below are some common examples of current Tribal collision-documentation practices:

- A. Tribes hold agreements with adjacent allied agencies (CHP, County Sheriff or Police Departments) to perform all traffic-collision documentation on Tribal lands. Some Tribes use multiple enforcement agencies.
- B. CHP documents collisions on all State roadways on Tribal lands. Tribes may hold agreements where upon request on non-State roadways on Tribal lands, CHP can do traffic collision investigation and data collection, in combination with Tribal police documenting collisions on other roadways on Tribal lands.
- C. Tribal Police documents all collisions on Tribal lands, except for State roadways passing through Tribal land.
- D. There are no State roadways on Tribal lands and no on-scene investigation conducted. Drivers involved in the collisions file Counter Reports (see CHP definition below) themselves with the local agencies neighboring Tribal lands. Counter reports

are kept only at the local office where they were submitted and are not sent to SWITRS.

Counter Report or Citizen's Report: A counter report or citizen's report is a property damage only collision reported by an involved party in person at an office of the California Highway Patrol (CHP) or local law enforcement agency. (Refer to paragraph 36, Late-Reported Collision, and CVC Section 20015.) a. Counter reports are to be completed by the involved party or with the assistance of a peace officer. b. Counter reports are not processed through the Statewide Integrated Traffic Records System database files.

E. Tribes obtain a third-party traffic collision software program, such as Crossroads Software Solution, for Tribal officers' and traffic engineers' use. As cost-free alternative, Tribes may obtain a copy of CARS 360, which is a software program utilized to fill out collision reports and establishes a searchable database.

Discussion

Below is a more detailed discussion of the above examples. Tribes may find an example or combination of examples relevant to their particular situation. A critical issue is the consistency of how the data is collected and training associated with the adopted system. All systems need to have the commitment of the Tribe to maintain and update.

Example A would involve the Tribe rendering all traffic-collision documentation duties to other agencies, each of which would have its own policy and differing level of service. The response time would likely be longer due to longer distances travelled by outside agencies. Many enforcement agencies no longer respond or document non-injury collisions. Because these types of accidents make up the vast majority of collisions on Tribal lands, this practice would lead to under-reporting of traffic collision data. The positive implication is collision reports would be filed in SWITRS and in the Collision Investigation Manual (CIM)-compliant formats used by trained officers. The Tribe would not have to train their own Tribal police in documenting traffic collisions.

In Example B, the results of collision data are stored in two different locations: 1) SWITRS,

and 2) the Tribal police's own records management system. The Tribal police tasked with collision documentation are advised attend basic collision investigation classes. The Tribe could reduce training costs by designating a pair of officers instead of the entire patrol staff. These officers should also know how to retrieve raw collision data from SWITRS and how to add their own data to SWITRS prior to data mining for trends. For brevity without sacrificing

critical data, Tribal police could utilize the shorter CHP collision report form 555-03 found in this Appendix. The CHP may provide these forms at the Tribe's request.

In Example C, the Tribal police will document all collisions on Tribal lands. The Tribe may choose to have every Tribal patrol member trained in basic collision investigation or only a designated pair who would serve as specialist for this service. Optimally, the Tribe would work with SWITRS and the closest CHP office to create a policy where Tribal collision investigations would be submitted to SWITRS. SWITRS can accept collision report submissions under agreements or designated National Crime Information Center (NCIC) agency numbers, create a separate 'agency' designator for Tribal reports, or simply add it to the local CHP group collisions. All collision reports under such an agreement would need to comply with the CHP's Collision Investigation Manual (CIM), hence the need for proper training. Example C would be a best practice.

In Example D, there would be no traffic collision data collection on site, except if a Counter Report is submitted by an involved party on their own at a neighboring law enforcement agency. The Counter Report is never submitted to SWITRS (by rules set forth in the CIM), as there is no on-scene investigation by an unbiased trained officer. Because an involved party (who could be biased) is filling out the Counter Report, they could be inaccurate and potentially biased in favor of the reporting involved party. The Counter Reports (per the CIM) are retained by the receiving law enforcement agency who stores the report as a custodian of records service. Anyone seeking to find a Counter Report would have to know what agency the involved party went to, as all agencies accept them. Example D results in little or no meaningful collision data. An example of a Counter Report is attached to this Appendix. The Counter Report is simply a public service, and it cannot be viewed as a

credible source of traffic collision information.

Example E involves purchasing a third-party software program for the Tribal officers to use at their work stations. Such a program should contain the components of an easy-to-use report form, sketching and diagramming capabilities, and data mining for trend analysis. One robust software program containing such features is Crossroads Software Solutions, but there are others in the marketplace to consider. Several, like Crossroads, have traffic engineering applications, in addition to law enforcement. The data housed, mined, and exported may or may not suffice for application for grants or other funding. This point should be discussed with any software vendor prior to acquisition. For a cost-free alternative, Tribes may obtain a copy of CARS 360, which is a software program utilized to fill out collision reports and establishes a searchable database. Should a Tribe obtain an NCIC designation, the Tribe may submit collision reports from CARS 360 directly to SWITRS.

A.2 Traffic Enforcement on Tribal Lands

Traffic laws are enforced by the appropriate law enforcement agency (e.g., CHP, County Sheriff, Tribal Police Department) on public roadways on Tribal lands, and some of the enforcement options are listed below:

- 1) A number of Tribes contacted for this project have destination venues that attract additional traffic from non-Tribal members (motorcyclists, off-road enthusiasts, cyclists, etc.). Often Tribes with such attractions have relationships with CHP resident officers or area commands, and focused traffic enforcement on specified events is commonly requested and honored. For State highways with such destination venues, this is a best practice.
- 2) Traffic enforcement by allied agencies on Tribal lands other than State roadways is another matter entirely. To accomplish this would necessitate a legal agreement between the Tribe and the desired agency. This agreement would have to address all subsequent and ancillary issues, such as what Court would be used for violators who

choose to contest their citations, fine disbursement, reimbursement for officer's time, etc. The establishment of an agreement is a substantial undertaking from a legal and cost perspective. Socially, such an agreement could cause anxiety for Tribal members who fear enforcement by outside agencies for driver's license, vehicle registration, financial responsibility (insurance), prohibited operation of quads on roadways and other statutes that ordinarily do not apply on Tribal lands. To attain such an agreement, community communication and buy-in would be necessary, in fact critical, to the success of the agreement.

3) Tribal police can enforce traffic laws when authorized by a Tribal ordinance, such as the example Tule River Tribe Ordinance attached to this Appendix as an exhibit. The sample ordinance specifies which types of traffic laws are enforced, including the fine, designating the Tribal Court for contesting the citations, and the range of penalty fines, among others. Such an ordinance ensures that the Tribe maintains control over the entire program of traffic enforcement. This method is considered a best practice to accomplish local traffic enforcement. The phrasing on the specified violation should closely resemble the phrasing found in the California Vehicle Code, which removes the need to remember two sets of rules for the same type of violation. This practice ensures consistency when Tribal members and their guests are on and off Tribal lands (considered a best practice). Tule River Tribal Police also included an educational period where Tribal officers stopped and educated violators on the upcoming Ordinance prior to the start of citations and communicated the details of the Ordinance to Tribal members via newsletter and at Tribal council meetings (also considered a best practice).

4) Another option to authorize Tribal police to issue traffic citations is to train them and then become federal officers with the Bureau of Indian Affairs (BIA). This option may not be a popular option with Tribal management, as this would mean such officers would swear an oath to the Federal Government and as such become employees of BIA rather than the Tribe. The Tribal control of traffic enforcement would be in essence handed over, under such an arrangement.

APPENDIX B: FUNDING AND IMPLEMENTATION for Tribal Transportation Projects

B.1 Overview of Tribal Transportation Funding

This Appendix has been compiled by the National Indian Justice Center (NIJC)/ Western Tribal Technical Assistance Program (WTTAP)

to help Tribal governments in California identify potential sources of funding to make traffic safety improvements on Tribal lands

and establish the justification to use in future grant applications for such improvements.

Tribes plan and implement transportation projects using a variety of discretionary (competitive) and formula grant funding streams

and their own monies. The Tribal Transportation Program (TTP), a program of the Federal Highway Administration, Office of Federal

Lands Highway established in 23 U.S.C. 202, provides funds to federally-recognized tribes for their transportation needs using a

statutory formula based on tribal population, road mileage and average tribal shares of the former Tribal Transportation Allocation

Methodology formula. The TTP and its associated TTP Bridge Program and TTP Safety Fund are the primary resources earmarked for

tribes for transportation. In 2016, the TTP program received \$456 million under the Fixing America's Surface Transportation Act

(FAST). All told, this 5-year highway bill authorizes \$2,425,000,000 for the TTP from 2016 to 2020. It also creates the Tribal Self-Governance

Transportation Program a provision which extends the Self-Governance Program to the Department of Transportation

and will give tribes greater decision making authority and latitude over how their TTP funds are spent. The FAST Act also established

the Nationally Significant Federal Lands and Tribal Projects program to provide funding for the construction, reconstruction, and

rehabilitation of nationally-significant projects on Federal or tribal lands. Authorized at \$100 million per year over 5 years, the

funding is subject to appropriations. The program was not funded in 2016. Each year 2% of TTP funding is set aside for the Safety

Fund under the FAST Act. The TTP funds may be used for transportation planning, design, construction and maintenance, including

safety. As the majority of California federally-recognized tribes have small populations and a small number of road miles, their TTP

funds are inherently limited. TTP Safety Fund grants, while tribal specific, are competitive. Historically, these grants could be applied

toward planning, engineering, enforcement, education and emergency services. However, the eligible project list for the TTP Safety

Fund has changed under the FAST Act; enforcement, education and emergency services projects are no longer eligible (see 23

U.S.C. 148(a)(4) for a list of eligible projects).

Given the small number of transportation funding programs earmarked for tribes, it is important for California tribes to be strategic

and creative when it comes to accessing grants, loans and other resources for planning and implementing transportation safety

improvements. The Funding Matrix in Section B.3 contains some funding sources that are not strictly transportation related but

could be applied to transportation safety if safety is appropriately re-framed to fit the funding source and meet a tribe's long- and/or

short-term transportation safety goals and objectives.

One way for a tribe to increase its funding streams for transportation safety is to incorporate safety in overall community

development. When tribal transportation safety planning and improvements fit within a tribe's efforts to create a holistic "culture of

safety and wellness" in the tribal community, funding possibilities can broaden well beyond transportation to other community

development sectors such as health, arts, education and culture. An example of this would be a tribe applying for an Art Place

National Creative Placemaking Fund grant to engage community artists, designers, planners and members in a transportation

planning process that incorporates tribal arts, language and culturally appropriate understandings of safety, health and wellness in a

facility design document. Or a tribe accesses Administration for Native Americans, Sustainable Economic Development and

Employment Training Program funds to train community members in transportation related job skills (e.g. Geographic Information

Systems, planning, data science, graphic design, construction, heavy equipment operations) to improve their employment and

higher education prospects and concurrently develop or implement elements of the transportation safety program. By thinking

creatively and broadly and by engaging a range of community members from different age groups and disciplines in the

transportation safety program, it may take on new dimensions, enlarge its financial resources and have greater impact and

sustainability.

Transportation safety projects in California tribal communities can and often do involve or impact transportation facilities that are

not under tribal ownership. These projects include state or county owned roadways, trails, public transit and/or bridges that cross or

serve tribal lands. Also, safety concerns may be present on facilities or services used by tribal members and other users to access

tribal lands, or a tribal economic development project or event has an impact on adjacent transportation facilities and/or services.

Because of the multi- jurisdictional nature of transportation systems in and/or near tribal lands, and as tribal transportation systems

serve many users beyond a tribe's membership, tribes benefit from partnering with other jurisdictions on safety issues. Through

partnerships, tribes can access funding programs to which a tribe is not eligible or become part of a planning process required to be

eligible for a particular program. Moreover, partnerships are required elements of certain transportation grant programs (e.g. TIGER)

and highly valued by all funding sources.

B.2 Funding Categories

B.2.1 Earmarked Categories for Tribes

In addition to TTP and TTP Safety Fund monies, there other grant and cooperative agreement programs that may be applied

to transportation safety projects. The third column of the Funding Matrix identifies whether or not a funding source is “tribal

specific” meaning it is allocated specifically for federally-recognized tribes or unrecognized tribes and other Native entities

may also apply for it. The following funding sources may be considered as Earmarked Categories for Tribes and used to

address transportation safety concerns.

Federal

- U.S. Department of Health and Human Services, Administration for Native Americans, Social and Economic

Development Strategies Program (SEDS) and Sustainable Employment and Economic Development Program (SEEDS)

o In 2016, these highly competitive, discretionary grant programs will fund 14 and 8 applications respectively at

an average grant of \$300,000 per year.

o SEDS funds may be used for a large variety of transportation safety activities: code development, tribal traffic

collision data systems, plans and design documents, educational programs, and more. They may not be used

for capital improvements.

o SEEDS funds may be used for transportation workforce development or to develop enterprises with a transportation focus.

- U.S. Department of Health and Human Services, Indian Health Service, Tribal Injury Prevention Cooperative

Agreement Program

o This competitive program was last competed in 2015 at an overall funding level of \$1,800,000 for 15 applicants in each of its 2 parts: (1) Injury Prevention Programs and (2) Effective Strategies.

o The Program funds may be used for Injury Prevention Staff, data collection, and implementation of evidence-based

practices (e.g. child safety seats) and injury prevention education.

- U.S. Department of Housing and Urban Development, Indian Community Development Block Grant Program

o This competitive grant program will fund infrastructure construction, such as roads that serve community

facilities.

o The Secretary of HUD may set aside 5% of each year's allocation for the noncompetitive, first come-first

served, funding of grants to eliminate or lessen problems which pose an imminent threat to public health or

safety.

- U.S. Department of the Interior, Bureau of Indian Affairs, Indian Highway Safety Program

o These competitive grants may be used to fund full-time and overtime law enforcement and Impaired Driving

Adjudication Courts.

o A data driven grant program, the problem identified in the application must be justified with data.

- U.S. Department of the Interior, Bureau of Indian Affairs, Tribal Climate Resilience Program, Category 2 – Climate

Adaptation Planning

o The safety of a tribe's transportation facilities or community behavioral health may be affected by climate

change now or in the future. With these competitive grant funds, a tribe may incorporate transportation safety planning into climate change adaptation planning.

- U.S. Department of Justice, Coordinated Tribal Assistance Solicitation: Purpose Areas 1 (Public Safety and Community

Policing), 3 (Justice systems and alcohol and substance abuse) and 8 (Juvenile healing to wellness courts)

o If alcohol and substance abuse are factors in a tribe's transportation safety problems, these competitive grant

funds may be used for law enforcement, education, interventions/alternatives to incarceration, code development, data collection, DUI courts and other activities.

- U.S. Department of Transportation, Federal Transit Administration, Public Transportation on Indian Reservations

Program; Tribal Transportation Program

o This grant program with formula and competitive components funds planning, capitalization and operation of

tribal public transit. With respect to improving safety, the development of transit in a tribal community may

for example help decrease the number of people who walk or bike along unsafe roads to get to essential services.

State

The State of California does not have any tribal specific transportation funding programs, but it does have competitive

transportation and transportation related grant programs for which tribes are eligible entities.

B.2.2 Competitive Categories Open for Tribes

The Funding Matrix identifies minimum eligibility requirements for a number of federal, state and private funding programs

that may be used to plan and implement transportation safety projects. Tribes that are considering applying for these highly

competitive funding sources should look closely at the requirements and be sure they have all of the elements they need to

be successful in place before developing their proposals. Data is one such element. Funding programs are increasingly “data

driven”. This means that an applicant must demonstrate its need using current and reliable sources of data and propose

performance measures tied to the data by which the results of its proposed project can be evaluated. Some funding

programs are flexible about how the data is derived, some are not. For example, to obtain a grant from the California Office

of Traffic Safety, the applicant must define the problem and identify the solution through analysis of documented collision

and/or DUI reports. Large capital grant programs like the U.S. Department of Transportation, Transportation Investments

Generating Economic Recovery (TIGER) ask for data on a number of criteria including but not limited to the economic status

of the applicant’s community and condition of the transportation facility.

Historically and for many reasons, most California tribes have not had the local collision data, roadway usage data,

transportation facility condition data and other information needed to compete for data driven grant programs. Yet, data

capacity is a critical component of tribal transportation safety programs. The FAST Act does not require tribes to have safety

data reporting systems but it does require states to have them as part of their highway safety improvement programs. If a

tribe has a state-funded transportation safety grant, it may have to submit safety data to the state per state rules and

regulations.

Tribes can use different strategies to build safety data capacity. The following ideas are offered for consideration. TTP Safety

Fund, Safety Planning grants are small grants that may be used for safety planning, conducting road and pedestrian safety

audits and improving collision data collection. FHWA reports that more than 45% of tribes that have applied to the TTP Safety

Fund have been funded for developing safety plans. The Safe Transportation Research and Education Center (SafeTREC) at

the University of California, Berkeley, and Western Tribal Technical Assistance Program (WTTAP) are implementing the Tribal

Safety Data Collection Project. Using a mapping process that overlays geocoded data from the Statewide Integrated Traffic

Records System (SWITRS) on tribal lands shape files, the project is identifying collisions that have occurred on California tribal

lands and within a five-mile buffer or tribal areas over a 10-year period. Tribes may contact SafeTREC and WTTAP for access

to and support in using this data in their transportation safety programs and funding efforts. Tribes should also look to the

practices of other tribes that have been successful in obtaining competitive grants to see the types and sources of data they

have used to frame their problems and the solutions and how they have presented the data in their applications to

demonstrate compelling need. As most tribes do not make their grant applications publicly available, it is best to contact a

tribe directly or through one of the 7 regional TTAP programs to acquire information. The FAST Act promises to improve the

quality, collection and sharing of collision data in Indian Country.

B.3 Funding Matrix by Type of Project

Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT)							
Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA)							
Project Type [1]	Funding Source: Federal, State, Other	Tribal Specific: Yes or No	Funding Type [2] Funding Range: Award Floor & Ceiling	Matching Funds Requirement: Percentage	Application Cycle: Month and Year	Pre-requisites: Minimum Requirements to apply	Website Link
P	National Endowment for the Arts: Our Town: Arts Engagement, Cultural	No	D	A non-federal, 1 to 1 match consisting of cash	Applications typically due in September	Requires partnerships between arts organizations and government, other nonprofit organizations, and private entities	https://www.arts.gov/grants-organizations/our-

Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT)							
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Project Type [1]	Funding Source: Federal, State, Other	Tribal Specific: Yes or No	Funding Type [2] Funding Range: Award Floor & Ceiling	Matching Funds Requirement: Percentage	Application Cycle: Month and Year	Pre-requisites: Minimum Requirements to apply	Website Link
	Planning and Design Projects		Grants range from \$25,000 to \$200,000	or in-kind contributions.	annually.	to achieve livability goals for communities. Successful projects will impact livability by affecting community priorities such as public safety, health, blight and vacancy, environment, job creation, equity, local business development, civic participation, and/or community cohesion.	town/arts-engagement-cultural-planning-and-design-projects-introduction
I	U.S. Department of Agriculture, Rural Development, Community Facilities Direct Loan and Grant Program	No	D Varies	Yes. Matching funds requirements vary by population size and income level.	Rolling	Recognized Tribal lands with no more than 20,000 residents. Applicants must have legal authority to borrow money, obtain security, repay loans, construct, operate, and maintain the proposed facilities. Applicants must be unable to finance the project from their own resources and/or through commercial credit at reasonable rates and terms. Facilities must serve rural area where they are/will be located. Project must demonstrate substantial community support. Environmental review must be completed/acceptable.	http://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program
I	U.S. Department of Agriculture, Rural Development,	No	D	Maximum guarantee 90% of the eligible loan.	Rolling	Recognized Tribal lands with no more than 20,000 residents.	http://www.rd.usda.gov/programs-services/communi

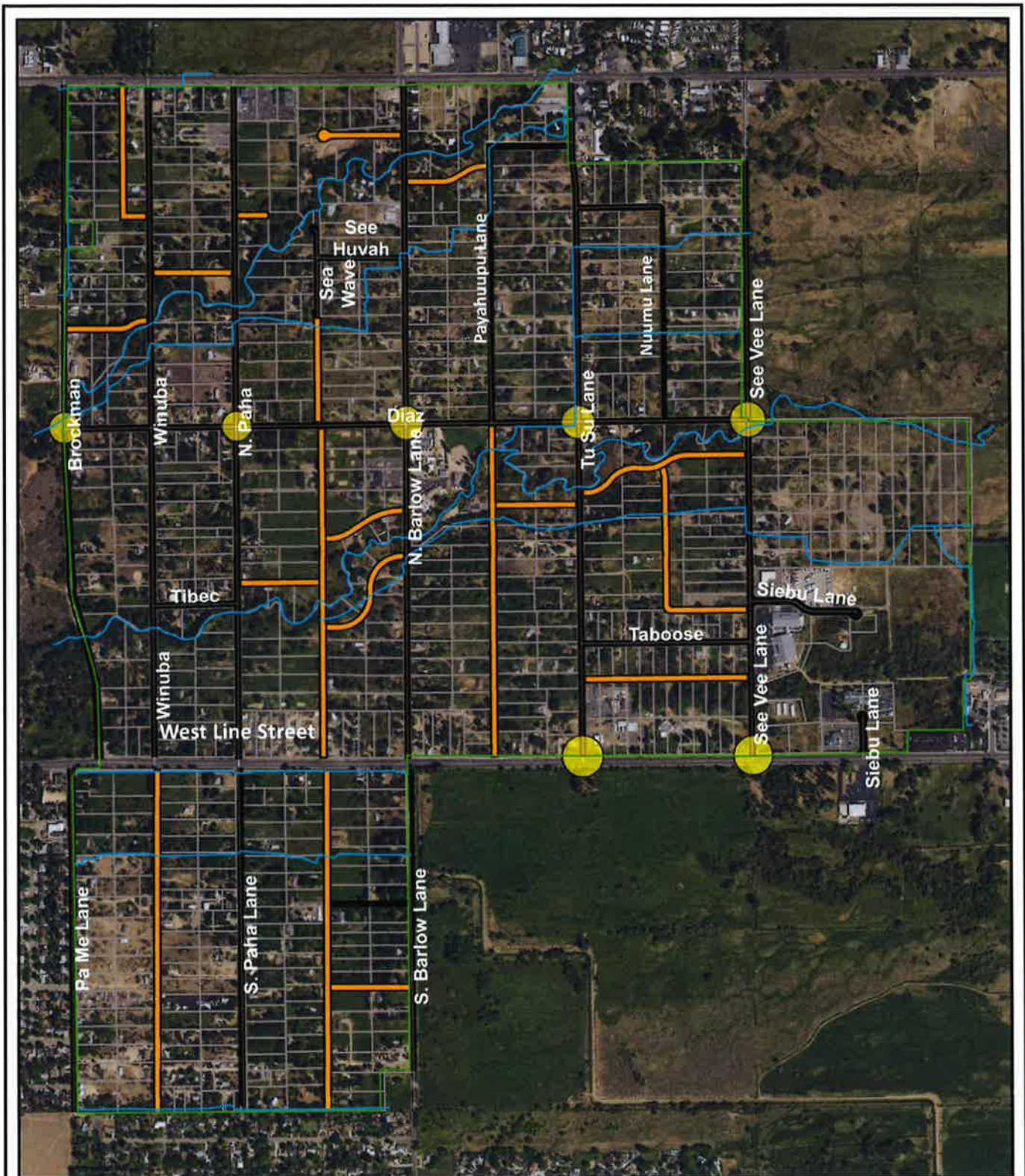
Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT)							
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Project Type [1]	Funding Source: Federal, State, Other	Tribal Specific: Yes or No	Funding Type [2]	Matching Funds Requirement: Percentage	Application Cycle: Month and Year	Pre-requisites: Minimum Requirements to apply	Website Link
			Funding Range: Award Floor & Ceiling				
	Community Facilities Guaranteed Loan Program		Varies			<p>Applicants must have legal authority to borrow money, obtain security, repay loans, construct, operate, and maintain the proposed facilities.</p> <p>Applicants must be unable to finance the project from their own resources and/or through commercial credit at reasonable rates and terms.</p> <p>Tax exempt financing is not eligible for this program.</p> <p>Lender responsible for determining credit quality and economic feasibility of proposed loan; adequacy of equity, cash flow, security, history and management capabilities.</p> <p>Facilities must serve rural area where they are /will be located.</p> <p>Project must demonstrate substantial community support.</p> <p>Environmental review must be completed/acceptable.</p>	ty-facilities-guaranteed-loan-program
I	U.S. Department of Agriculture, Rural Development, Economic	No.	D	25% of total project costs.	Rolling	Federally recognized Tribal lands with no more than 20,000 residents that have a not	http://www.rd.usda.gov/programs-services/economic

Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT)							
Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA)							
Project Type [1]	Funding Source: Federal, State, Other	Tribal Specific: Yes or No	Funding Type [2]	Matching Funds Requirement: Percentage	Application Cycle: Month and Year	Pre-requisites: Minimum Requirements to apply	Website Link
			Funding Range: Award Floor & Ceiling				
	Impact Initiative Grants		Varies			<p>employed rate of greater than 19.5%.</p> <p>Median household income of a community being served must be below 90% of the state non metropolitan median household income for grant eligibility.</p> <p>Applicants must be unable to finance the project from their own resources and/or through commercial credit at reasonable rates and terms.</p> <p>Facilities must serve the rural area where they are/will be located.</p> <p>Projects must demonstrate substantial community support.</p> <p>Environmental review must be completed/acceptable.</p>	-impact-initiative-grants
I	U.S. Department of Agriculture, Rural Development, Strategic Economic and Community Development	No	D	Unknown.	Varies.	<p>Project must be eligible for other Rural Development program funding.</p> <p>Project must be carried out solely in a rural area.</p> <p>Project must support a multi-jurisdictional strategic economic and community development plan.</p>	
P, NI, SRTS, RT	U.S. Department of Health and Human Services, Administration	Yes. Tribes and tribal organization	D	20% of total project costs.	Varies. Application typically due in	Applicants may only have one active award per Catalogue of Federal Domestic Assistance	http://www.acf.hhs.gov/programs/ana/grants/funding

Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT)							
Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA)							
Project Type [1]	Funding Source: Federal, State, Other	Tribal Specific: Yes or No	Funding Type [2] Funding Range: Award Floor & Ceiling	Matching Funds Requirement: Percentage	Application Cycle: Month and Year	Pre-requisites: Minimum Requirements to apply	Website Link
	Service, Tribal Injury Prevention Cooperative Agreement Program	ns, and Urban Indian Organizations	Part I (New applicants) - \$100,000 for Year 1 and \$80,000 for each year in Years 2 to 5. Part II (Effective Strategy Project Applicants) - \$20,000 for each year in Years 1 to 5.		funded in 2015.	A signed Tribal resolution from each of the Indian Tribes served by the project must accompany the electronic application submission. An Indian Tribe that is proposing a project affecting another Indian Tribe must include resolutions from all affected Tribes to be served. Or a draft resolution may be submitted but the final resolution must be provided prior to the date of the Objective Review of applications.	ule=CAP https://www.federalregister.gov/articles/2015/04/14/2015-08605/injury-prevention-program-announcement-new-and-competing-continuation-cooperative-agreement
P, I	U.S. Department of Homeland Security, Federal Emergency Management Agency, Pre-Disaster Mitigation Grant Program	No	D (with set-aside for Tribes) Maximum federal share: \$4 million for mitigation projects; \$400,000 for new mitigation plans; \$300,000 for multi-jurisdictional local/tribal plan updates; \$150,000 for single jurisdiction /local tribal plan.	25% of eligible activity costs or 10% for small impoverished communities that meet guidelines for such communities.	Varies. In FY 2016 the application cycle opened in March and closed in June.	Hazard mitigation plan must be developed and adopted before mitigation projects will be funded. Competitive priorities apply. See agency website for details.	http://www.fema.gov/pre-disaster-mitigation-grant-program
I	U.S. Department of Housing and Urban Development, Indian	Yes	B (Competitive) with % set-aside for non-competitive Imminent Threat Grants.	None.	Varies.	Extensive list of threshold and project requirements listed in the Notice of Funding Availability.	http://portal.hud.gov/hudportal/HUD?src=/program_o

Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT)							
Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA)							
Project Type [1]	Funding Source: Federal, State, Other	Tribal Specific: Yes or No	Funding Type [2] Funding Range: Award Floor & Ceiling	Matching Funds Requirement: Percentage	Application Cycle: Month and Year	Pre-requisites: Minimum Requirements to apply	Website Link
	for Native Americans, Social and Economic Development Strategies Programs	ns.	\$400,000 award ceiling per budget period; \$100,000 award floor per budget period.		March to April annually.	number. All applicants must submit documentation that its governing body approves submission of the application. Applicants that are not tribes must provide assurance of tribal community representation on the governing board.	g-opportunities
P, NI, SRTS, RT	U.S. Department of Health and Human Services, Administration for Native Americans, Sustainable Employment and Economic Development Strategies Programs	Yes. Tribes and tribal organizations	D \$400,000 award ceiling per budget period; \$100,000 award floor per budget period.	20% of total project costs.	Varies. Application typically due in March to April annually.	Applicants may only have one active award per Catalogue of Federal Domestic Assistance number. All applicants must submit documentation that its governing body approves submission of the application. Applicants that are not tribes must provide assurance of tribal community representation on the governing board.	http://www.acl.hhs.gov/programs/ana/grants/funding-opportunities
NI	U.S. Department of Health and Human Services, Indian Health	Yes. Tribes, Tribal Organizations	D	None.	Unknown. Program last	For Part I funding, applicants must meet the IHS minimum user population of 2,500.	https://www.ihs.gov/injuryPrevention/index.cfm?mod

Pedestrian and Vehicle data collection locations



- Bishop Paiute Reservation
- Existing Roads
- Reservation_water_ways
- Assignments
- Data Collection Location
- Proposed Roads



Miles

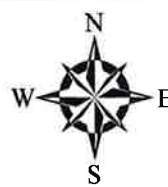


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Areas of Concern

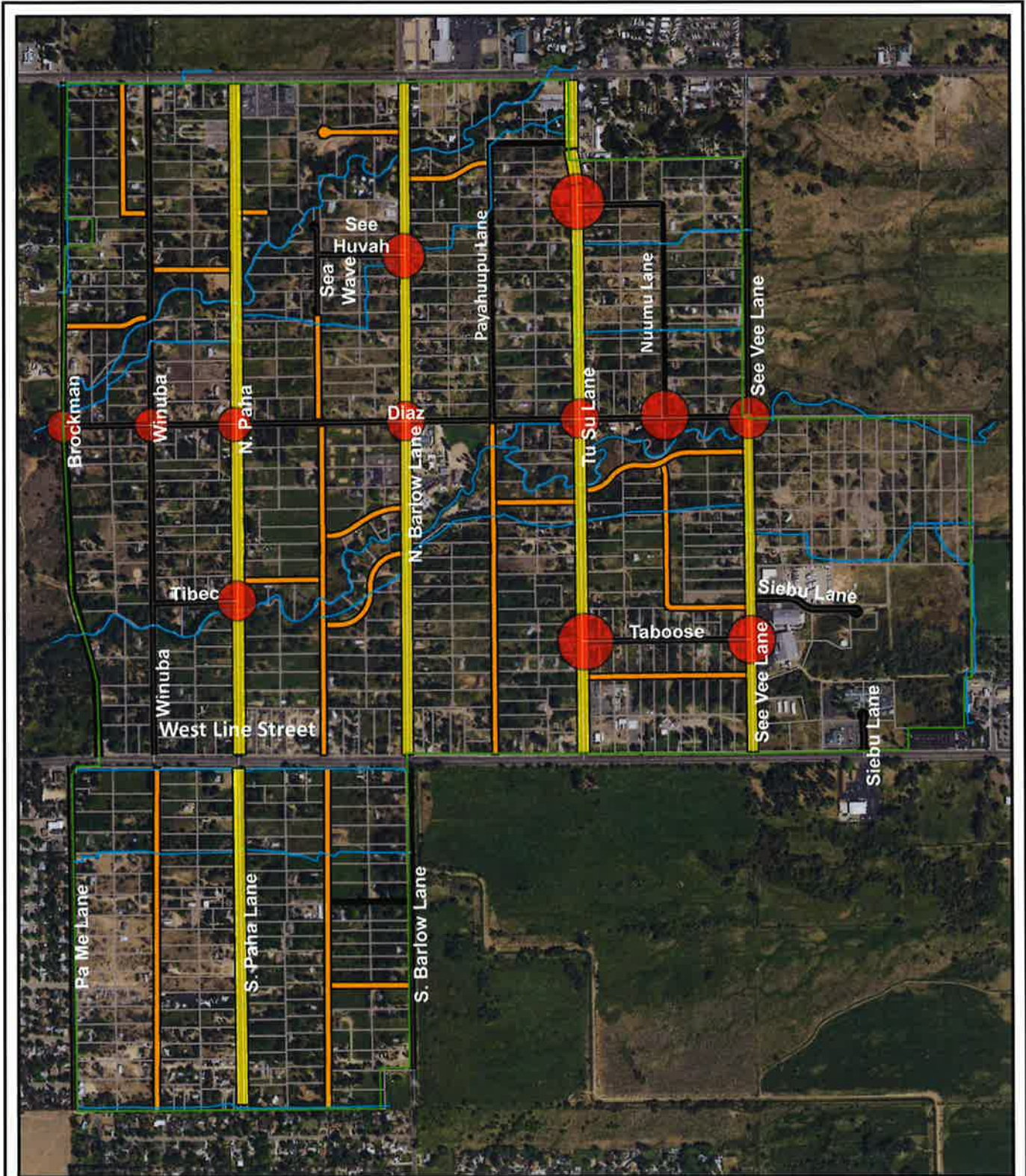


- Bishop Paiute Reservation
- Existing Roads
- Reservation_water_ways
- Areas of Concern
- Proposed Roads

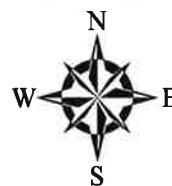


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Intersections and Shoulders of Concern



- Bishop Paiute Reservation
- Existing Roads
- Intersections of Concern
- Assignments
- Shoulders of Concern
- Reservation_water_ways
- Proposed Roads

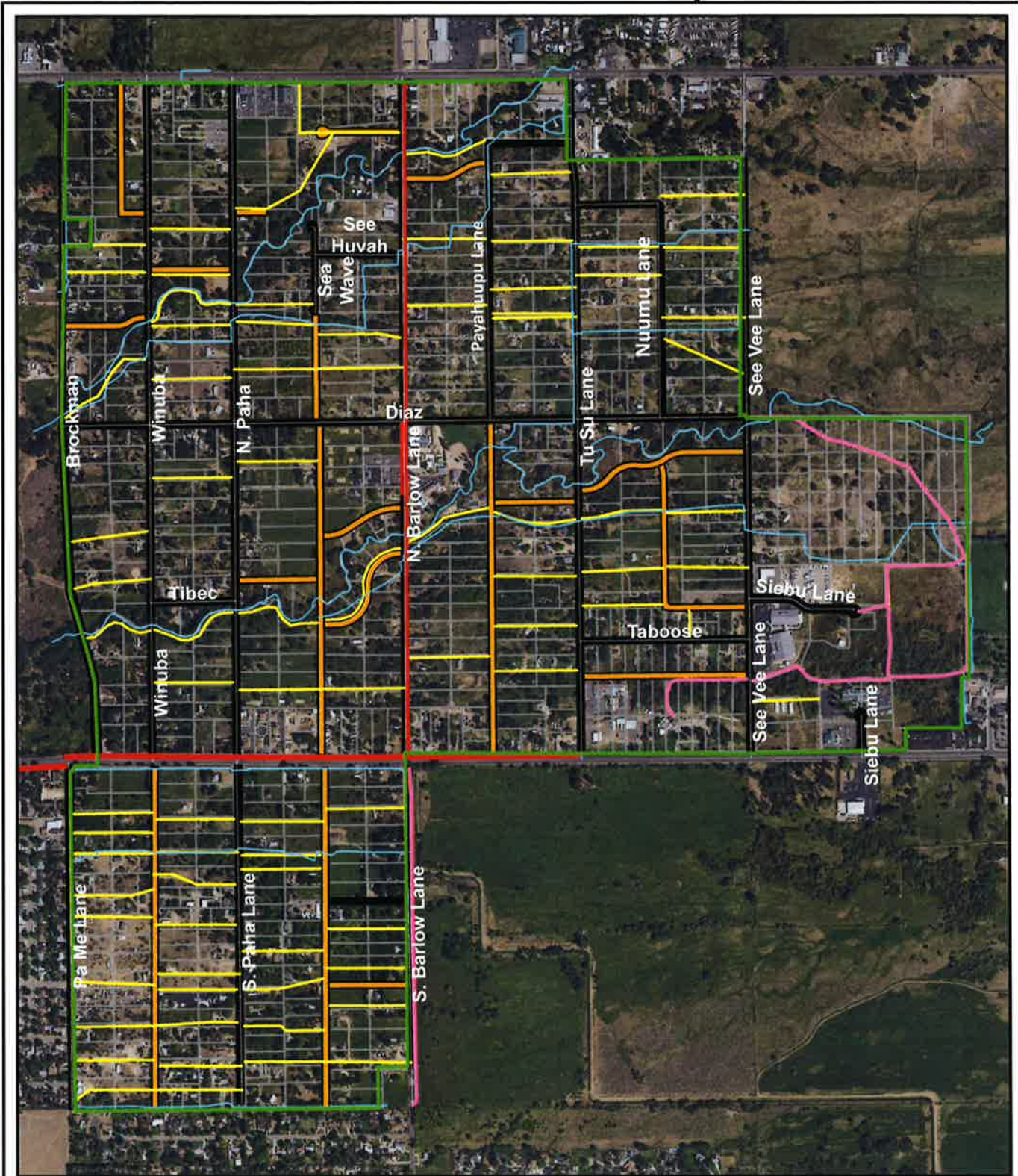


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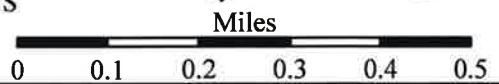
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Potential Pedestrian Pathways

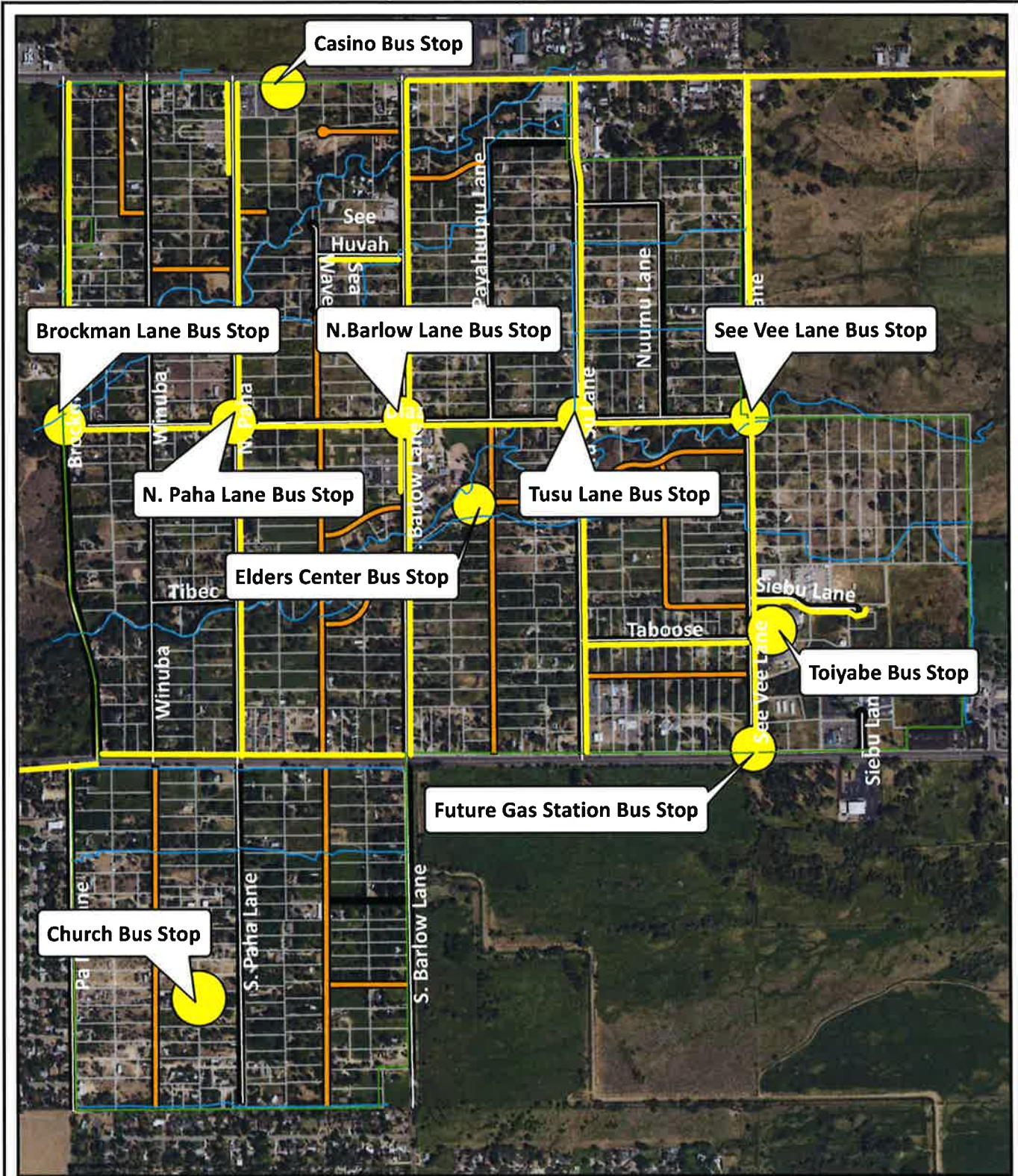


- Paiute_Boundaries
- Reservation Water Ways
- Potential Pedestrian Pathways
- Proposed Roads
- Existing Roads
- Assignments
- Current Pathways

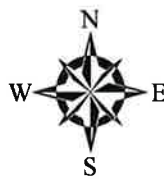
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Proposed Improvements



- Proposed Future Sidewalks
- Proposed Roads
- Bishop Paiute Reservation
- Existing Roads
- Reservation water ways
- Assignments
- Bus Stop



Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet

Parking Areas



- Bishop Paiute Reservation
- Parking Areas
- Reservation_water_ways
- Proposed Roads
- Existing Roads
- Assignments

Miles

Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet

