

CALIFORNIA HIGHWAY COMMISSION
PUBLIC HEARING

BRIEF

ON ROUTE 395
BETWEEN
1.7 MILES SOUTH OF
WARM SPRINGS ROAD
AND THE
MONO COUNTY LINE
AND

ON ROUTE 6
BETWEEN
ROUTE 395 FREEWAY
AND 0.3 MILE NORTH
OF DIXON LANE



DISTRICT 9

BISHOP FREEWAY



APRIL 22, 1966
BISHOP ELKS LODGE
151 EAST LINE ST.
BISHOP, CALIF.

**GENERAL
INFORMATION**

GENERAL INFORMATION

PROJECT: Road 9-Iny-395- PM 111.3 to 128.2
Proposed location of Route 395 Freeway
between 1.7 miles south of Warm Springs
Road and the Mono County Line.

Road 9-Iny-6- PM 0.0 to 2.8
Proposed location of Route 6 Freeway
between Route 395 Freeway and 0.3
mile north of Dixon Lane.

**HEARING
BEFORE:**

California Highway Commission
Robert B. Bradford, Chairman
Roger S. Woolley, Vice Chairman
James A. Guthrie
Abraham Kofman
William S. Whitehurst
Joseph C. Houghteling
Alexander H. Pope
Jack Cooper, Secretary

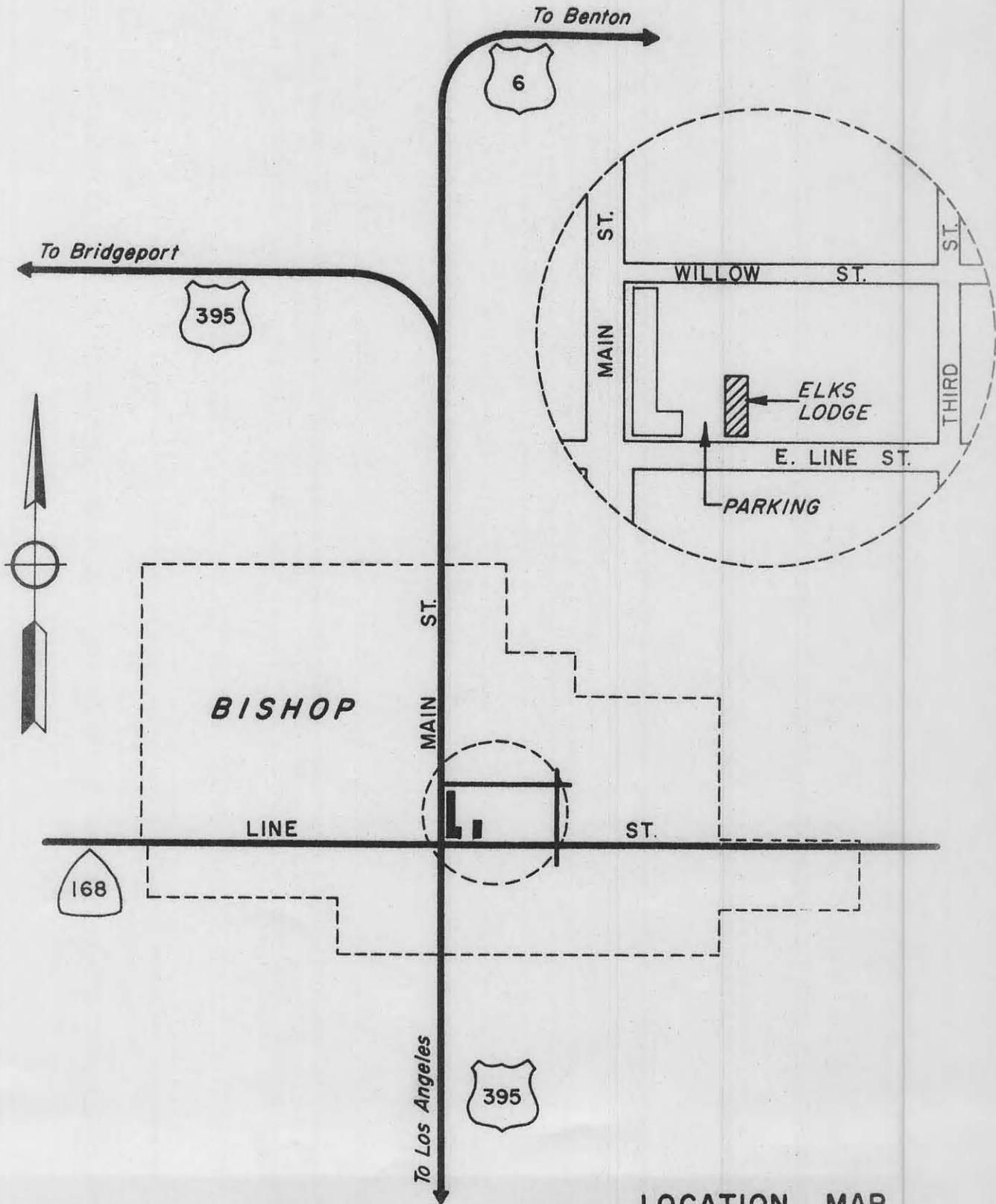
TIME: 2:00 P.M. Friday, April 22, 1966

PLACE: Bishop Elks Lodge
151 East Line Street
Bishop, California
(see attached location map)

**TENTATIVE
AGENDA:**

1. Opening Statement by the Chairman
2. Salute to the Flag
3. Outline of Hearing Procedure
4. Introductions
5. Statements by Staff of the Division of Highways
6. Collection of Attendance Cards
7. Statements by Officials of Political Subdivisions
8. Statements by Representatives of Civic Groups
9. Statements of Interested Individuals
10. Closing Statements

**CALIFORNIA HIGHWAY COMMISSION
PUBLIC HEARING
BISHOP ELKS LODGE
151 EAST LINE STREET
BISHOP, CALIF.**



LOCATION MAP

ROUTE DESCRIPTION

ROUTE DESCRIPTION

A. Road

9-Iny-6- PM 0.0 to 2.8

9-Iny-395- PM 111.3 to 128.2

B. Legislative Description

Route 6 - Route 6 is from:
Route 395 near Bishop to
the Nevada state line near
Montgomery Pass.

Route 395 - Route 395 is from:

- (a) San Diego to Route 10 near San Bernardino via Temecula and passing near Riverside.
- ✓(b) Route 15 near Cajon Pass to the Nevada state line passing near Little Lake, Independence, Bridgeport and Coleville.
- (c) Nevada state line northwest of Reno to the Oregon state line near New Pine Creek via Alturas.

C. Freeway Status

Route 6 - All of Route 6 is included in the California Freeway and Expressway System. This is the first segment to be studied on freeway alignment.

Route 395 - Route 395 is included in the California Freeway and Expressway System. The segment immediately south of this project has been constructed to 4-lane expressway standards. Freeway alignment, for the segment to the north, was adopted along the existing alignment, however, access rights have not been acquired along the existing right of way.

PROJECT SUMMARY

Plzn. Progr -
71-72

PROJECT SUMMARY

This project, as studied, concerns the location of freeway alignments for those portions of Routes 395 and 6 described as follows:

On Route 395 between 1.7 miles south of Warm Springs Road and the Mono County Line and on Route 6 between Route 395 Freeway and 0.3 mile north of Dixon Lane.

Studies on this project were initiated in May of 1962.

During the planning stages, an extensive traffic analysis was made of the summer traffic desire pattern in the Bishop area.

Throughout the course of the studies, contact was maintained with the local agencies affected.

It was originally planned to hold a Public Hearing on this project early in 1965. At the request of the Inyo County Board of Supervisors, this Hearing was postponed to allow time for Inlandia Economic and Governmental Research, a firm retained by local businessmen, to make a study on the economic impact of a freeway in the Bishop area.

Just prior to the Public Hearing, October 7, 1965, the Bishop City Council requested an alternate be included in the presentation. This proposal was included and designated as Alternate "G".

On October 7, 1965, the Division of Highways held a Public Hearing and presented six alternates for the Route 395 portion, each alternate including a connection with Route 6.

The discussion of the routes at the Public Hearing narrowed down to three alternates with public reaction as follows:

Alternate F, westside alternate, recommended by State Highway Engineer supported by -
Paiute Indian Board of Trustees
Bishop Cattlemen
Wagner-Tatum Development Co.

Alternate G, eastside alternate, supported by -
Bishop City Council
Bishop Chamber of Commerce
Inyo County Board of Supervisors
Bishop Elementary School District
Bishop Volunteer Fire Department

Alternate K, southwest alternate, supported by -
Various individuals, mainly without
any special interest.

On February 4, 1966, the State Highway Engineer submitted his recommendation for Alternate "F". On February 23, 1966, the Inyo County Board of Supervisors and Bishop City Council were informed of the Commission's intention to consider adoption. On February 14, 1966 the Bishop City Council passed a resolution requesting a Commission Hearing. The City and County were both notified that a California Highway Commission Hearing would be held on April 22, 1966, to further discuss the project.

RECOMMENDED ROUTE

A. Road

9-Iny-395-PM 111.3 to 128.2
9-Iny-6-PM 0.0 to 2.8

B. Location

County of Inyo

C. Limits

This project is shown in two units as follows:

Unit I On Route 395 between 1.7 miles south of Warm Springs Road and 0.3 mile west of Ed Powers Road and on Route 6 between Route 395 Freeway and 0.3 mile north of Dixon Lane.

Unit II On Route 395 between 0.3 mile west of Ed Powers Road and the Mono County Line.

D. <u>Length</u>	<u>Unit I</u>	<u>Unit II</u>	<u>Total</u>
Route 395	8.8 mi.	8.1 mi.	16.9 mi.
Route 6	<u>2.8 mi.</u>	<u> </u>	<u>2.8 mi.</u>
TOTAL	11.6 mi.	8.1 mi.	19.7 mi.

E. Cost

The recommended routing is estimated to cost \$5.2 million, which includes \$4.6 million for construction and \$0.6 million for right of way.

F. Land Use

This line is developed primarily on undeveloped lands owned by the City of Los Angeles with the exception of approximately 32 acres of Indian Reservation land.

G. Traffic

It is estimated that by 1985, this freeway (Route 395) will carry nearly 5000 vehicles during an average day and that summer traffic will increase to nearly 8000 vehicles per day. During this same period, Route 6 traffic will increase to approximately 2400 vehicles per day.

H. User Benefits

Approximately \$5.4 million over a twenty year period with a benefit ratio of 1.6.

I. Typical Geometric Section

It is proposed to develop Route 395 as a 4-lane expressway with full freeway development in the Bishop area, and Route 6 as a 2-lane expressway to be converted to 4-lane when needed. (See Exhibit "C")

Basis for Recommendation

Bishop community concern centers on the preservation of business and the preservation of private property. The recommended alternate requires no private property and provides convenient local access which should preserve and enhance Bishop as a business and commercial trading center.

The recommended alternate is supported by the Bishop Indian Community over whose lands it would traverse. It would provide the economic impetus for development on Reservation lands which would not only benefit the Indian Community, but would provide a base for expanded tourist facilities to service the ever-increasing recreational traffic passing through the Bishop vicinity.

While we appreciate the concern of the City of Bishop and its business community for a freeway bypass, there is no assurance that an easterly bypass would be the most beneficial to the existing business district on Main Street. Bishop has grown and is continuing to grow to the west. In view of this expansion trend, the recommended freeway location is believed to be positioned to afford the greatest benefit and convenience to the local community. Such a location should provide the greatest potential for unimpeded future growth of Bishop as a regional trading center. We recognize that there may be a period of adjustment for certain elements of the business community, but there would be sufficient time in which to plan for any necessary changes in business emphasis before the freeway is actually constructed and open to traffic.

Considering all factors, the recommended routing is believed to afford the best over-all combination of cost, traffic service, and impact upon community and community planning. It is near the lowest cost, being only \$270,000 higher than the lowest cost "J" Alternate. It is about 2 miles shorter than the alternates bypassing Bishop to the east. Although 0.4 mile longer than the shortest "K" Alternate, it provides the highest traffic service benefits by reason of its interchange locations, being situated nearer the Bishop central business area.

Operation of schools, the hospital, and fire protection facilities should not be adversely affected by the recommended location. In fact, this freeway location probably will enhance these aspects as compared to the more remote freeway access that would be associated with an easterly bypass routing.

Chronological Background

Applies to both Routes 395 and 6.

1. May 17, 1962

Inyo County and Assemblyman Paul J. Lunardi, were notified of initiation of studies.

2. May 18, 1962

City of Bishop and the late State Senator Charles Brown, were notified of initiation of studies.

3. May 18, 1962

Department of Parks and Recreation, Department of Agriculture, Department of Water Resources, Division of Aeronautics, Department of Fish and Game, Division of Beaches and Parks, State Lands Division, Department of Conservation, Division of Small Craft Harbors, and U. S. Forest Service were notified of initiation of studies.

4. May 4, 1963

Meeting was held with the Inyo County Board of Supervisors and Bishop City Council to present the data developed for this project.

5. May 4, 1964

Meeting held with Paiute Indian Council to present the data developed for this project.

6. September 8, 1964

Meeting held with the Inyo County Board of Supervisors and Bishop City Council to present the data developed for this project.

7. September 14, 1964

Map display and discussion with Bishop Chamber of Commerce.

8. September 22, 1964

Map display and discussion with Bishop Rotary Club.

9. October 5-9, 1964 (National Highway Week)
Public map display at downtown Bishop location. A District representative was in attendance to answer questions.
10. October 22, 1964
Map display and discussion with Bishop Lions Club.
11. December 7, 1964
Inyo County Board of Supervisors requested a Public Hearing be delayed until after April 1, 1964 to enable Inlandia Research to complete their studies.
12. January 6, 1965
Inyo County Board of Supervisors asked that the delay in scheduling a Public Hearing be extended until after July 1, 1965.
13. March 15, 1965
Map display and discussion with Inyo Associates.
14. July 12, 1965
Met with Inyo County Board of Supervisors to inform them of tentative plans for Public Hearing.
15. August 9, 1965
Met with Bishop City Council to inform them of tentative plans for Public Hearing.
16. September 9, 1965
Press release announcing the District Public Hearing to be held October 7, 1965.
17. September 16 and 23, 1965
Legal notice announcing the District Public Hearing to be held October 7, 1965.

18. September 17, 1965

Appropriate legislators were notified by letter of the District's Public Hearing to be held October 7, 1965.

19. September 17, 1965

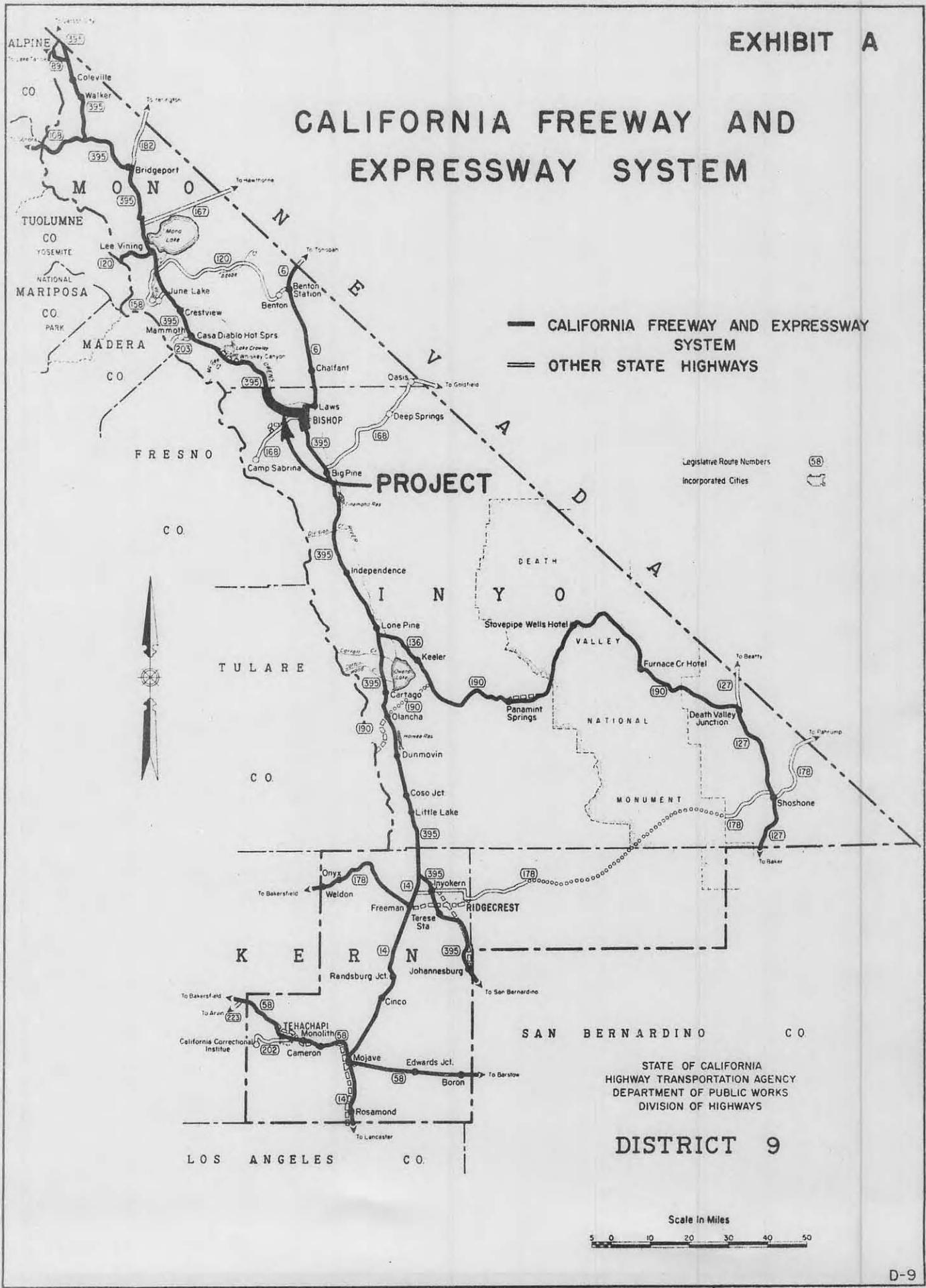
Appropriate local governing bodies were notified by letter of the District Public Hearing. Copies of Section 75.5 of Streets and Highways Code included.

20. October 7, 1965

Public Hearing at Home Street School in Bishop

**EXHIBIT A: FREEWAY
AND EXPRESSWAY SYSTEM**

CALIFORNIA FREEWAY AND EXPRESSWAY SYSTEM



— CALIFORNIA FREEWAY AND EXPRESSWAY SYSTEM
 == OTHER STATE HIGHWAYS

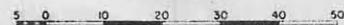
Legislative Route Numbers (58)
 Incorporated Cities (circle with star)



STATE OF CALIFORNIA
 HIGHWAY TRANSPORTATION AGENCY
 DEPARTMENT OF PUBLIC WORKS
 DIVISION OF HIGHWAYS

DISTRICT 9

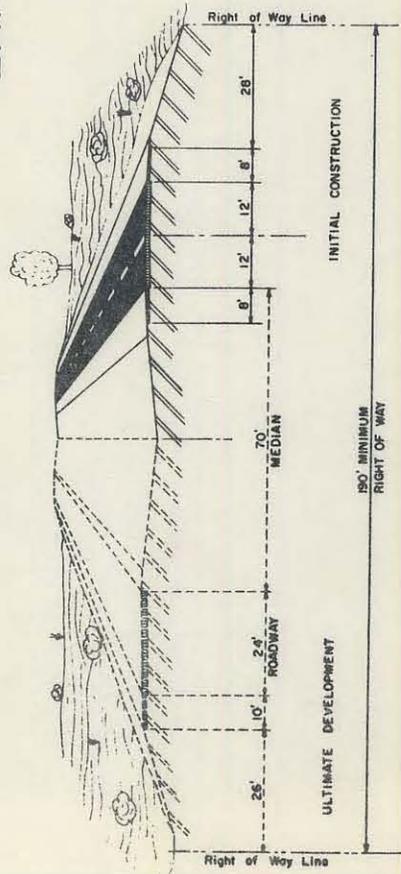
Scale in Miles



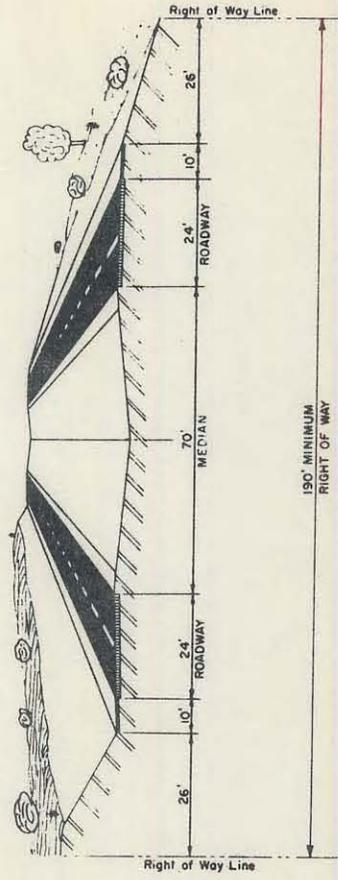
**EXHIBIT B: ALTERNATE
STUDY LINES**

**EXHIBIT C: TYPICAL
GEOMETRIC SECTION**

EXHIBIT C

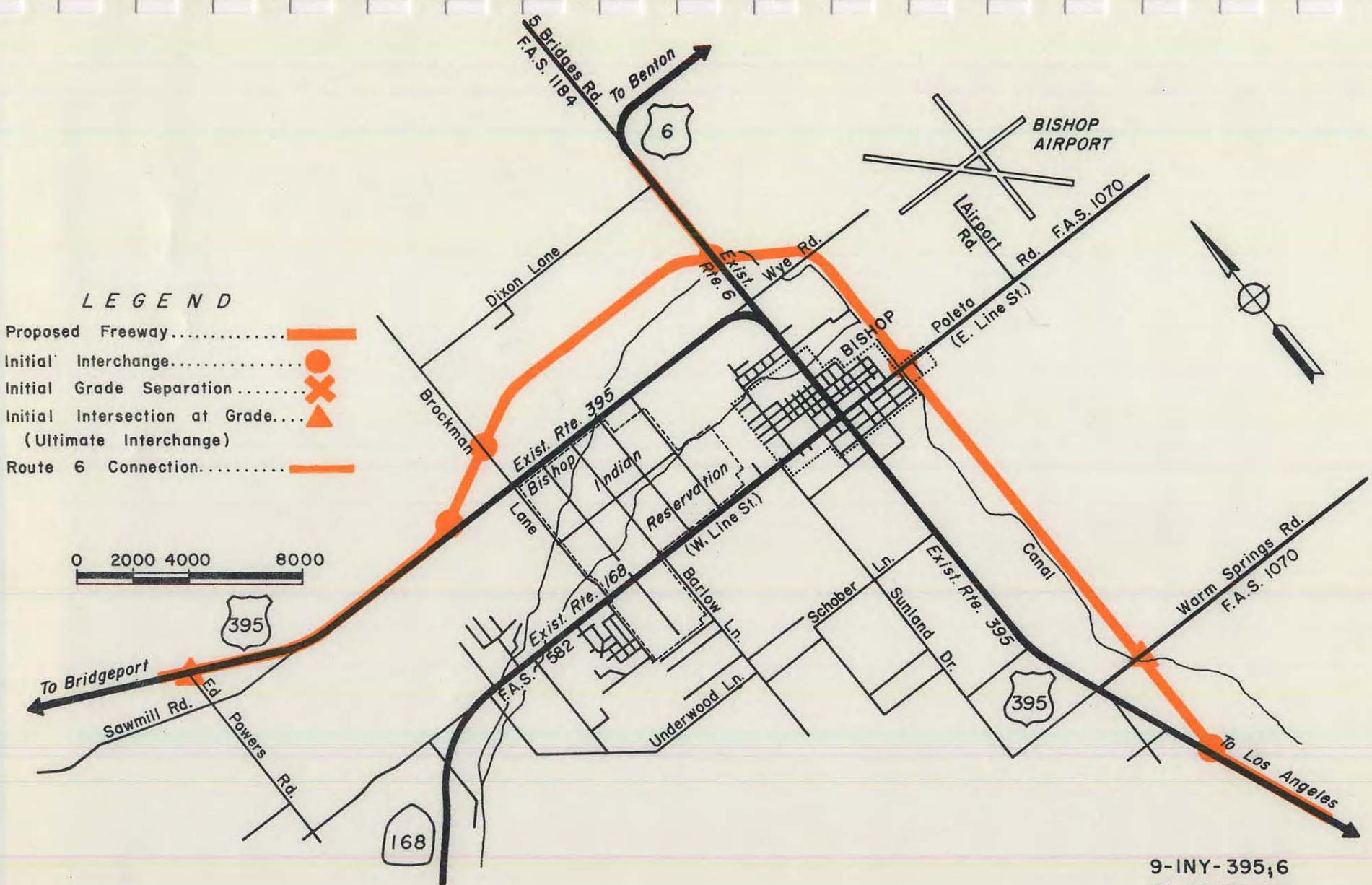


PROPOSED FREEWAY DEVELOPMENT
ON ROUTE 6



PROPOSED FREEWAY DEVELOPMENT
ON ROUTE 395

SUMMARY OF
COMPARATIVE DATA

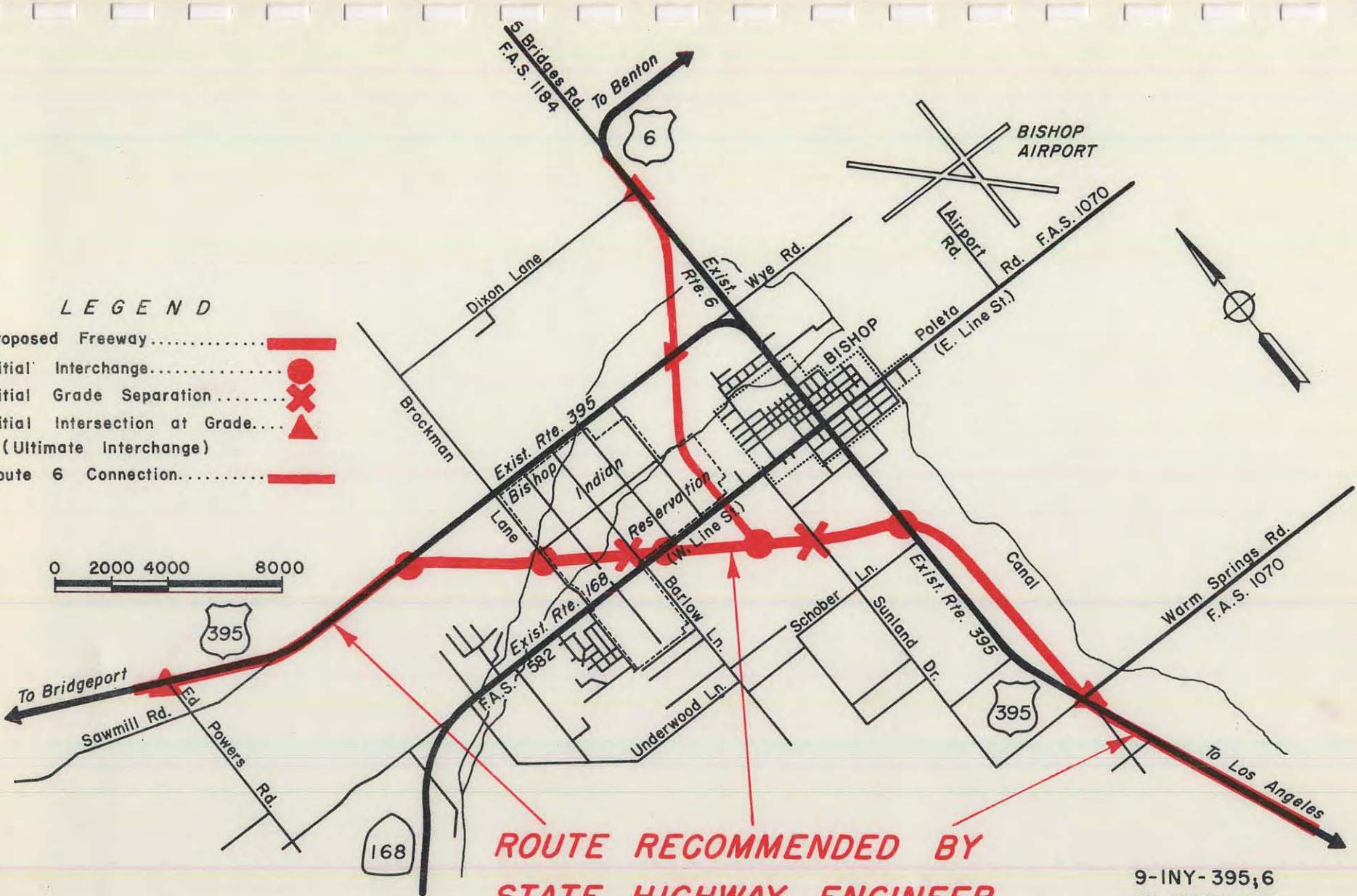


ALTERNATE "A" UNIT I

9-INY-395,6
 ON ROUTE 395
 BETWEEN
 1.7 MILES SOUTH OF WARM SPRINGS ROAD
 AND THE MONO COUNTY LINE
 AND ON ROUTE 6
 BETWEEN
 ROUTE 395 FREEWAY
 AND 0.3 MILE NORTH OF DIXON LANE.

- LEGEND**
- Proposed Freeway.....
 - Initial Interchange.....
 - Initial Grade Separation.....
 - Initial Intersection at Grade.....
(Ultimate Interchange)
 - Route 6 Connection.....

0 2000 4000 8000



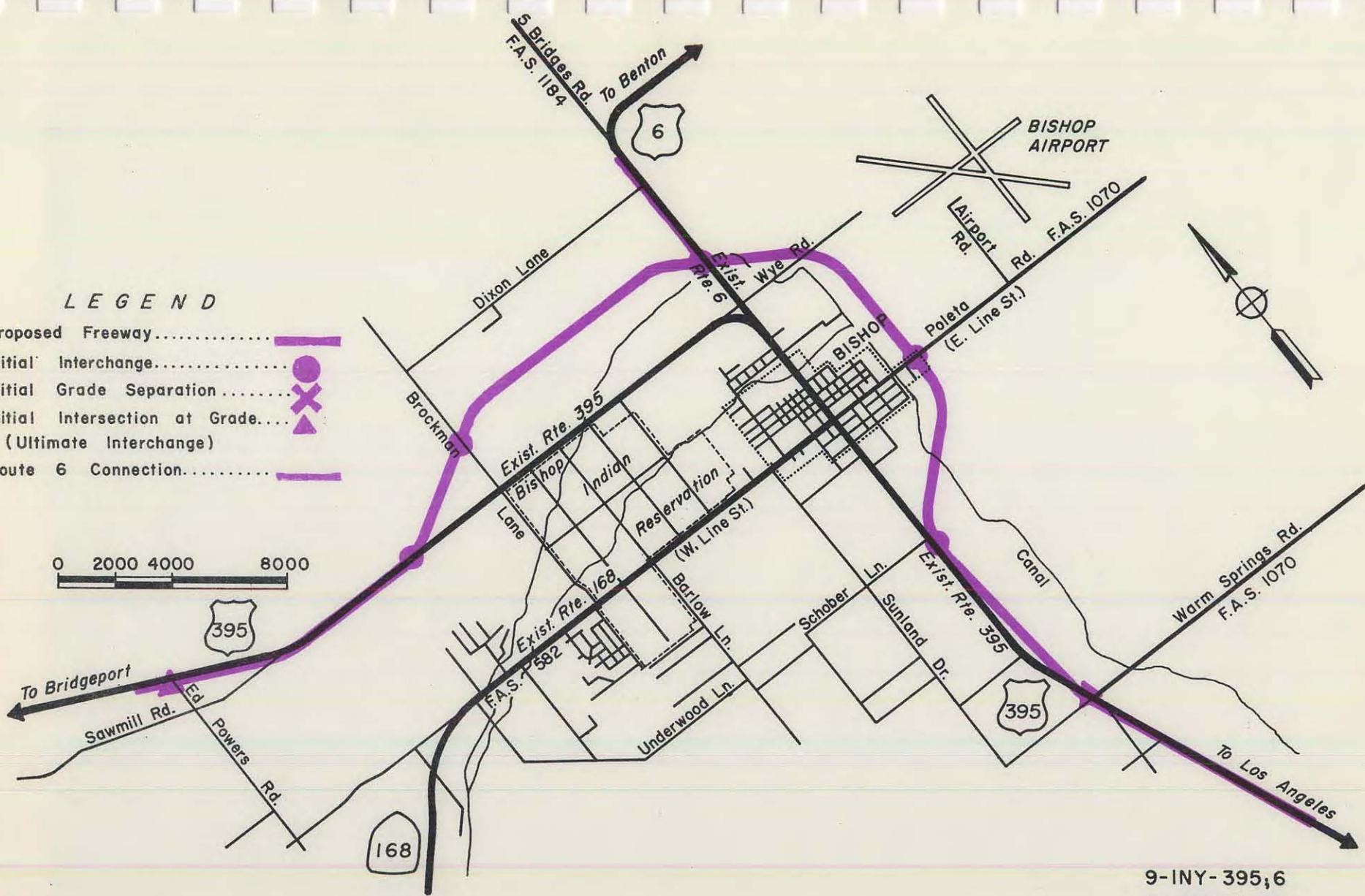
**ROUTE RECOMMENDED BY
STATE HIGHWAY ENGINEER**

**ALTERNATE "F"
UNIT I**

9-INY-395,6
ON ROUTE 395
BETWEEN
1.7 MILES SOUTH OF WARM SPRINGS ROAD
AND THE MONO COUNTY LINE
AND ON ROUTE 6
BETWEEN
ROUTE 395 FREEWAY
AND 0.3 MILE NORTH OF DIXON LANE.

- LEGEND**
- Proposed Freeway.....
 - Initial Interchange.....
 - Initial Grade Separation.....
 - Initial Intersection at Grade....
(Ultimate Interchange)
 - Route 6 Connection.....

0 2000 4000 8000

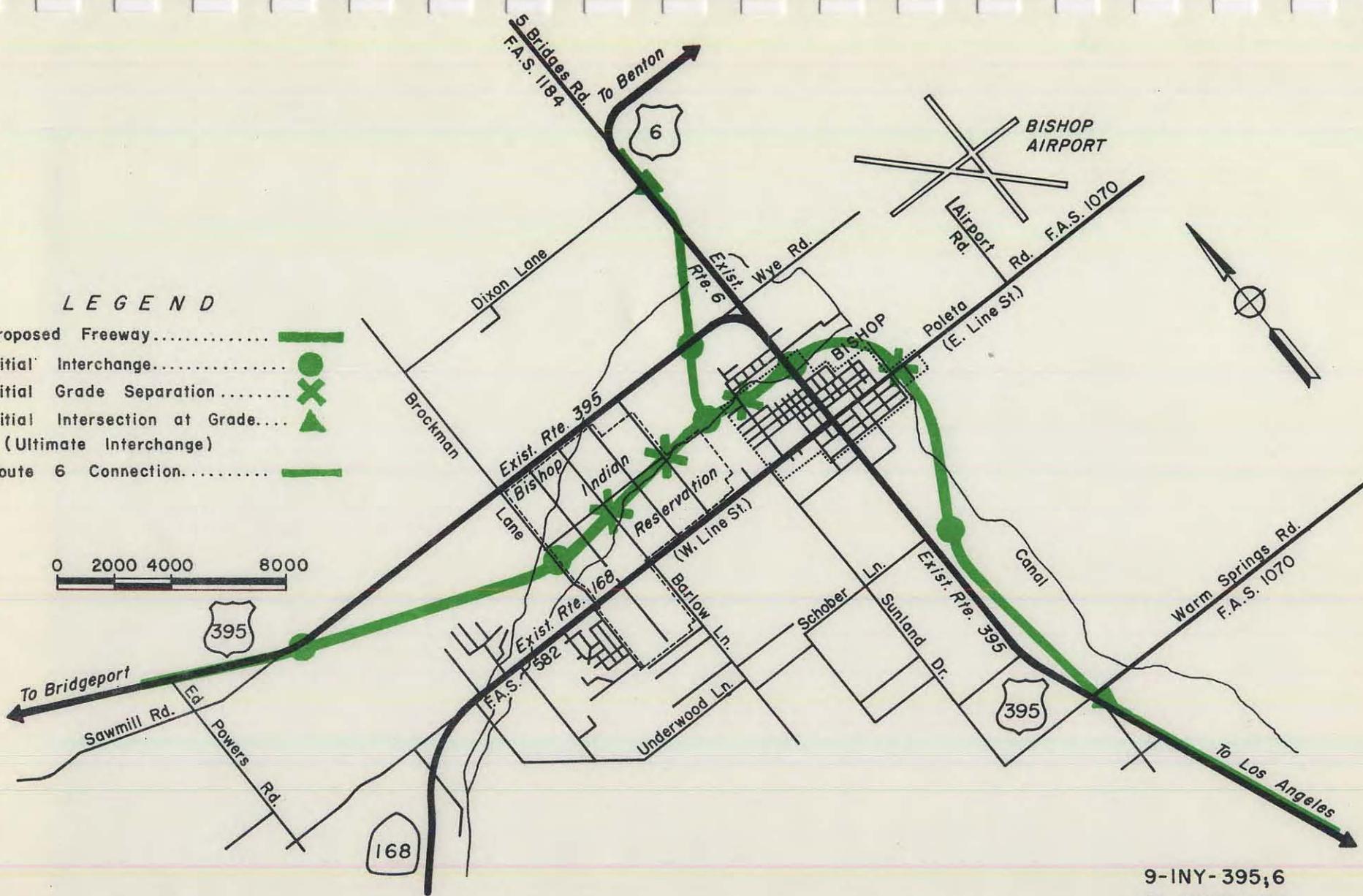


**ALTERNATE "G"
UNIT I**

9-INY-395,6
ON ROUTE 395
BETWEEN
1.7 MILES SOUTH OF WARM SPRINGS ROAD
AND THE MONO COUNTY LINE
AND ON ROUTE 6
BETWEEN
ROUTE 395 FREEWAY
AND 0.3 MILE NORTH OF DIXON LANE.

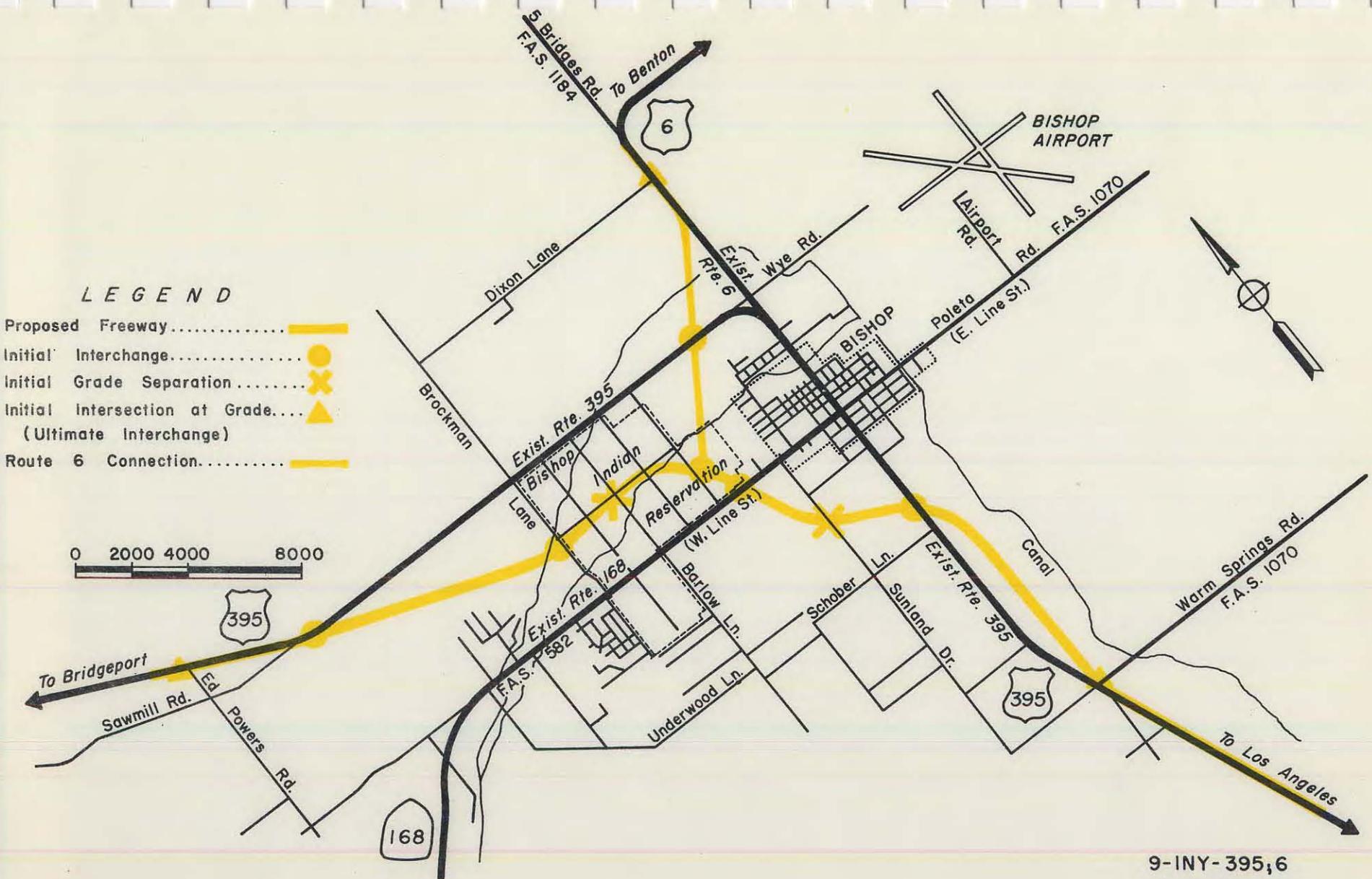
- LEGEND**
- Proposed Freeway.....
 - Initial Interchange.....
 - Initial Grade Separation.....
 - Initial Intersection at Grade.....
 - (Ultimate Interchange)
 - Route 6 Connection.....

0 2000 4000 8000



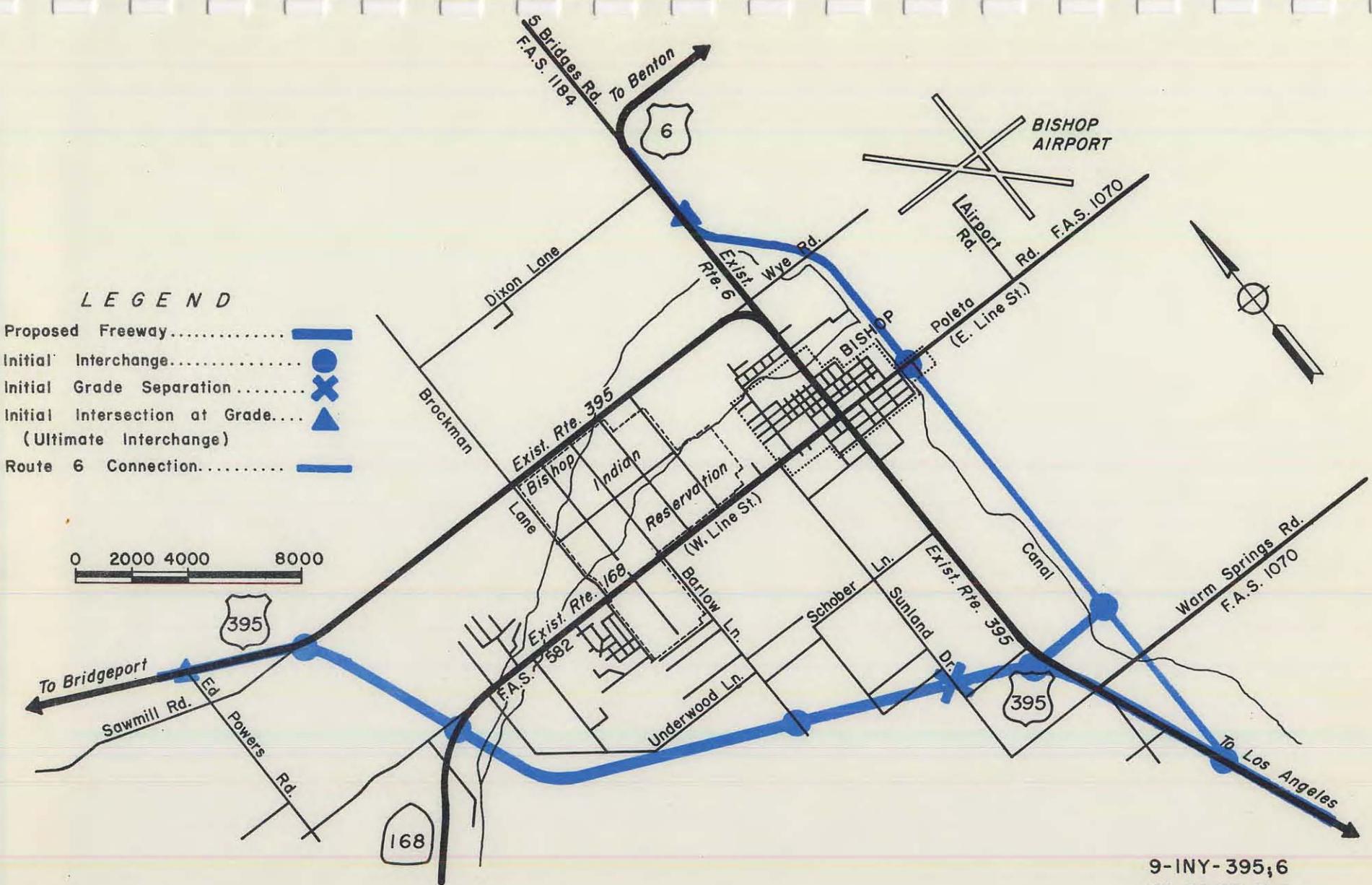
ALTERNATE " I "

9-INY-395,6
 ON ROUTE 395
 BETWEEN
 1.7 MILES SOUTH OF WARM SPRINGS ROAD
 AND THE MONO COUNTY LINE
 AND ON ROUTE 6
 BETWEEN
 ROUTE 395 FREEWAY
 AND 0.3 MILE NORTH OF DIXON LANE.



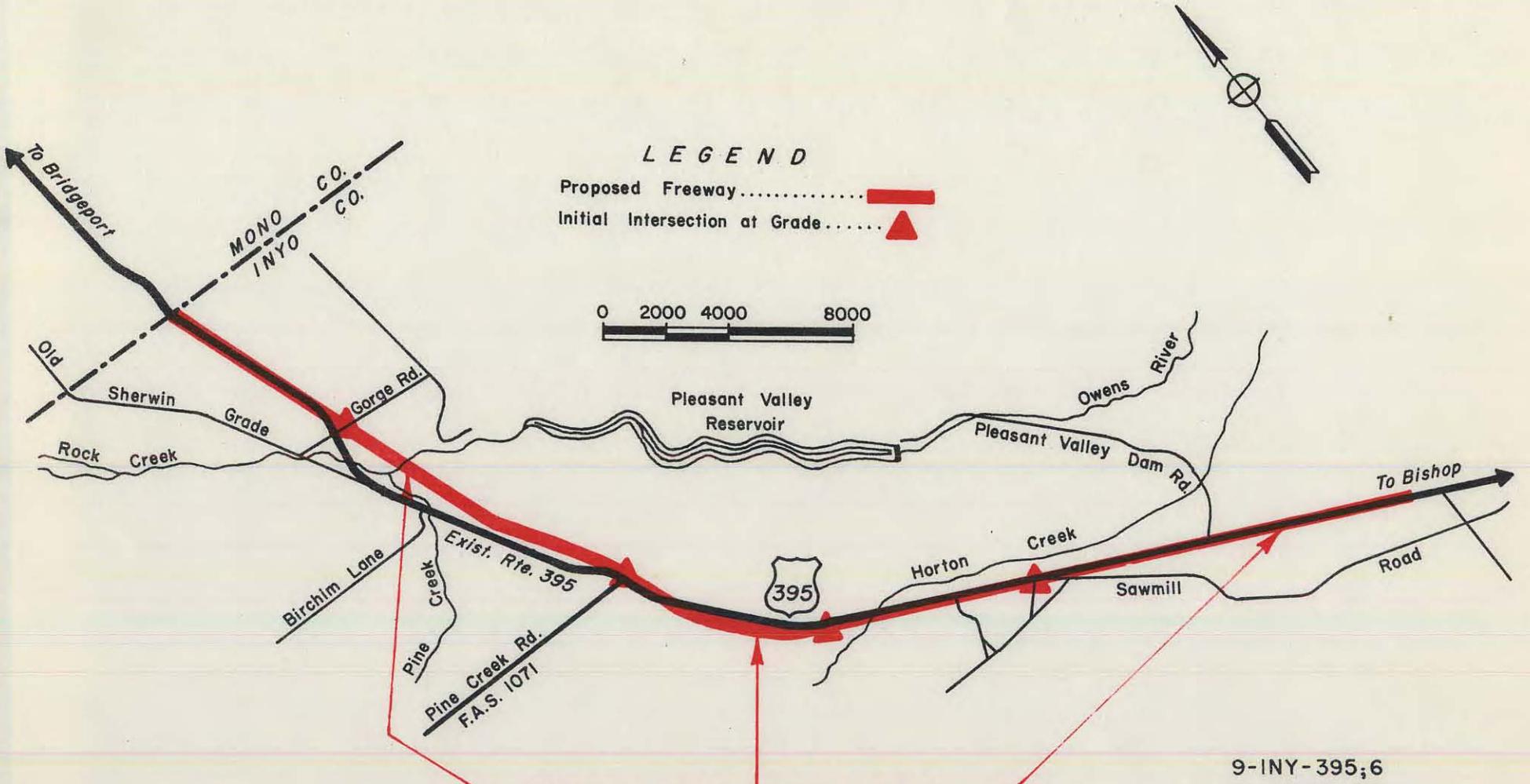
ALTERNATE "J" UNIT I

9-INY-395,6
 ON ROUTE 395
 BETWEEN
 1.7 MILES SOUTH OF WARM SPRINGS ROAD
 AND THE MONO COUNTY LINE
 AND ON ROUTE 6
 BETWEEN
 ROUTE 395 FREEWAY
 AND 0.3 MILE NORTH OF DIXON LANE.



ALTERNATE "K" UNIT I

9-INY-395,6
 ON ROUTE 395
 BETWEEN
 1.7 MILES SOUTH OF WARM SPRINGS ROAD
 AND THE MONO COUNTY LINE
 AND ON ROUTE 6
 BETWEEN
 ROUTE 395 FREEWAY
 AND 0.3 MILE NORTH OF DIXON LANE.



**ROUTE RECOMMENDED BY
STATE HIGHWAY ENGINEER**

**ALTERNATE "F"
UNIT II**

9-INY-395;6
ON ROUTE 395
BETWEEN
1.7 MILES SOUTH OF WARM SPRINGS ROAD
AND THE MONO COUNTY LINE
AND ON ROUTE 6
BETWEEN
ROUTE 395 FREEWAY
AND 0.3 MILE NORTH OF DIXON LANE.





UNIT	I										II	
	A	F	G	I	J	K						
ALTERNATE	11.62	11.60	12.01	12.11	11.32	14.01					F	
LENGTH IN MILES											8.14	
Cost in Thousands	Construction	2,880	3,140	3,020	3,050	3,850	2,950					1,490
	Right of Way	410	330	340	1,000	350	270					290
Total	3,290	3,470	3,360	4,050	3,200	3,220					1,780	
Traffic Data	20-Yr. User Benefit (Thousands of \$)	1,178	5,367	819	3,576	5,227	5,233					-
Improvements Taken	Benefit Ratio	0.36	1.55	0.30	0.88	1.63	1.63					-
	Homes or Trailer Spaces	0	9H	1H	6H 16TS	10H	0					0
	Commercial Bldgs.	0	1	2	5	0	0					0
	Agriculture Bldgs.	1	0	1	0	0	0					0
Total	1	10	4	27	10	0	0					0
Acreage or Land Taken	Commercial or Potential Subdivision	59 PS	160 PS	186 PS 6C	191 PS 3C	153 PS	73 PS					1 C
	Agricultural	191	52	68	52	52	32					22
Total	312	270	320	293	263	351					129	
												152

"SUMMARY OF COMPARATIVE DATA"

Note: Data for recommended alternate is shown in Red Column

**PROPOSED ROUTE
ADOPTION MAPS**

STATE HIGHWAY ENGINEER'S
LETTER OF RECOMMENDATION

Memorandum

To : Mr. Robert B. Bradford, Chairman
and Members of the
California Highway Commission

Date: February 4, 1966

File : 9-Iny-395 111.3/128.2
9-Iny-6 0.0/2.8

From : Department of Public Works—Division of Highways

Subject: Resolution of Intention

Submitted for your consideration are maps showing the recommended freeway locations of the following portions of State Highway Routes 6 and 395 in Inyo County:

- a) Route 6 - between Route 395 freeway and 0.3 mile north of Dixon Lane.

This recommended location is approximately 2.8 miles in length and is estimated to cost \$600,000, including \$520,000 for construction and \$80,000 for rights of way. These estimates are based on construction of an initial 2-lane expressway within sufficient right of way to provide for ultimate expansion to 4 lanes when required.

- b) Route 395 - between 1.7 miles south of Warm Springs Road and the Mono County line.

This recommended location is approximately 16.9 miles in length and is estimated to cost \$4,610,000, including \$4,070,000 for construction and \$540,000 for rights of way. These estimates are based upon construction of an initial 4-lane full freeway facility for the southerly half of the project in the vicinity of Bishop and an initial 4-lane expressway for the remaining segment to the north.

ALTERNATE ROUTES

As discussed in the attached Report of Route Studies, six feasible alternate alignments for the proposed freeway development on Route 395 were studied in detail in the vicinity of Bishop. In connection with these alternates, it was also necessary to consider connection or extension of Route 6 to the Route 395 freeway. In the northerly 8 miles of the project, a single studied location generally paralleling the existing highway was considered to provide the most feasible plan of development.

Of the alternates investigated for Route 395 in the vicinity of Bishop, three generally bypass the central area to the east and three to the west. Since there is very little available private land within the community, every attempt was made to develop the alternates to minimize the taking of private lands or improvements.

SUMMARY OF LOCAL REACTIONS

The portion of the project in the vicinity of Bishop has developed a high degree of public interest and has resulted in considerable differences of local opinion as to the proper location for the future Route 395 freeway.

An easterly bypass of the Bishop central business district has been officially endorsed by the Bishop City Council and the Inyo County Board of Supervisors and is also supported by the Bishop Chamber of Commerce, the Bishop Union Elementary School District, and the Northern Inyo Hospital. A number of individuals have also supported an eastern bypass.

Alternate F, a "close-in" westerly bypass of the central business district, has been endorsed by the Bishop Indian Community, the U. S. Bureau of Indian Affairs, and a number of individuals. A letter signed by 15 persons representing livestock interests has been received in support of Alternate F or J.

There is also some support from individuals for Alternate K, the "far-out" west bypass alternate.

Although taking no action with regard to a recommendation for a route, the Inyo County Planning Commission has requested that the record show that the endorsement of an easterly routing by the County at the public hearing represented only that of the Board of Supervisors. Two members of the Bishop City Planning Commission and one member of the Inyo County Planning Commission have for the record endorsed westerly routings for the proposed Route 395 freeway.

RECOMMENDATION

On the basis of the engineering studies, the conferences with local authorities, and the results of the public hearing held in connection with the project, the Route 395 alternate and associated Route 6 connection identified as Plan F is recommended for route adoption consideration for the following reasons:

Mr. Robert B. Bradford and
Members of the Commission

-3-

February 4, 1966
9-Iny-395,6

Bishop community concern centers on the preservation of business and the preservation of private property. The recommended alternate requires no private property and provides convenient local access which should preserve and enhance Bishop as a business and commercial trading center.

The recommended alternate is supported by the Bishop Indian Community over whose lands it would traverse. It would provide the economic impetus for development on Reservation lands which would not only benefit the Indian Community but would provide a base for expanded tourist facilities to service the ever-increasing recreational traffic passing through the Bishop vicinity.

While we appreciate the concern of the City of Bishop and its business community of a freeway bypass, there is no assurance that an easterly bypass would be the most beneficial to the existing business district on Main Street. Bishop has grown and is continuing to grow to the west. In view of this expansion trend, the recommended freeway location is believed to be positioned to afford the greatest benefit and convenience to the local community. Such a location should provide the greatest potential for unimpeded future growth of Bishop as a regional trading center. We recognize that there may be a period of adjustment for certain elements of the business community, but there would be sufficient time in which to plan for any necessary changes in business emphasis before the freeway were actually constructed and open to traffic.

Considering all factors, the recommended routing is believed to afford the best over-all combination of cost, traffic service, and impact upon community and community planning. It is near the lowest cost, being only \$270,000 higher than the lowest cost J alternate. It is about 2 miles shorter than the alternates bypassing Bishop to the east. Although 0.4 mile longer than the shortest K alternate, it provides the highest traffic service benefits by reason of its interchange locations being situated nearer the Bishop central business area.

*2.4 miles shorter
See engr. data in
handout material.*

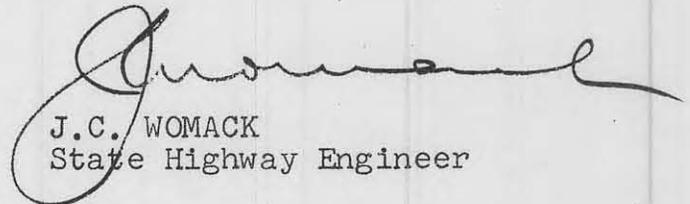
Mr. Robert B. Bradford and
Members of the Commission

-4-

February 4, 1966
9-Iny-395,6

Operation of schools, the hospital, and fire protection facilities should not be adversely affected by the recommended location. In fact, this freeway location probably will enhance these aspects as compared to the more remote freeway access that would be associated with an easterly bypass routing.

It is therefore recommended that the Commission take appropriate action to authorize the State Highway Engineer to proceed in accordance with your resolution of February 26, 1958, to notify the Board of Supervisors of Inyo County, the Bishop City Council, and the local press of the Commission's intention to consider the adoption of the subject portions of Route 6 and 395 and their designations as freeways.



J.C. WOMACK
State Highway Engineer

Attach.

HEARING HANDOUT

MATERIAL



BISHOP

FREEWAY

FACTS



A DIGEST OF STUDIES FOR
FREEWAY DEVELOPMENT ON
ROUTES 395 AND 6 IN THE
VICINITY OF BISHOP.

CALIFORNIA
HIGHWAY COMMISSION
PUBLIC HEARING
April 22, 1966

FACTS RELATIVE
TO THE LOCATION OF THE
BISHOP FREEWAY

April 22, 1966

The California Highway Commission has called today's Hearing on the proposed Bishop Freeway. The purpose of the Hearing is to allow the interested governmental agencies, civic organizations, and individual citizens the opportunity to present constructive facts regarding the freeway proposals and to review the information developed by the Division of Highways. The Commission will consider all information presented before making any route adoption.

Appropriate governmental agencies were informed of the initiation of location studies for this freeway in compliance with the policy of the California Highway Commission. At various times, during the study period, the Division of Highways met with representatives of these groups and members of their technical staffs to discuss the studies then in progress and to obtain their suggestions.

On October 7, 1965, the Division of Highways held a Public Hearing to present its findings.

On February 4, 1966, the State Highway Engineer, having considered all information to date, recommended that Alternate "F" (the red line) be adopted.

Today's Hearing concerns general freeway locations rather than precise freeway alignments.

The factors used to evaluate the overall merits of any freeway routing include a combined consideration of:

1. The effect on the community through or around which the alternate passes.
2. The degree to which the alternate will fulfill both existing and future traffic demands.
3. The initial cost of the project, which includes costs of construction and rights of way.

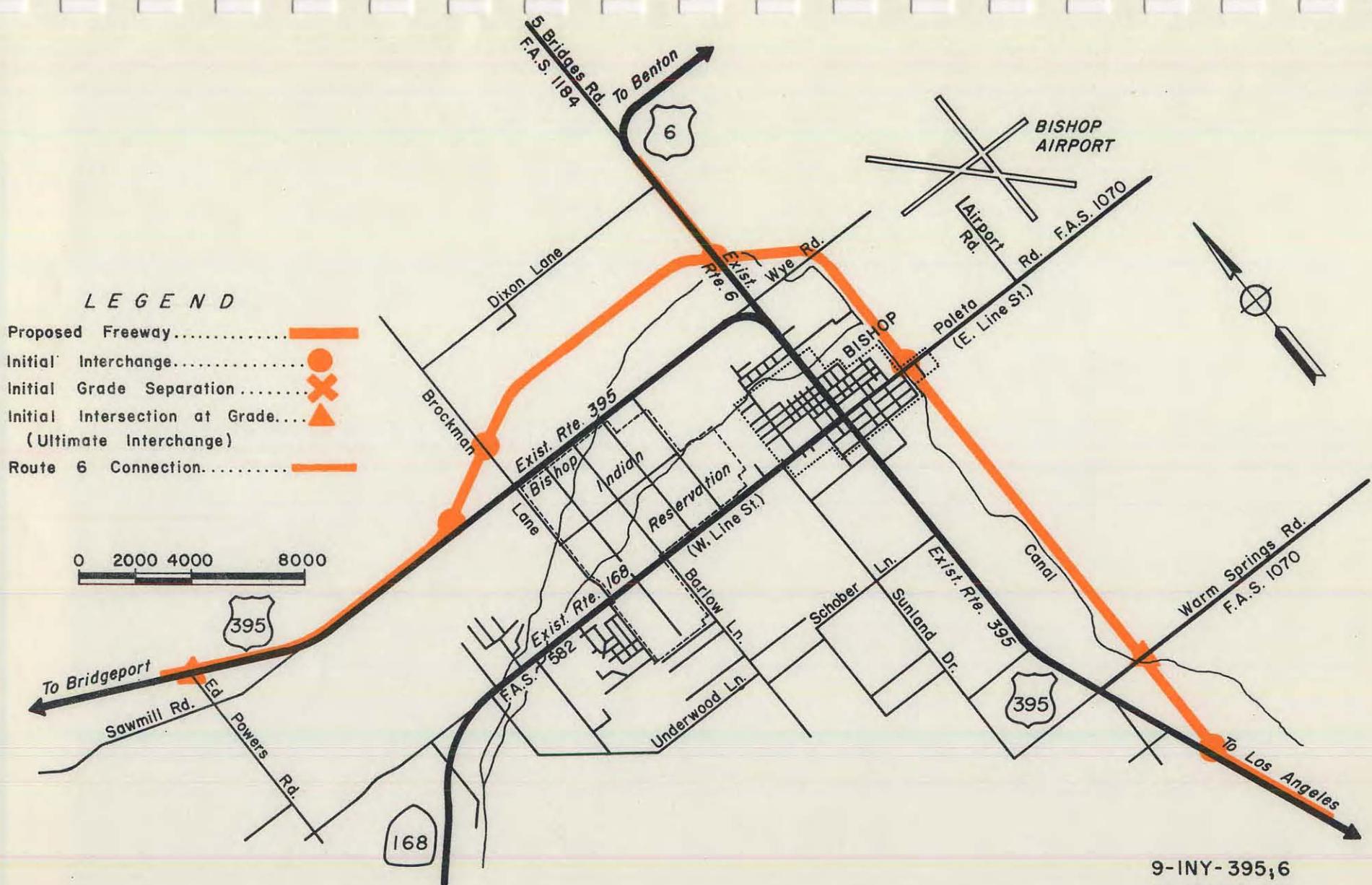
The community effects attributable to the various Alternates are based on existing as well as expected future development. The Division of Highways has gathered information relative to this factor through meetings with local officials and their staffs, reviewing master plans with regard to planned future developments, and holding the Public Hearing.

The calculation of benefits to traffic expected to use the facility is based on the monetary value of both the savings in time and reduced cost of vehicle operation.

Construction and right of way costs are determined by engineering methods. The attached Summary of Comparative Data provides cost and right of way data for the various alternates being considered.

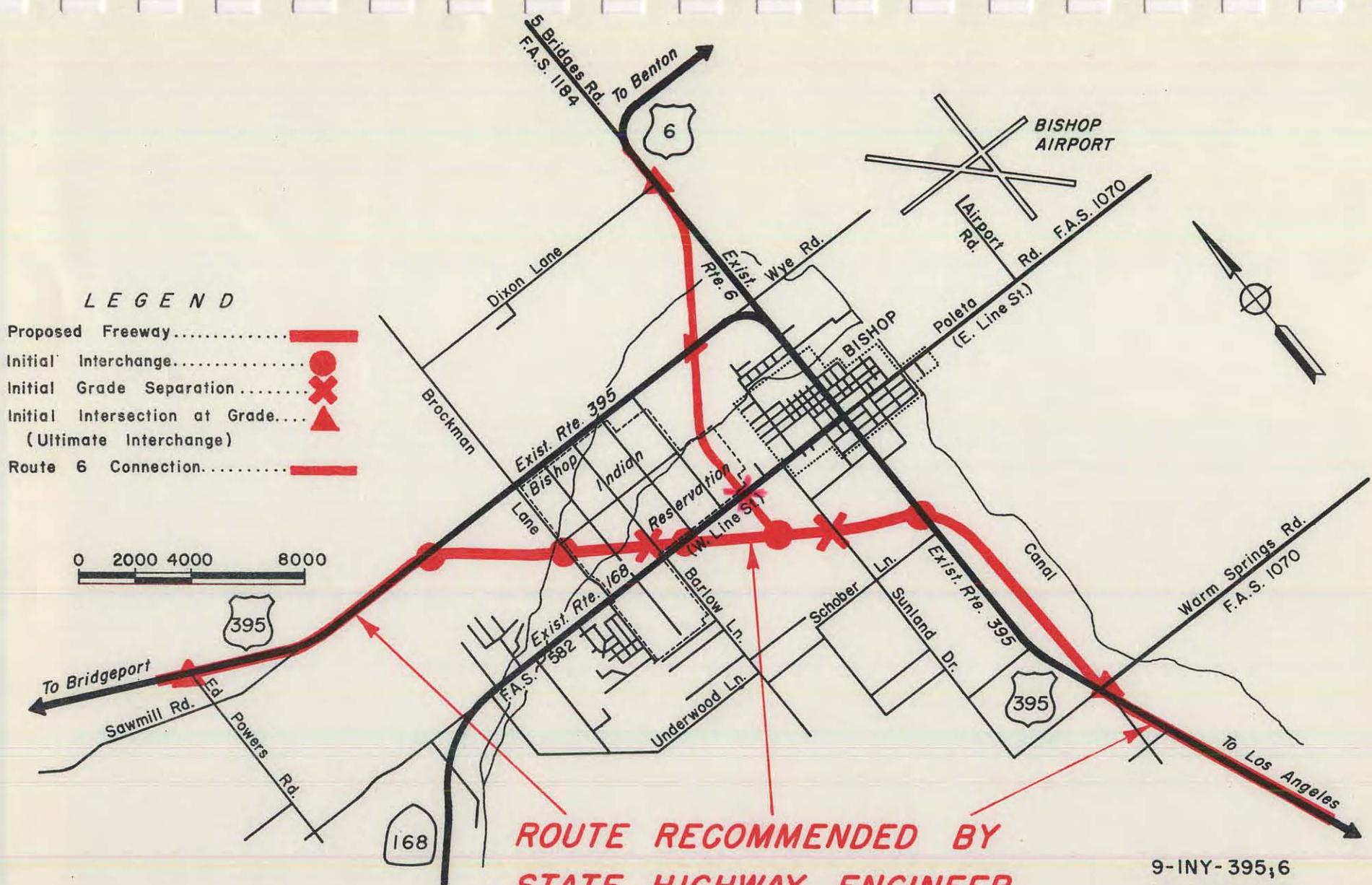
When completed, this freeway will function as an important part of the California Freeway and Expressway System. It will form a part of an integrated system of access-controlled facilities established by the State Legislature pursuant to Senate Bill 480. It is estimated that this freeway will afford the motoring public the opportunity to save \$5,400,000 in reduced travel time and vehicle operating costs during the first 20 years after construction.

Attached are small scale maps showing the various freeway study line locations and a Summary of Comparative Data.



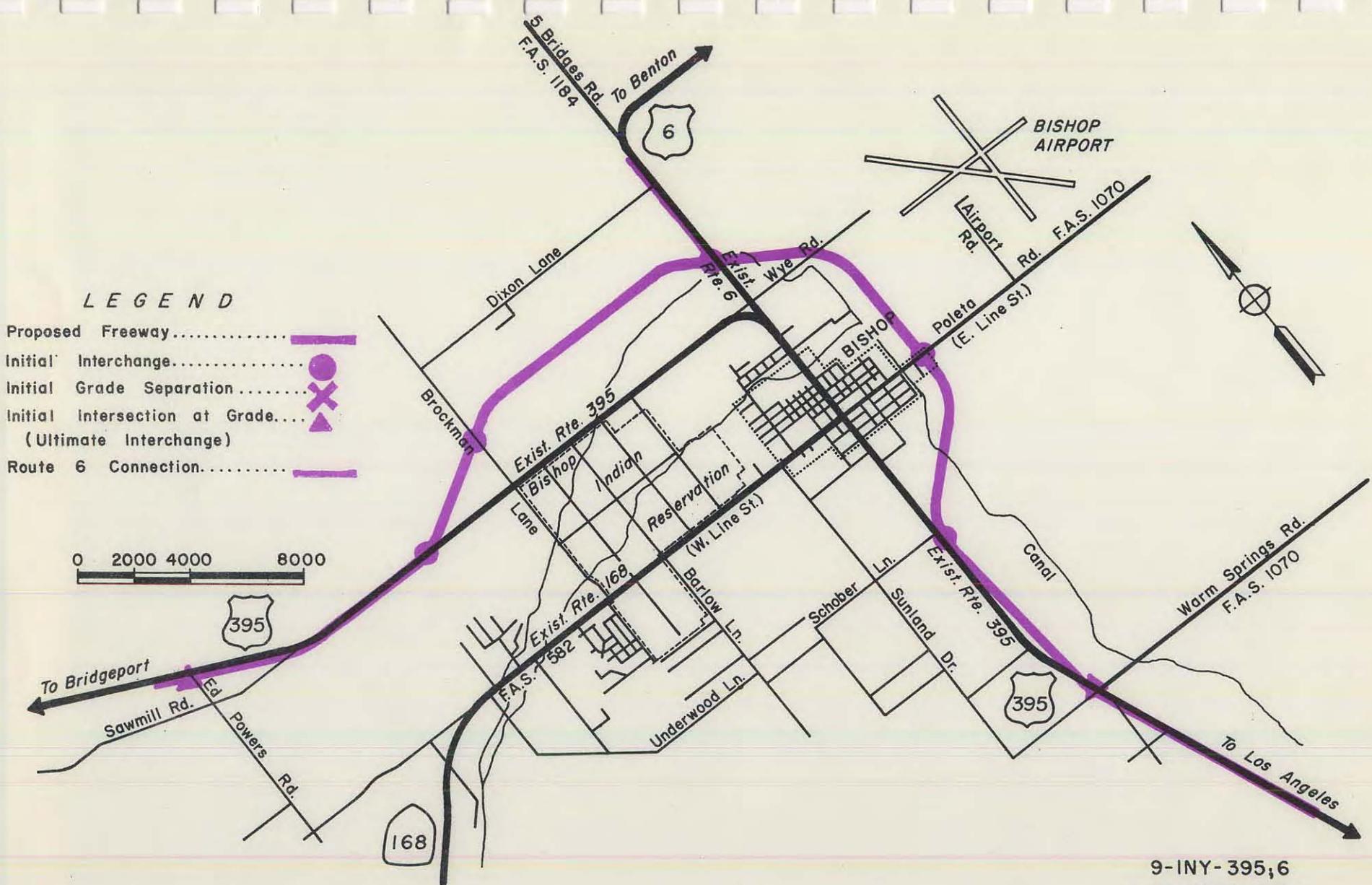
**ALTERNATE "A"
UNIT I**

9-INY-395,6
ON ROUTE 395
BETWEEN
1.7 MILES SOUTH OF WARM SPRINGS ROAD
AND THE MONO COUNTY LINE
AND ON ROUTE 6
BETWEEN
ROUTE 395 FREEWAY
AND 0.3 MILE NORTH OF DIXON LANE.



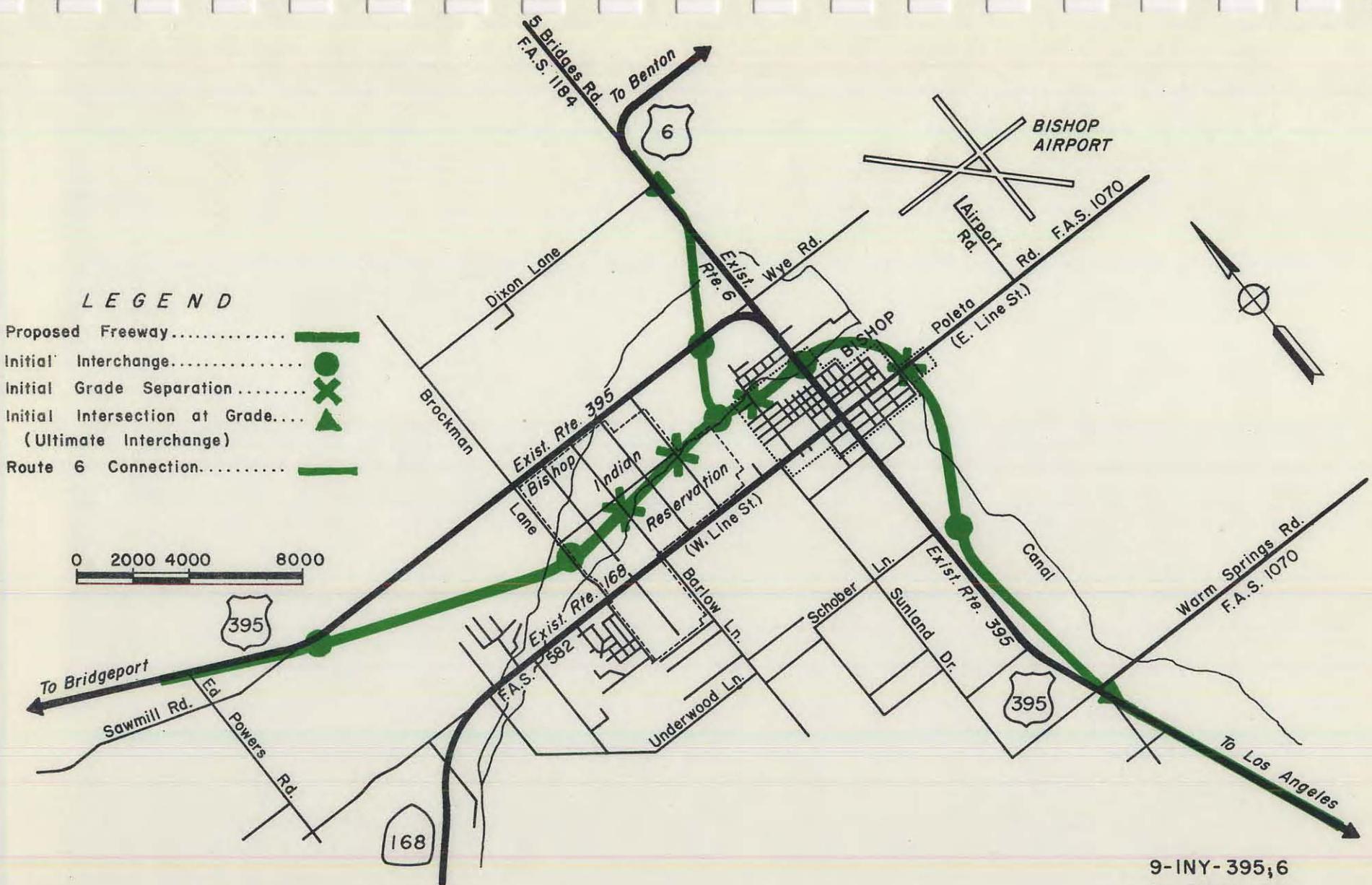
**ALTERNATE "F"
UNIT I**

9-INY-395,6
ON ROUTE 395
BETWEEN
1.7 MILES SOUTH OF WARM SPRINGS ROAD
AND THE MONO COUNTY LINE
AND ON ROUTE 6
BETWEEN
ROUTE 395 FREEWAY
AND 0.3 MILE NORTH OF DIXON LANE.



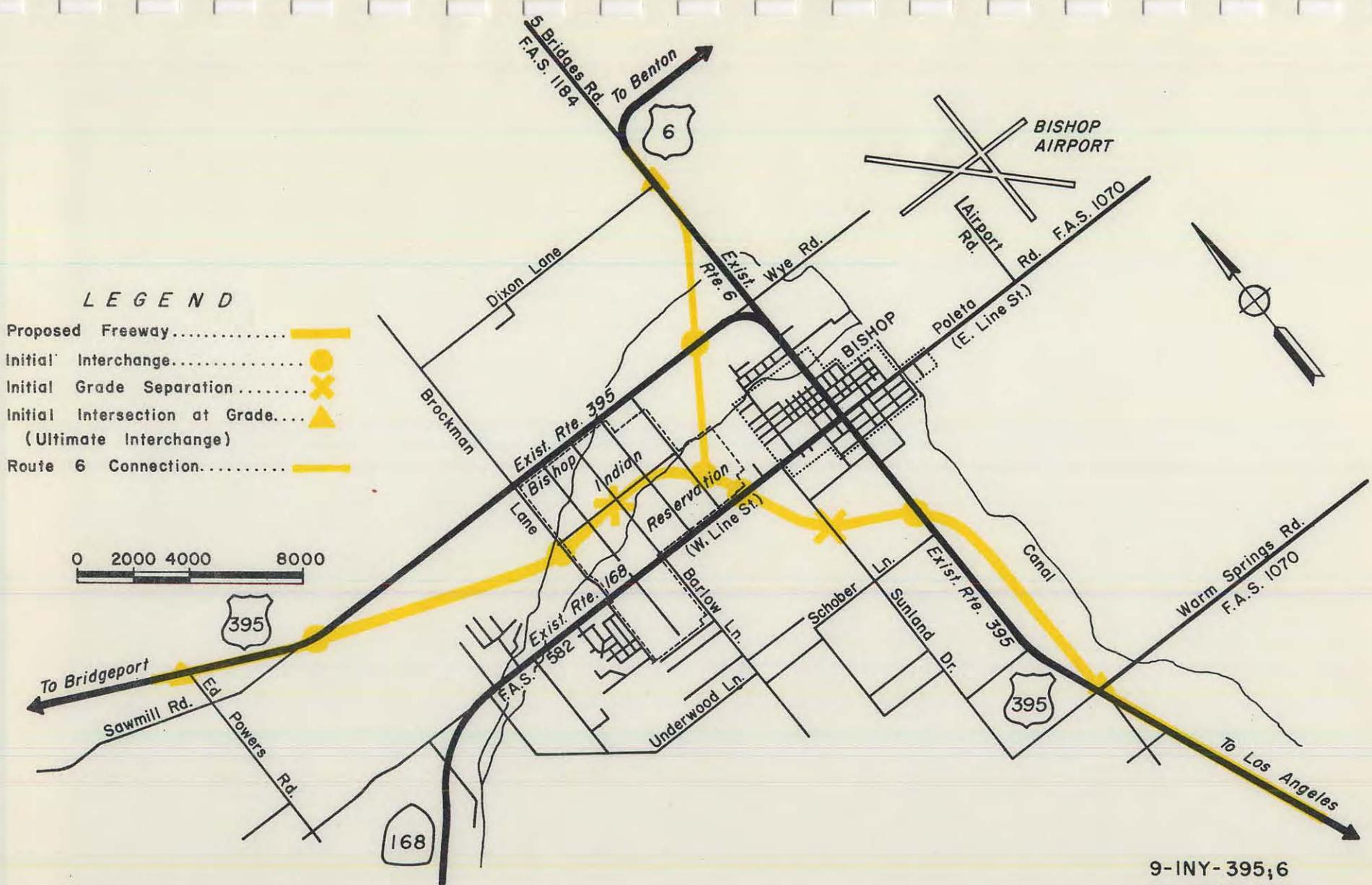
ALTERNATE "G" UNIT I

9-INY-395,6
 ON ROUTE 395
 BETWEEN
 1.7 MILES SOUTH OF WARM SPRINGS ROAD
 AND THE MONO COUNTY LINE
 AND ON ROUTE 6
 BETWEEN
 ROUTE 395 FREEWAY
 AND 0.3 MILE NORTH OF DIXON LANE.



ALTERNATE " I "

9-INY-395,6
 ON ROUTE 395
 BETWEEN
 1.7 MILES SOUTH OF WARM SPRINGS ROAD
 AND THE MONO COUNTY LINE
 AND ON ROUTE 6
 BETWEEN
 ROUTE 395 FREEWAY
 AND 0.3 MILE NORTH OF DIXON LANE.

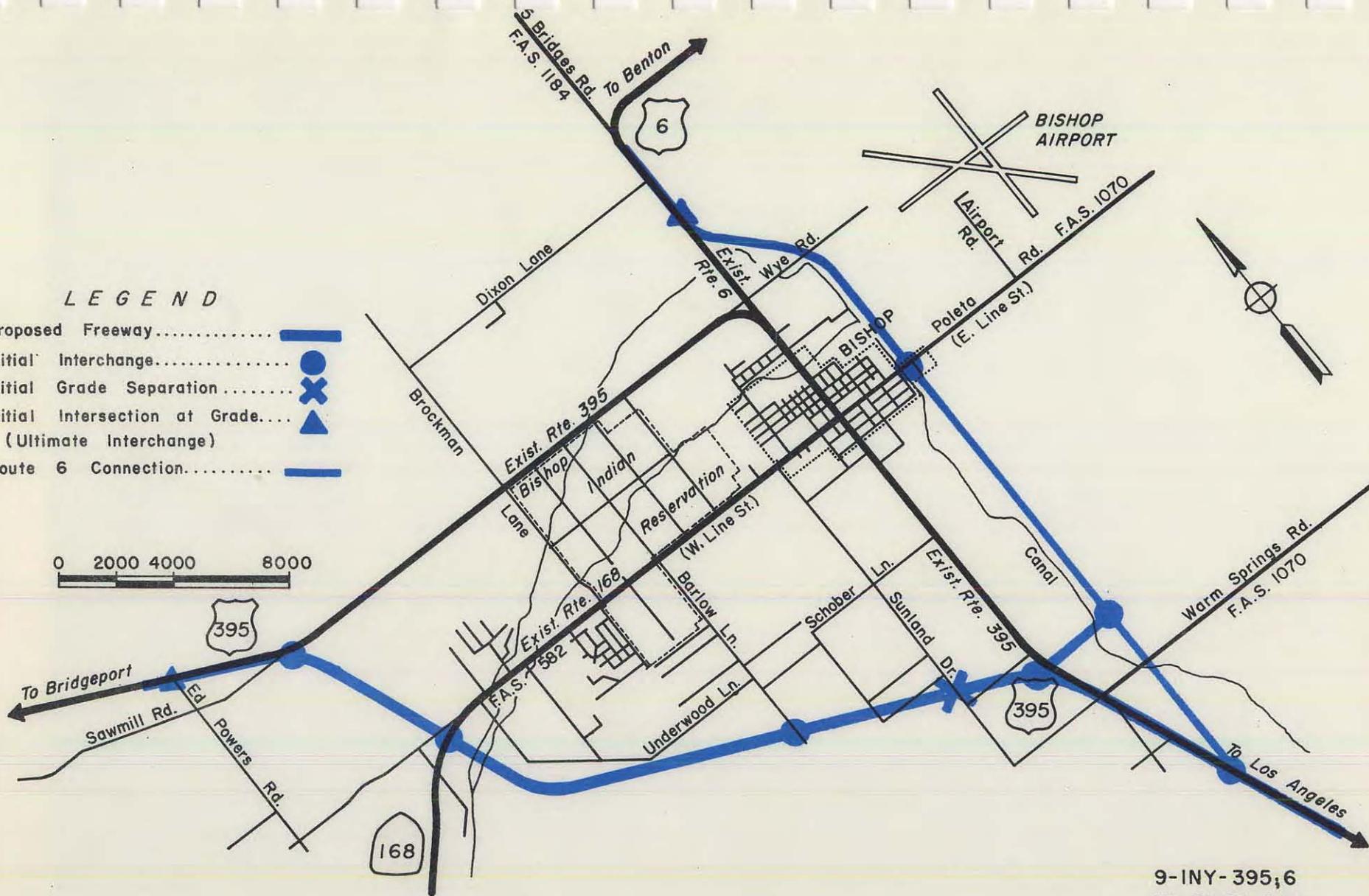


**ALTERNATE "J"
UNIT I**

9-INY-395,6
ON ROUTE 395
BETWEEN
1.7 MILES SOUTH OF WARM SPRINGS ROAD
AND THE MONO COUNTY LINE
AND ON ROUTE 6
BETWEEN
ROUTE 395 FREEWAY
AND 0.3 MILE NORTH OF DIXON LANE.

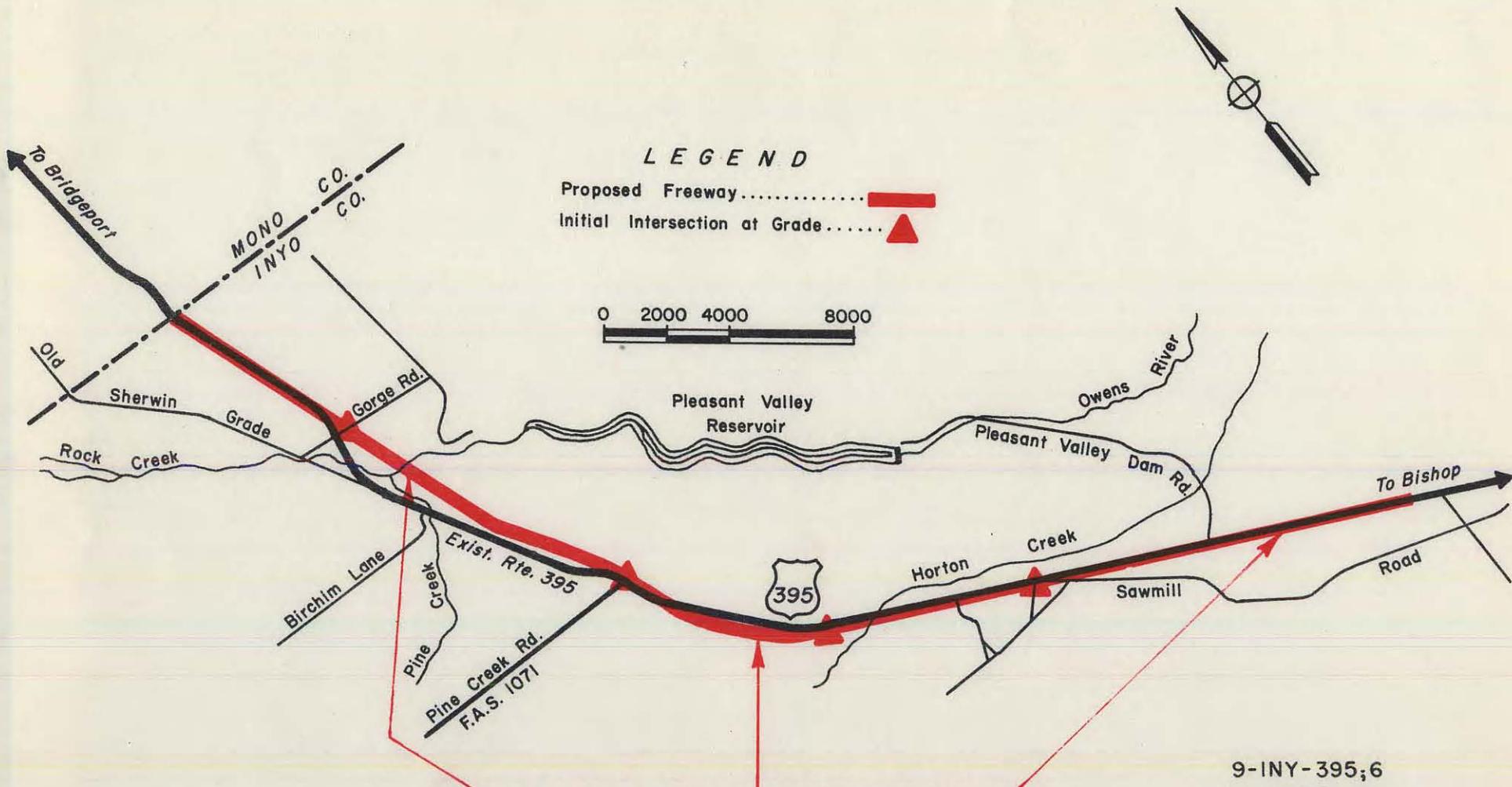
- LEGEND**
- Proposed Freeway.....
 - Initial Interchange.....
 - Initial Grade Separation.....
 - Initial Intersection at Grade....
 - (Ultimate Interchange)
 - Route 6 Connection.....

0 2000 4000 8000



ALTERNATE "K"
UNIT I

9-INY-395,6
ON ROUTE 395
BETWEEN
1.7 MILES SOUTH OF WARM SPRINGS ROAD
AND THE MONO COUNTY LINE
AND ON ROUTE 6
BETWEEN
ROUTE 395 FREEWAY
AND 0.3 MILE NORTH OF DIXON LANE.



ALTERNATE
UNIT II

"F"

**ROUTE RECOMMENDED BY
STATE HIGHWAY ENGINEER**

9-INY-395,6
ON ROUTE 395
BETWEEN
1.7 MILES SOUTH OF WARM SPRINGS ROAD
AND THE MONO COUNTY LINE
AND ON ROUTE 6
BETWEEN
ROUTE 395 FREEWAY
AND 0.3 MILE NORTH OF DIXON LANE.

ENGINEERING DATA

<u>ALTERNATE</u>	<u>LENGTH (MI.)</u>	<u>CONSTRUCTION COST</u>	<u>RIGHT OF WAY COST</u>	<u>TOTAL COST</u>	<u>COMPARATIVE 20-YEAR USER BENEFITS</u>
<u>"A" UNIT I (Orange)</u>					
Rte. 395	10.8	\$2,780,000	\$400,000	\$3,180,000	
Rte. 6	<u>0.8</u>	<u>100,000</u>	<u>10,000</u>	<u>110,000</u>	
Total	11.6	\$2,880,000	\$410,000	\$3,290,000	Base
<u>"F" UNIT I (Red)</u>					
Rte. 395	8.8	\$2,620,000	\$250,000	\$2,870,000	
Rte. 6	<u>2.8</u>	<u>520,000</u>	<u>80,000</u>	<u>600,000</u>	
Total	11.6	\$3,140,000	\$330,000	\$3,470,000	+\$4,190,000
<u>"G" UNIT I (Purple)</u>					
Rte. 395	11.2	\$2,920,000	\$330,000	\$3,250,000	
Rte. 6	<u>0.8</u>	<u>100,000</u>	<u>10,000</u>	<u>110,000</u>	
Total	12.0	\$3,020,000	\$340,000	\$3,360,000	-\$ 350,000
<u>"I" UNIT I (Green)</u>					
Rte. 395	10.2	\$2,790,000	\$950,000	\$3,740,000	
Rte. 6	<u>1.9</u>	<u>260,000</u>	<u>50,000</u>	<u>310,000</u>	
Total	12.1	\$3,050,000	\$1,000,000	\$4,050,000	+\$2,398,000
<u>"J" UNIT I (Yellow)</u>					
Rte. 395	9.1	\$2,570,000	\$300,000	\$2,870,000	
Rte. 6	<u>2.2</u>	<u>280,000</u>	<u>50,000</u>	<u>330,000</u>	
Total	11.3	\$2,850,000	\$350,000	\$3,200,000	+\$4,050,000
<u>"K" UNIT I (Blue)</u>					
Rte. 395	8.4	\$2,210,000	\$140,000	\$2,350,000	
Rte. 6	<u>5.6</u>	<u>740,000</u>	<u>130,000</u>	<u>870,000</u>	
Total	14.0	\$2,950,000	\$270,000	\$3,220,000	+\$4,055,000

"F" UNIT II (Red) NOTE: UNIT II IS THE SAME FOR ALL ALTERNATES

Rte. 395 8.1 \$1,450,000 \$290,000 \$1,740,000

Note: Data for recommended alternate is shown in red.

SUMMARY OF ECONOMIC DATA

UNIT I

IMPROVEMENTS TAKEN					ACREAGE OF LAND TAKEN			
Alt.	Homes	Commerical Buildings	Agriculture Buildings	Total	Commercial	Agriculture		Total
						Good	Poor	
A (Orange)	1 H	1	1	3	59 P.S.	191	62	312
F (Red)	9 H	1	0	10	160 P.S.	52	58	270
G (Purple)	1 H	2	1	4	186 P.S. 6 C	68	60	320
I (Green)	6 H 16 TS	5	0	27	191 P.S. 3 C	52	47	293
J (Yellow)	10 H	0	0	10	153 P.S.	52	58	263
K (Blue)	0	0	0	0	73 P.S.	32	246	351

UNIT II

F (Red)	0	0	0	0	1 C	22	129	152
------------	---	---	---	---	-----	----	-----	-----

LEGEND

- H - Homes
- T.S. - Trailer Spaces
- C - Commercial
- P.S. - Potential Subdivision

Note: Data for recommended alternate is shown in red.

PLANNING FREEWAYS



1

DIVISION OF HIGHWAYS
ANNOUNCES START OF FREEWAY
LOCATION STUDY



2

DIVISION OF HIGHWAYS
CONSULTS WITH LOCAL PLANNERS
AND ENGINEERS DURING
ENGINEERING STUDY



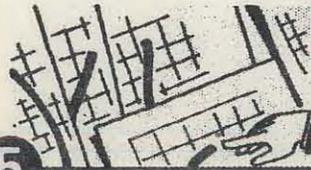
3

DIVISION OF HIGHWAYS
HOLDS PUBLIC MEETINGS AND MAP
DISPLAYS TO ACQUAINT THE PUBLIC
WITH THE STUDIES AND OBTAIN
THEIR OPINIONS



4

STATE HIGHWAY ENGINEER
REVIEWS ENGINEERING STUDY
AND PUBLIC MEETING DATA



5

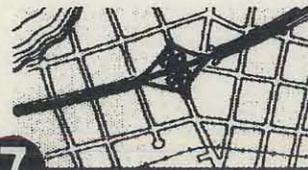
STATE HIGHWAY ENGINEER
MAKES RECOMMENDATION
TO CALIFORNIA
HIGHWAY COMMISSION

**PRESENT
STAGE**



6

CALIFORNIA
HIGHWAY COMMISSION
CONSIDERS RECOMMENDATION
AND HOLDS PUBLIC HEARING IF
REQUESTED BY LOCAL AUTHORITIES



7

CALIFORNIA
HIGHWAY COMMISSION
ACTS ON ROUTE ADOPTION



8

DIVISION OF HIGHWAYS
NEGOTIATES FREEWAY AGREEMENT
WITH COUNTY OR CITY REGARDING
ALTERATION OF LOCAL ROADS
AND STREETS



9

DIVISION OF HIGHWAYS
PREPARES DETAILED PLANS



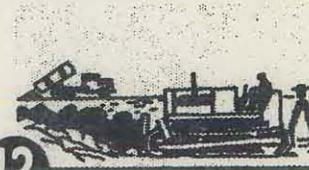
10

CALIFORNIA
HIGHWAY COMMISSION
BUDGETS FUNDS FOR
RIGHTS OF WAY AND
CONSTRUCTION



11

RIGHTS OF WAY
PURCHASE COMMENCES



12

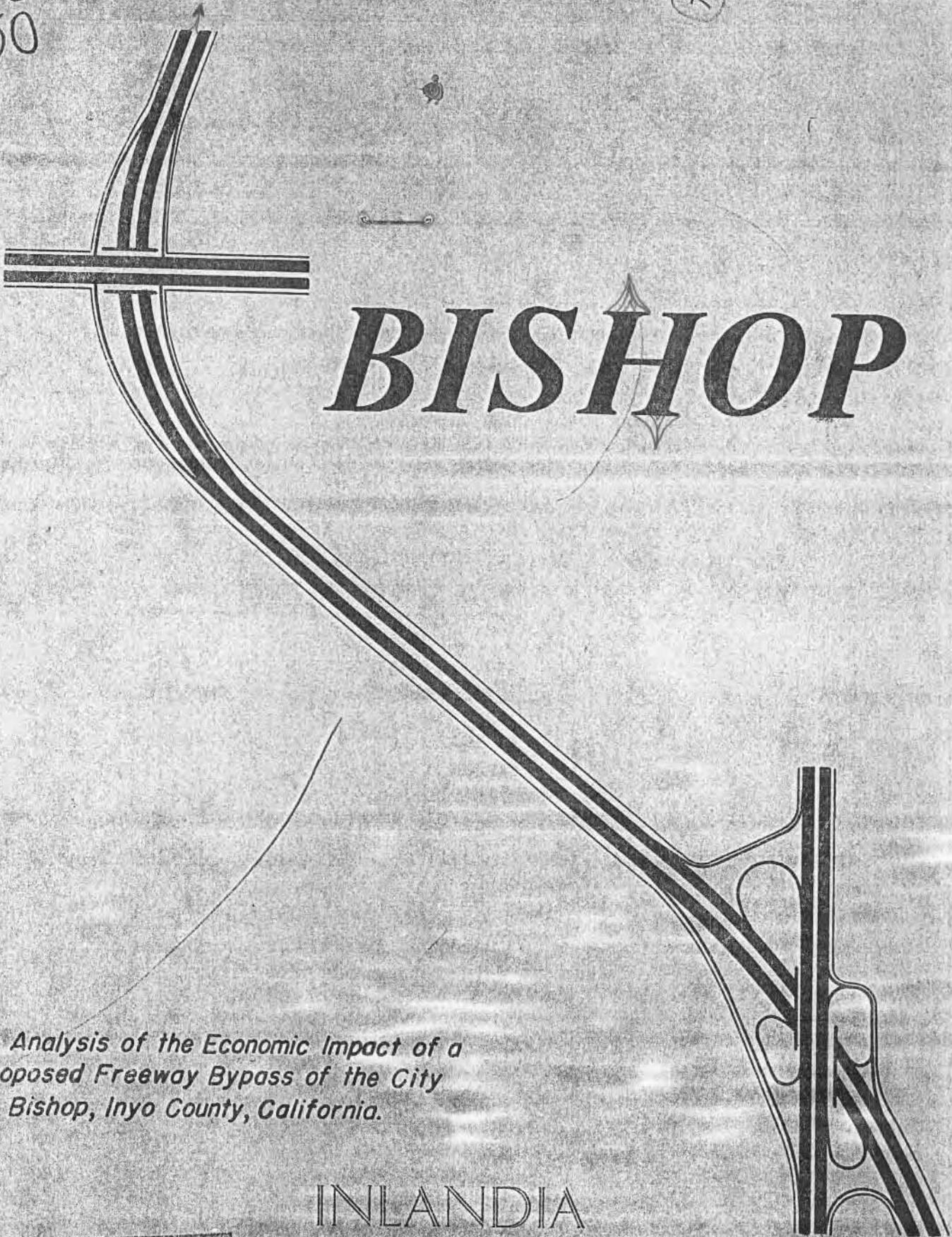
CONSTRUCTION
COMMENCES

✓ 0053

011-50

(K)

✓ 011-50



BISHOP

An Analysis of the Economic Impact of a Proposed Freeway Bypass of the City of Bishop, Inyo County, California.

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RESEARCH

DAVID C. WILLIAMS, President

1265 WEST KENDALL DRIVE • SAN BERNARDINO, CALIFORNIA 92407 • (714) Turner 3-1197

*Economic Impact
Freeway
Bypass Highway*

Analyses of Local Government
City and Regional Planning
Economic and Real Estate Research
Personnel Studies and Plans
Public Administrative Studies

May, 1965

Freeway Committee
Bishop Chamber of Commerce
Bishop, California

Gentlemen:

This report has been prepared for you to determine the economic impact of a proposed freeway bypass of the City of Bishop and to recommend actions to be taken by you, the City, the County of Inyo and individual businessmen.

Excellent cooperation has been provided to Inlandia Research by many agencies, businesses and individuals. Time and space pressures prevent us from listing each of these, but special thanks must go to all the businessmen in Bishop who provided information on their activities; the City of Bishop and County of Inyo; cities, chambers of commerce, highway departments and universities across the country; the Dunsmuir Chamber of Commerce; the City of King California; the State Board of Equalization; and especially the State Division of Highways - in Bishop, Sacramento and five district offices.

Inlandia Research takes full and complete responsibility for all information, conclusions and recommendations.

One conclusion that must be emphasized is that the unity and cooperation which the bypass proposal has created must continue.

Your cooperation, which made this study possible, is greatly appreciated.

Sincerely,

David C. Williams

DAVID C. WILLIAMS,
President

CONCLUSIONS AND RECOMMENDATIONS

Conclusions

- 1) Bishop population is now 2,958, having grown slowly from 2,891 in 1950; with 3,500 projected in 1980.
- 2) The Bishop trading area has a population of 7,000 now and will grow to 8,000 in 1980.
- 3) Retail sales in the Bishop trading area totaled \$19,357,000 in 1963-64, with \$5,024,000 in traffic sensitive businesses.
- 4) The Bishop economy and retail sales are seasonal, being highest during the summer when highway traffic is highest.
- 5) Within the trading area, the traffic sensitive businesses are:

24 Restaurants	\$1,875,000
22 Motels	860,000
21 Service Stations	2,890,000
7 Sporting Goods Stores	259,000

- 6) The largest employer in the area is the Union Carbide tungsten mine at Pine Creek; all other large employers are governmental agencies or utilities.
- 7) Bishop is 80 to 90% dependent on tourism, recreation and the highway traveler.
- 8) A freeway bypass opened in 1975 would have these initial effects on retail sales;

Service Stations	-19.3%
Restaurants	-11.1
TOTAL RETAIL	-10.0
Sporting Goods	- 7.5
Motels	- 7.2
City Sales Tax	-13.0
County Sales Tax	-13.2

- 9) By 1985, the effect would be:

Service Stations	-8.7%
Restaurants	+3.3
TOTAL RETAIL	+4.2
Sporting Goods	+1.0
City Sales Tax	+6.4
County Sales Tax	+4.0

- 10) No strictly comparable community can be found -- the closest similarity is to Dunsmuir, California.
- 11) Freeway adoption procedures which emphasize "user--benefits" are expected to change somewhat this year.
- 12) East Sierra is heavily dependent on recreation, which should grow by 400 per cent by 1980, with the majority of all recreation users from Los Angeles County.

Recommendations

- 1) Full cooperation among all concerned must be maintained and expanded,
- 2) No freeway agreement should be signed now nor until freeway funds have been budgeted,
- 3) A complete general plan of Inyo County, integrated with the Bishop General Plan, is essential before freeway route adoption,
- 4) The freeway bypass of Bishop should be started only when annual average daily traffic on Main Street reaches 18,000,
- 5) The recommended location for the highest benefit to Bishop businesses is on the east side of Bishop as close to the Central Business District as possible,
- 6) The freeway bypass and all of Route 395 must be well designed and landscaped as scenic highways,
- 7) Freeways to the Los Angeles metropolitan area must continue to be improved,
- 8) Parking on Main Street between Line Street and Elm Street should be completely removed, and Main Street marked for 4-lane traffic for its full length, with left-turn channels where feasible,
- 9) Three traffic signals and three pedestrian controls should be installed on Main Street,
- 10) A Parking Assessment District should be formed to create 8 lots with 453 spaces, and new spaces must be established on side streets,
- 11) Meters should be removed from all 1-hour parking zones,
- 12) New highway signs should be erected on all approaches to Bishop,
- 13) A "Tourist Information Center" should be constructed at the south entrance of Bishop, and manned on a regular basis,
- 14) The name of Main Street should be changed to "Sierra Highway" and that of Line Street to "Bishop Creek Road",
- 15) Motel tax revenues of the City and County should be used only for recreation development and tourist promotion,
- 16) Recreation facilities must be developed according to a Master Plan of Recreation with priorities to Mammoth Lakes and Owens River,
- 17) The Bishop community should sponsor the creation of a Local Development Corporation to finance recreation projects,
- 18) The City of Bishop should appoint a City Administrator to act as city representative, coordinating planning, development and promotion,

BISHOP

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Chapter I

Introduction

At San Diego, U.S. Highway 395 starts on its long route northward through California. It passes through San Bernardino, crosses the western section of the Mojave Desert, and enters the El Paso Mountains north of Randsburg. Some 10 miles north of Inyokern, the highway joins with State Highway 14 from Los Angeles to form the major route northward on the eastern side of the Sierra Nevada.

At Bishop, northeast of Kings Canyon National Park, U.S. 6 branches off into Nevada. U.S. 395 continues northeast, past Yosemite, through Bridgeport, and into western Nevada and Northern California.

In the 227 miles between Inyokern on the south and Bridgeport on the north, U.S. 395 forms the gateway to the colorful country east of the High Sierra. Good side roads branching from U.S. 395 will take you to Owens Lake, Mammoth Lakes, Panamint Valley, the Inyo Mountains and Saline Valley, the White Mountains, and the eastern slopes of the Sierra Nevada.

This eastern side of the mountains offers a myriad of attractions—high desert, spectacular mountains, uncrowded trails, good fishing, ghost mining towns, wild flowers and mineral deposits—all attainable on good roads. In the winter, these mountains offer good skiing.

This area can be reached from California's Central Valley, but only by way of passes through the High Sierra. From Southern California, U.S. 395 forms a natural artery that leads through the narrowing gap between the converging Sierra Nevada and Nevada state line. And this is an area that is comfortable most of the year, ideal for off-season vacations. The higher elevations become forbidding during winter, but the Owens Valley is comfortable and you can climb into mountain passes until the cold and snow dictate a return to the valley floor.

Owens Valley

Owens Valley is a gigantic trough, over 100 miles long, only 6 to 15 miles wide. Its west face is the two-mile-high escarpment of the Sierra Nevada. Its east face is the less steep but equally high Inyo and White mountain chain.

The Sierra face of the valley is a steep, glacier-stripped mass of gray granite, forested with red fir and white, lodgepole, foxtail, and Jeffrey pine. It's a land of countless lakes and

streams, of mountain lodges and Forest Service camps. Twenty-one roads into the Sierra from U.S. 395 and a network of well-used trails make it a very accessible vacationland.

The Inyo-White mountain face is a desert range of lava, shale, and pumice dust, sparsely forested with sage, juniper, and pinon pine. This is a land of dry washes, cottonwood-crowded springs, and an occasional live stream. For dirt-road auto explorers who like ghost towns and mining camps, it's a discovery land; but explorers must look to the valley towns for overnight accommodations or try their hand at dry land camping.

Owens Valley, itself, is a sagebrush-covered flat that edges its fertile, willow-lined bottomlands with barren desert, volcanic mesas, cinder cones, dense black masses of dead lava, and alkaline-fringed lakes. The valley's side roads explore the Indian past and the area's geologic phenomena.

In summer, the valley is a heated corridor that leads to the gateways into the highest, most dramatic stretch of the cool Sierra. In late fall and early spring, the valley is romantic and impressive in its own right. Beginning in September, the cottonwoods take on the color of rich butter; the locusts turn a deeper yellow; along the creek banks that cut across U.S. 395, the red splashes of birch and gooseberry mix with the yellows and fading greens of the oak and willow. Also, the fish in the Sierra high country are out on an eating spree, and the campgrounds offer a choice of accommodations in September, October, and November.

Preceding paragraphs from Sunset Magazine publications.

VISITORS WELCOME, ALL YEAR ROUND

Because its natural bounty of water is claimed by Los Angeles, the Owens Valley has limited facilities for permanent occupancy. The Valley has, nonetheless, a decently large heart and the capacity to absorb a lot of visitors. The streets of the small towns are lined with motels, cafes and sporting goods shops. In a summer week, in any one of the Sierras' steep, long gorges, where creek water, white and raging, tumbles from pool to pool, there maybe 1,000 vacationers roughing it or lodging it and another 500 hidden under the aspen and tall pines in the side gullies dug out of the mountain flank by the upper arms of the creek. There is plenty of room on the mountainsides and, except for beer cans wantonly discarded and the distant sound of motor cars huffing and gasping in the thin mountain air, little evidence that a small army of city people has taken over.

The summer visitors come for various reasons, the majority merely escaping their city life to spend a week or two in quest of some lesser Grail, such as the trout that abound, thanks to the beneficence of God and the California Department of Fish and Game.

The trout--one species or another--are fished from the Owens River right on the valley floor and from creeks and lakes reaching upward to the 13,000 foot level, where winter never really quits. The trout come in all sizes. In lower lakes there are browns which, being either too stupid or too smart to take a hook, are as long as a man's arm. On opening day this spring at Lake Crowley, a 6,000 acre impoundment on high ground at the north end of the valley, 11,000 fishermen in 3,300 boats took more than 30 tons of trout, any fish under three-quarters of a pound being considered a runt. In the highest glacial lakes, by contrast, the little native golden trout rarely exceed nine inches--but there the angler fishes alone in alpine grandeur. Like the fish, the fishermen run the gamut. At one extreme there are the classicists who kill their fish only with the artificial fly; at the other are those who simply want fish and would just as soon toss a cherry bomb in the water, if it were either legal or productive.

The important thing in such a large playground is that every angler has full option. He can stick to the classic rules laid down on the chalk streams of the Old World, or he can use damn-near-anything for bait: fake bugs and real bugs, worms and grasshoppers, marshmallows and cheese, salmon eggs from the Pacific Northwest and fake salmon eggs made in Newport Beach. He can wait for the evening hatch and try to match it, or he can wait in a parked car on the streets of Bishop until the hatchery truck goes by, follow it and take a fish one minute after it has been released in a stream. With the dutiful passion of oldtime Wells Fargo carriers, the California Fish and Game trucks replenish the more heavily fished waters once a week and sometimes twice.

As might be expected, most of the valley's winter visitors are skiers, who move through the towns bound for the Mammoth Lakes area that lies 50 miles beyond. The ski season starts with the first good snow of late fall or early winter, and it continues on and on, through spring and early summer. The bottom of the elaborate skein of lifts at Mammoth Mountain is 8,900 feet, so that by July 1, when the sport is only a memory elsewhere, there are still diehards on the slopes.

At Mammoth the skier is free of the restrictions of the city, but not of the crowds. Weekend attendance sometimes exceeds 3,000, including some who use the slopes and trails as if they were freeways back home. But crowds and collisions are familiar hazards at ski areas everywhere these days, and at Mammoth one can at least find consolation: there is a bonesetter in residence. In the small town of Mammoth a sign proclaims: "E. Victor Gallardo, M.D. Orthopedic and Traumatic Surgery."

Lower down in the valley there are other signs urging the traveler to "Visit Harold's Club in Reno" and to "Get Right with God," an option that should attract either the fisherman or skier,

depending on his luck that day. He can have a ball trying to win a bundle, but if the dice and the wheel roll against him and he loses his worldly goods to Harold, he is properly ready to meet his Maker. It is doubtful, though, whether any visitors come with such sober motives. Most of them come to the valley simply to use this world for a short time unfettered, taking a trout with a bait of their own choice or skiing as fast as they want on slopes where there are no slow and fast lanes.

Preceding paragraphs from Sports Illustrated, August 12, 1963, "Giant Playground," by Coles Phinizy.

Chapter II

BISHOP--HISTORY AND GROWTH

Our story begins in 1826. On a return trip from California to Salt Lake City, the renowned frontiersman and fur trader, Jedediah Strong Smith, was the first white man to explore Inyo-Mono. His course paralleled the base of the Sierra Nevadas, continued northeast of Mono Lake, and then onward to the east. It is reported that he found some placer gold near the lake many years before Marshall's gold strike on the American River.

Seven years later, in 1833, a trail blazer and fur trapper by the name of Joseph Reddeford Walker entered Mono. He headed a trapping expedition formed by Captain B. L. Bonneville, who was on leave from his army post. It is believed that Walker followed a tributary of the Walker River (now named after him) and crossed the Sierras over the old Mono Trail. On the return trip from the Coast, he and his party passed through a broad defile in the mountains, now Walker Pass (also named for him), and entered the southern end of Inyo. He traced Smith's earlier route northward, then followed the Walker River through Mono.

Walker made his appearance again as a guide to the Chiles party which had traveled overland from Independence, Missouri, and he brought them over the course he and taken previously. Then again he is mentioned when he joined up with John C. Fremont in 1845. A branch of Fremont's party reached Owens Lake at that time. Richard Owens, an officer under Fremont, was honored by his superior who named Owens River and Owens Lake after him.

Discovery of gold in California started the great trek westward and in 1849, there followed a succession of terrifying expeditions through Death Valley. Notable among these were the Jayhawkers, Bennett, Arcane, Bier, Manly and others, each undergoing unbelievable suffering and tragedy.

It was in 1852 that Lieutenant Tredwell Moore, while pursuing an Indian murderer, crossed the Sierras, descending down through Bloody Canyon to Mono. While searching the canyons, he found gold in a ravine near Mono Lake, causing a flurry of excitement. Shortly thereafter, Leroy Vining and his associates prospected for gold in the canyon now bearing his name. Word leaked out that Mormon miners were working gold near Mono Lake and by 1859 Dogtown was alive with prospectors. A chance discovery nearby brought Monoville into existence and it became the most populated mining settlement in that entire region for a while. Then came one of the most significant of all "Strikes." William J. Bodie came across a rich placer find north of Mono Lake but lost his life in a snowstorm without knowing that the mining camp of "Bodie," later named after him, would not only produce millions but would write one of the bloodiest chapters in the history of the early West.

Meanwhile, in the Inyo area to the south, Dr. Darwin French, seeking the mythical "Gunsight Lode," discovered the Coso Ledge. Almost immediately, new mining districts were opened up--Kearsage, Big Pine Creek and others in Inyo, and Benton, Lundy, Mammoth among those in Mono.

All was not mining in those colorful 1860's and 70's. More and more settlers had arrived, engaging in ranching and cattle raising as well as operating lumber mills. Communities sprang up and became centers of supply for the mines. But the newcomers faced the hazard which had beset earlier pioneers, and that was the hostility of the Indians. Upon the arrival of the white man, it is estimated that some 1500 Indians were living in this area east of the Sierras. The Piutes (Paiutes) were confined mostly to the Owens Valley, the Shoshones east of Owens Valley and Inyo Range, and the Mono tribe around Mono Lake. Constant warfare raged and impeded development until peaceful times arrived in the late '70's. Inyo-Mono is replete with historical evidence of these skirmishes.

At a time when mining activities had quieted down, directly affecting the economy of the people, the famous Cerro Gordo mine came into being, producing millions in silver bullion. This was followed by Panamint, Union and other mines, all contributing to a new boom and prosperity that carried on through the 1880's.

Discovery of new leads at Bodie and the reopening of the Standard mine were responsible for a stampede of miners and speculators that swelled the population to more than 10,000. And once more gold flowed freely!

Within a few years, however, Inyo-Mono again experienced a let down with the dropping off of mining operations. As 1900 dawned, farming, stock-raising, dairying and other business enterprises made up the major income of the people. Little did they realize then that the time was not far off when Inyo-Mono would become one of the truly great vacation centers.

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The foregoing is but a brief glimpse of the early days of Inyo-Mono. Millions in gold and silver that were hauled from east of the Sierras, from Virginia City, Nevada, on the north to Cerro Gordo on the south, contributed much to the building of the little pueblo of Los Angeles and the modest seaport of San Francisco into the great, thriving cities of today.

Los Angeles grew so large that it looked back to the area which furnished such great wealth in gold and silver....sought and received water via a giant aqueduct system. Now the tourists from Los Angeles and elsewhere throughout the Nation come to Inyo-Mono. . .to visit old ghost towns, to vacation, camp, fish in 2000 lakes and 5000 miles of streams, hunt and ski on Sierra slopes.

POPULATION

Population growth in the City of Bishop has been slow and irregular. From a population of 503 in April, 1903, when the city was incorporated, there was a rapid rise to 1,190 in 1910 and to a high point of 3,270 in 1955. On April 1, 1965, a Special Census showed a population of 2,958. These figures, with comparisons to Inyo County and the State, are shown in Table 1. Percentage gains and loses are shown in Table 2.

Population from 1910 to 1945 was influenced primarily by the Los Angeles water program. As land was purchased, people moved out. Increases came with construction programs. The past twenty years however have been influenced by the steady growth of tourism and recreation. The drop from 1955 to 1960 was due to major residential development outside the city, to the west.

It is obvious that Bishop is not sharing in the tremendous population increase of Southern California, being one of only three cities in Southern California to lose population between 1950 and 1960. The other two were Paslier and Maricopa, central valley farming towns.

Population projections have been made by several organizations. The estimates of Hahn Wise and Associates in the General Plan of the City of Bishop appear to be the most carefully considered. The 1965 Special Census however indicates the estimates are probably too high.

Table #1
POPULATION GROWTH

	<u>Bishop</u>	<u>Inyo Co.</u>	<u>So. Calif.</u>	<u>Calif.</u>
1850			5,849	92,597
1860			26,533	379,994
1870		1,956	38,760	560,247
1880		2,928	76,441	864,694
1890		3,544	220,968	1,213,398
1900	503*	4,377	325,225	1,485,053
1910	1,190	6,974	777,667	2,377,549
1920	1,404	7,031	1,375,974	3,426,861
1930	1,269	6,555	2,968,963	5,677,251
1940	1,490 (1)	7,625	3,713,234	6,907,387
1950	2,891 (2)	11,658	5,715,324	10,586,223
1960	2,875	11,684	9,118,422	15,717,204
1964 (est.)	2,958**	12,500	10,691,200	18,234,000

Source: 1850-1960 U.S. Bureau of the Census.

1964 California State Dept. of Finance

* Population at time of incorporation, April, 1903

** April 1, 1965 Special Census by U.S. Bureau of Census.

(1) Special Census, 1947---2,093

(2) Special Census, 1955---3,270

Table #2

PERCENTAGE GROWTH

	<u>Bishop</u>	<u>Inyo Co.</u>	<u>So. Calif.</u>	<u>Calif.</u>
1910-20	+18.0	+0.8	+74.0	+44.1
1920-30	-9.6	-6.8	+101.1	+65.7
1930-40	+17.4	+16.3	+26.4	+21.7
1940-50	+94.0	+52.9	+53.9	+53.3
1950-60	-0.6	+0.2	+55.8	+48.5
1960-64	+2.9	+7.0	+16.7	+16.0

Table #3

POPULATION PROJECTIONS
INYO COUNTY

	<u>1960</u>	<u>1965</u>	<u>1970</u>	<u>1975</u>	<u>1980</u>
1	11,684	11,700	11,900	12,100	12,400
2	11,684	11,800	12,200	13,100	14,000
3	11,684	-	12,400	-	13,100
4	11,684	-	16,000	-	23,000
5	11,100(est)	-	12,000	-	-
			<u>BISHOP</u>		
6	2,875	--	3,500	-	3,760

- 1 California State Department of Finance
- 2 Population Study Sub-committee, Los Angeles Chamber of Commerce
- 3 Bishop General Plan, 1963; Hahn, Wise and Associates
- 4 Southern California Research Council, "Developing the Inland Empire" 1962
- 5 State Economic Development Agency, 1960
- 6 Bishop General Plan, 1963; Hahn, Wise and Associates

Table # 4

POPULATION CHARACTERISTICS

AGE GROUPS

	<u>Sierra</u>	<u>Inland Empire</u>	<u>California</u>
0-4	10.0	11.7	11.1
5-19	26.1	26.3	26.2
20-24	4.9	6.5	6.3
25-64	49.8	46.1	47.7
65 +	9.2	9.4	8.7

Source: Southern California Research Council, from 1960 Census Data

BUILDING

Building permits, valuation and number of dwelling units have been rising in past years, as indicated in Tables 5 through 8.

These figures however are closely related to population in the long range view, despite short-term rises and falls due to many various factors.

OTHER

Information on Employment and personal income is included in Tables 10 through 13. All these figures are used only to indicate general growth trends in the area.

Table # 5

INYO COUNTY
BUILDING PERMITS
 (in thousands)

<u>Year</u>	<u>Total</u>	<u>Residential</u>	<u>Commercial</u>	<u>Industrial</u>
1958	511	511	216	0
1959	242	137	67	0
1960	352	109	144	2
1961	408	168	171	0
1962	708	455	231	8
1963	2,030	1,688	273	5
1964	2,103	1,735	446	4

SOURCES:

1963 and 1964 Surveys of Building and Real Estate Activity in the 14 Southern Counties of California, Security First National Bank.

Southern California Report, Security First National Bank, 1965

Table # 6

	TOTAL CONSTRUCTION			<u>Gout</u>
	<u>Inyo total Construction</u> (000)	<u>Inyo Building Permits</u> (000)	<u>Inyo Eng & Const Contracts</u> (000)	
1958	1,662	494	1,168	-
1959	570	242	328	-
1960	3,040	352	2,688	-
1961	1,072	408	464	-
1962	3,099	708	1,232	1,159
1963	2,413	2,030	217	166

Table # 6 (Cont.)

	<u>Inyo total Construction</u>	<u>Inyo Building Permits</u>	<u>Inyo Eng. & Const. Contracts</u>	<u>Gout</u>
1964	4,845	2,103	2,215	527

Source: Same as Table # 5

Table # 7

CITY OF BISHOP
BUILDING PERMITS

<u>Year</u>	<u>Total</u>	<u>Residential</u>
1962	378	125
1963	695	374
1964	575	306

Source: Same as Table # 5

Table # 8

FAMILY DWELLING UNITS

	<u>INYO COUNTY</u>			<u>CITY OF BISHOP</u>		
	<u>Total</u>	<u>Single Dwellings</u>	<u>Units in Multiples</u>	<u>Total</u>	<u>Single</u>	<u>Units</u>
1946	71					
1947	92					
1948	88					
1949	27					
1950	11					
1951	15					
1952	41					
1953	34					
1954	12					
1955	25					
1956	24					
1957	5					
1958	22	4	8			
1959	12	10	2			
1960	7	6	1	7	6	1
1961	14	7	7	14	7	7
1962	30	25	5	10	5	5
1963	119	93	26	33	11	22
1964	116	104	12	14	5	9

Permits required in unincorporated area only after October 1, 1962.

Source: Same as Table # 5

Table # 9

INYO HOUSING
(1960 Census)

Owner Occupied	1,908	47.0%
Renter Occupied	2,154	53.0%*
Total Occupied	<u>4,062</u>	100.0%

Vacant Units

For Sale	19
For Rent	154
Other	869
Total	<u>1,042</u>

Total 5,104

Vacancy Rate

Home Owner	1.0%
Rental	6.7%

Note: These are lowest in Southern California

* Highest percentage of renter-occupied houses in Southern Calif.

Source: U.S. Census of Population and Housing, 1960

Table # 10

INYO COUNTY

PERSONAL INCOME

(1961-Calif. State Chamber)

		<u>%</u>	State <u>%</u>
Wages and Salaries	16,440,000		<u>65.6</u>
Labor Income (Employer Contributions)	699,000		2.5
Proprietors Income	4,111,000		10.8
Property Income (Rental income, dividends, etc.)	3,193,000		13.2
Transfer Payments Insurance, pensions, etc)	3,304,000		7.9
	<u>27,747,000</u>		<u>100.0</u>

PER CAPITA

Inyo County	\$2,372
Southern California	2,792
California	2,771

Inyo County is lower than Southern California average, but still ranks 5th out of 10, following only Los Angeles, Santa Barbara, Imperial and San Diego Counties.

Source: Southern California Report, Security First National Bank, 1965

Table # 11

INYO COUNTY

PERSONAL INCOME GROWTH

1940	\$ 6,863,000
1947	16,213,000
1950	17,830,000
1953	23,855,000
1955	25,207,000
1956	27,682,000
1957	25,389,000
1958	24,136,000
1959	24,470,000
1960	26,536,000
1961	27,747,000

State Economic Development Agency Projects, 1970

Personal Income of \$35,400,000

Source: Same as Table # 10

Table # 12

INYO COUNTY

TOTAL BANK DEPOSITS

1962	\$15,191,000		
% Change	1949-62	<u>Inyo</u> +115.6%	<u>So. Calif.</u> +130.7%
% Change	1960-62	- 7.8%	22.2%

Source: Same as Table # 10

Chapter III
BISHOP ECONOMY

The City of Bishop is the largest community and only incorporated city in Inyo County. The immediate trading area, northern Inyo and southern Mono Counties, has a population of 7,000. Bishop is the primary commercial center for an area covering Inyo and Mono counties and part of western Nevada with a population of about 15,000.

The City of Bishop depends primarily for its existence on serving tourists and travelers on U.S. 395 and U.S. 6. Other economic activities include tungster mining, governmental agencies, utilities, water transmission, and some agriculture.

Employment

In 1962, employment in Inyo County was estimated as follows;

Table # 13

INYO COUNTY EMPLOYMENT

<u>Industry</u>	<u>Employees</u>
Wholesale & Retail Trade	1,130
Government	610
Service	510
Mining	410
Transportation, Communication Utilities	275
Manufacturing	230
Agriculture	200
Contract Construction	170
Finance, Insurance & Real Estate	75
Other Employment	525
Unemployed	210
	4,345

Source: City of Bishop General Plan, Economic Survey; Hahn, Wise & Associates, 1963.

Major employers in the Bishop Area in 1965 are:

Table # 14

MAJOR EMPLOYERS		<u>Full Time</u>	<u>Part Time</u>
Union Carbide	Pine Creek	400	
State Division of Highways	Bishop	261	93
California Interstate Telephone	Bishop	96	
U.S. Forest Service	Bishop	60	137
Los Angeles Dept. of Water & Power	Bishop	38	
Southern California Edison	Bishop	26	
Huntley Industrial Mills	Laws	20	

Source: Inlandia Research Survey

The General Plan reported "Resorts, motels and Restaurants offer most of the job opportunities, with rising demand during the 'season', May--October. After that most of the transient workers leave the area. Unemployment in Inyo County ranges from 5% in July to 12% in February. In Bishop there is greater fluctuation of from 5% in July to 28% in February, with over 20% unemployment in six months of the year."

The expansion of skiing facilities at Mammoth and June Lake have increased winter months activity, so that the extreme unemployment fluctuation is undoubtedly decreasing.

The General Plan estimated present and future work force as follows:

Table # 15

BISHOP PLANNING AREA
SUMMARY--ESTIMATED WORK FORCE

<u>Activity</u>	<u>1961</u>	<u>1970</u>	<u>1980</u>
Retail	800	846	891
Office	509	538	567
Services	297	313	330
Mfg. Heavy Commercial	<u>105</u>	<u>111</u>	<u>117</u>
TOTAL	1,711	1,808	1,905

Source: City of Bishop General Plan, Economic Survey;
Hahn, Wise and Associates, 1963.

These figures are based on the numbers of employees necessary to serve the projected area population. It is likely that the projections will prove too conservative, with the expected heavy increase in tourism.

RETAIL SALES

Retail sales in the Bishop business area totaled \$19,357,000 in 1963-64.

Table # 16

BISHOP TRADING AREA
 QUARTERLY RETAIL SALES
 1963-64

	3rd Quarter 1963 (000)	4th Quarter** 1963 (000)
TRAFFIC SENSITIVE		
Eating & drinking places	606	423
Service stations (gross)	929	662
Sporting goods	<u>107</u>	<u>43</u>
Sub-Total	1,642	1,128
NON-TRAFFIC SENSITIVE		
Apparel stores	83	97
General merchandise stores	573	703
Specialty stores	123	166
Food stores (gross)	1,122	1,113
Packaged liquor stores	154	129
Drug stores	*	*
Home furn. & appliances	82	101
Building materials	280	249
Motor vehicle dealers	664	866
Auto supply stores	153	142
Other retail	<u>402</u>	<u>342</u>
Sub-Total	3,636	3,908
TOTAL RETAIL	<u>5,278</u>	<u>5,036</u>

** 1st and 2nd Quarter of 1964 on next page.

Table #16 (cont.)

	1st Quarter 1964 (000)	2nd Quarter 1964 (000)	Total 1963-64 (000)
TRAFFIC SENSITIVE			
Eating & drinking places	345	501	1,875
Service stations (gross)	543	756	2,890
Sporting goods	14	95	259
Sub-Total	902	1,352	4,924
NON-TRAFFIC SENSITIVE			
Apparel stores	53	73	306
General merchandise stores	429	538	2,243
Specialty stores	86	127	502
Food stores (gross)	863	1,048	4,146
Packaged liquor stores	98	136	517
Drug stores	*	*	*
Home furn. & appliances	86	94	363
Building materials	233	284	1,046
Motor vehicle dealers	772	937	3,239
Auto supply stores	138	157	590
Other retail	316	321	1,381
Sub-Total	3,074	3,715	14,333
TOTAL RETAIL	3,976	5,067	19,357

* Note: Data on the two drug stores in Bishop is not to avoid a disclosure of confidential information. The taxable sales are included with other retail sales. In any case, state per capita figures are not available for non-taxable drug sales. Per capita taxable sales for Inyo County are almost exactly the same as for the state as a whole.

This information covers the entire Bishop area from four miles south of Bishop to the Mono County line.

Source: State Board of Equalization

Percentages are shown graphically in Figure 1.

Retail sales in the City of Bishop have been increasing at a rate faster than population as follows:

Table # 17
CITY OF BISHOP RETAIL SALES

<u>Year</u>	<u>Retail Sales</u> (000)	<u>% Change</u>	<u>PerCapita Sales</u>
1960	\$9,340	-	\$3,284
1961	9,166	-2.0	3,157
1962	9,890	+7.9	3,375
1963	10,432	+5.5	3,527

Source: State Board of Equalization

Changes in retail sales differ from category to category, as shown below:

Table # 18
RETAIL SALES CHANGES
CITY OF BISHOP--1960 to 1963

<u>Category</u>	<u>1960</u>	<u>1963</u>	<u>% Change</u>
Apparel Stores	415	386	- 7.0
General Merch. Stores	1,357	2,025	+49.2
Food Stores	607	*	-
Packaged Liquor Stores	380	407	+ 7.1
Eating & drinking	1,137	1,195	+ 5.1
Drug Stores	*	*	-
Home Furn. & Appliances	261	279	+ 6.9
Building Material	570	671	+17.7
Motor Vehicles	3,189	3,297	+ 3.4

<u>Category</u>	<u>1960</u>	<u>1963</u>	<u>% Change</u>
Service Stations	416	224	**
Other Retail	<u>913</u>	<u>1,948</u>	<u>**</u>
Total	9,245	10,432	+12.8

* Data on the food stores and two drug stores in Bishop are not separate, to avoid a disclosure of confidential information. Taxable sales are included with "Other Retail."

Source: State Board of Equalization

**Changes in classification make comparison impossible

Bishop is quite a seasonal city, as quarterly retail sales indicate:

Table # 19

QUARTERLY RETAIL SALES
CITY OF BISHOP

<u>Year</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
1960	1,767	2,338	2,685	2,550
1961	1,803	2,342	2,565	2,456
1962	1,988	2,342	2,850	2,710
1963	2,087	2,538	2,823	2,984
1964	2,228	2,895	3,206	NA

Source: State Board of Equalization

City of Bishop retail sales have ranged between 55.3% and 64.6% of Inyo County retail sales, on a quarterly basis. On an annual basis, the comparison is as follows:

Table # 20

BISHOP RETAIL SALES AS
PERCENTAGE OF INYO COUNTY

<u>Year</u>	<u>Bishop</u>	<u>Inyo County</u>	<u>Bishop %</u>
1960	9,340	14,930	62.6%
1961	9,166	14,907	61.5
1962	9,890	16,385	60.4
1963	10,432	18,006	57.9
1964 (3 Quart.)	8,329	14,614	57.0

The General Plan Report in 1963 analyzed Existing Buying Powers.

In 1960 personal income in Inyo County was approximately \$26.5 million or \$2,264 per capita, while the state averaged \$2,719 per capita. County retail sales per capita amounted to nearly \$ 2,200, showing a substantial advantage over the state average of \$1,800.

Bishop trading area, with 60% of the county population, managed to capture only 50% of the sales. Sales per capita averaged about \$1,800 which was slightly higher than the state but well below the county. In the state about 70% of total income is spent on retail sales; in Inyo County sales amount to 98% of estimated income. This suggests that most of the buying power in the county is being supplied by tourists from outside of the trading area, and that buying power in Bishop is just fair. It also indicates that Bishop can capture a greater share of retail sales and bolster its own economy, with a strong and attractive commercial district. (1)

(1) City of Bishop General Plan, Economic Survey, P. 31;
Hahn, Wise and Associates, 1963

As part of this study, Inlandia Research made extensive studies of all tourist related businesses in the Bishop area. Results are discussed in the following section.

MOTELS

Within this area are located 22 motels with 474 units.

Table # 21
MOTELS

	<u>Within City</u>	<u>Outside City</u>	<u>Total</u>
Motels	18	4	22
Units	386	88	474
Average Size	21.4	22.0	21.5
Gross	-	-	\$860,000
Gross per Unit	-	-	\$ 1,814

The average motel owner is 49 years old and has owned his motel for 9 years.

Approximately 75% of all guests stay one night only. Few motels are associated with any motel group. Most common is an AAA affiliation. There is one Travelodge and two Best Western Motels. Two-thirds of all motels accept credit cards, with BankAmericard and American Express most popular, and less than 1/3 using Carte Blanche and Diners Club. Credit purchases range up from 0% to 15% of charges, averaging 4.25%.

Motel owners estimate their reservations as follows.

Through Affiliates	4.5%
Directly	18.9
No Reservation	76.6

100.0%

A substantial 45.7% of all business is considered repeat business.

The average motel has 1.3 full-time and 3.3 part-time employees in addition to the owner-manager family. Nearly all motels are owner operated with one or two additional members of the family working in the business.

RESTAURANTS

Within the Bishop area are 24 restaurants, with 18 inside the City and 6 outside. All are locally owned.

Returns from restaurants in the business survey were not sufficient to give accurate totals or averages. In general it can be determined that business generally follows other highway oriented businesses in quarterly changes, with summer the major quarter. Very few restaurants accept credit cards.

There are wide variations in dependence on tourists and travelers, from 40 to 90% (of those sampled). Payrolls are the largest of any tourist business, ranging up to about 25 full-time employees.

Thirteen, or over half, of all restaurants are located in downtown Bishop. Parking for these businesses is inadequate.

SERVICE STATIONS

In the Bishop Area are 21 service stations, with 12 inside the City and 9 outside. All major oil companies are represented as well as several independents:

3-Richfield
Shell
2-Chevron
Mobil
Union
1-Flying "A"
Hancock

Mohawk
Satellite
Standard
Texaco
United
West Coast
Wilshire

The average owner is 42 years old and has owned his station for 10 years, 9 months.

All stations accept credit cards, with an estimated 48.5% of all purchases being charged. About one-third of stations stay open 24 hours a day all year, with about one-third more open 24 hours during the summer.

Employees average 1.5 owner family, 2.8 full-time and 5.0 part-time per station.

Service stations estimate that 60.5% of their gross receipts are paid to their oil company for gasoline.

SPORTING GOODS

Seven sporting goods stores are located in the City of Bishop (within 3 blocks of each other). Survey results would disclose confidential information.

BASIC INDUSTRIES

The seven businesses listed in Table 14 employ 900 people, a substantial number for an area this size. The total payroll of these seven is \$6,950,000 annually.

Union Carbide is the largest employer, with the only operating tungston mine in the United States. Tungston is by far the major mineral product in Inyo County. The mine can expect to remain stable with some increase in local processing of ore, resulting in minor increase in employment and payroll.

Huntley Industrial Mills will undoubtedly remain stable over the next few years.

The largest employers in Bishop are all governmental agencies or utilities. The largest employer within the City itself is the District 9 Headquarters of the State Division of Highways. This district includes all of Inyo and Mono Counties and portions of Kern and San Bernardino Counties. Employment will probably grow to 325 full-time by 1970.

California Interstate Telephone employs 96 people in its Bishop District office. Bishop was the original headquarters of the company and its predecessor. Later Bishop was Northern District Headquarters. Since early this year it is one of five District Headquarters. Expansion will be substantial, based primarily on major increases in tourism and recreation.

Bishop is the headquarters for Inyo National Forest of the U.S. Forest Service. A Discussion of this agency is part of the chapter on Recreation.

The Los Angeles Department of Water and Power is a major county employer with over 275 employees in the valley, including 38 in the Bishop area. The Department is now preparing to spend \$105,000,000 to construct a second barrel of the Owens River Aqueduct in order to provide an additional 152,000 acre feet annually to Los Angeles. The Owens River now provides about 62% of the water used by the City of Los Angeles.

Southern California Edison purchased California Electric Power Company in January 1964 and retained the Bishop District office. Several power plants are located on Bishop Creek west of the City of Bishop.

The importance of Bishop as a "headquarters city" is shown by the five major agencies above and the additional offices listed below:

Federal offices:

Internal Revenue
Selective Service
Soil Conservation Service
Weather Bureau

State: Tri-County Fair

Department of Fish & Game
Board of Equalization
Lahontan District Water Pollution Control Board
Department of Employment
Department of Motor Vehicles
Highway Patrol
Division of Architecture

County: Assessor

Building Inspector
Farm Advisor
Health Dept.
Library
Probation Dept.

Rabies Control Office
Road Dept. Yard
Sheriff's Office
Veterans Service Office
Welfare Dept.

Agriculture has declined in importance because of land purchases by the City of Los Angeles. The Department of Water and Power now leases out for agricultural purposes, principally cattle raising, about 216,000 acres of land in the Inyo-Mono area. Of the total acreage, about 186,000 acres are in dry grazing land and will not be affected by the increased flow of water to Los Angeles. Arrangements are being worked out for a firm supply of water to assure that irrigated acreage will support the agricultured economy at the same level as in the past.

WATER FOR LOS ANGELES

The greatest influence on the economy of Bishop and Inyo County is the water program of the City of Los Angeles. In 1904, William Mulholland, the City water chief, visited Owens Valley and determined to have the Owens River water for the growing City. With \$25 million, he built the aqueduct to Los Angeles and opened it November 5, 1913. In the process, the Monolith cement plant was constructed and the Southern Pacific built a standard gauge railroad to Owenyo, connecting with SP's narrow gauge Carson & Colorado Railroad which served the Owens Valley.

The City of Los Angeles by 1922 needed more water and a major reservoir. After seven years of conflicts with Valley property owners and violence by both sides in a minor war which would take this entire volume to report, the City ended up buying most of the agricultural land, city properties and water rights in the Owens Valley.

Now agriculture is limited to leased land involving cattle and alfalfa. The communities of Bishop, Big Pine, Independence and Lone Pine are surrounded by City land and much land inside belongs to the City. This is the reason for the slow growth of the Valley. On the other hand, the City has brought employment, pays property taxes and provides much of the recreational land and facilities, such as Crowley Lake, which are the basis of the tourist trade.

The Owens Valley is supported by the people of Los Angeles, who can live and prosper there only because of Owens River water.

Chapter IV

FREEWAY BYPASS PLANS

In May 1962, the State Division of Highways Bishop office announced that they were considering the adoption of a freeway route around Bishop and described the factors to be considered and methods used in determining a freeway location. One year later, in May 1963, the District Engineers submitted five or six alternative routes to the Inyo County Board of Supervisors and the Bishop City Council. Further study and refinement of the plans resulted in public announcements in September 1964 of the five alternatives now being considered for adoption. A review of the state freeway program and its relation to Bishop are absolutely necessary to a full understanding of the proposed bypass.

STATE FREEWAY SYSTEM

California's highway progress was spotlighted in 1964 by a significant anniversary date--in September it was just 25 years since the enactment of the state's first freeway law.

What the Legislature did in 1939 was to adopt a series of additions to the Streets and Highways Code which, first, defined a freeway as a highway to which owners of abutting property and no right or easement of access or only limited or restricted access; second, authorized the Department of Public Works to lay out, acquire and construct freeways; third, provided for purchase or condemnation of access rights, with compensation; and, fourth, required agreements between the state and local governments for street and road closures incidental to freeway construction.*

This legislation, the foundation on which California's rapidly growing freeway network has taken shape, protected the state's investment in highway construction from the encroachments of uncontrolled roadside developments that sooner or later choke any major traffic artery, multiply accidents and often defeat the very purpose for which the facility was built.

Legislative concern for highway development in California is based on the facts of the state's history and development. California's era of greatest growth came after the peak of railroad expansion had passed; half of the state's communities lack rail service of any kind. Safe, high-capacity highways were essential if people and goods were to move freely through California's 825-mile length.

Twenty years after the pioneering freeway law, the Legislature looked again to the state's future and adopted a master plan for a statewide system of freeways and expressways. This 1959 law was based on a comprehensive study which the Legislature had ordered in 1957.

One of the most significant features of the freeway system study was the breadth of cooperation by state, county and city officials--planners as well as engineers. Not only did an advisory committee of seven county and seven city officials assist the department, but a number of the counties and cities, in cooperation with the Division of Highways, also drafted their own comprehensive traffic plans, the results of which were used in preparing the final freeway system proposal.

The system as enacted by the Legislature in 1959 contained 10,722 miles already in the state highway system and 1,519 miles then under local jurisdiction. Routes subsequently added have brought the total to 12,414 miles. Freeway routings adopted by the Highway Commission now total more than 7,100 miles.

This statewide system, the first in the nation, will connect all cities of 5,000 or more people, and will serve every major industrial, agricultural, commercial and recreational region. It will be substantially completed by 1980.

The system will be reviewed by the Legislature early in 1965 and every four years thereafter to keep it in line with possible changes in traffic conditions.

As specified in the 1939 legislation, control of access is the hallmark of a freeway. Thus, the 1959 master plan encompasses a substantial mileage of freeways which are only two lanes wide at present--but which have built-in provision and sufficient right of way for additional lanes when needed and feasible; and additional mileage of multilane expressways, which have a median divider between the roadways but on which there may be some cross traffic still at grade.

Most of the recent and current construction on heavily traveled routes, however, has been initially of the "full freeway" type. This is a multilane divided highway with not only full control of access but also with all cross traffic carried over or under the freeway.

At year's end, of the 2,940 miles of multilane divided highways opened to traffic, 1,589 miles are constructed to full freeway and 733 miles to expressway standards. Another 745 miles of freeways and 61 miles of expressways are under construction or budgeted.

Completed multilane expressway mileage is 28 less than that of last year, reflecting conversion of expressway sections to full freeway standards.

Additionally, 918 miles of two-lane expressways, mostly in rural and mountain areas, are completed, under construction or budgeted.

Having more than one-ninth of the nation's registered motor vehicles, Californians today drive more than 82 billion miles a year. By 1980 this figure will increase to 200 billion. But, thanks to the freeway and expressway system, a network that will constitute only one-tenth of the state's total road mileage but will carry 60 percent of all traffic--leaving the remaining nine-tenths of the mileage composed of streets, county roads and conventional state highways to carry only 40 percent--highway officials are confident that there will be less traffic congestion in 1980 than exists today.

DISTRICT 9 HIGHWAY PROGRAM

Within the framework of the State Highway program and the policies of the State Highway Commission, District 9 plans and constructs freeways and highways within its area.

The major concerns of the District for freeway construction are:

- 1) Route 14 Kern County - L.A. to line to Route 395
- 2) Route 58 Kern County - Keene to Boron
- 3) Route 395 Kern, Inyo & Mono Counties--Johannesburg to Nevada State Line

Other freeway routes are:

- 4) Route 6 Inyo, Mono--Bishop to Nevada State Line
- 5) Route 89 Mono--Route 395 to Alpine County Line
- 6) Route 108 Mono--Route 395 to Toulumne County Line
- 7) Route 120 Mono--Lee Vining to Toulumne County Line
- 8) Route 127 Inyo--San Bluo County Line to Conte 190
- 9) Route 136 Inyo--Route 190 to Route 395 (Lone Pine)
- 10) Route 178 Kern--Weldon to Ridgecrest
- 11) Route 190 Inyo--Route 136 to Route 127

Other highways (non-freeways) are:

- 12) Route 127 Inyo--Route 190 to Nevada State Line
- 13) Route 158 Mono--Route 395 to Route 395 (June Lake)
- 14) Route 167 Mono--Route 395 to Nevada State Line
- 15) Route 168 Inyo-- Camp Sabrina to Nevada State Line
- 16) Route 178 Inyo, San Bdno--Ridgecrest to Nevada State Line

- 17) Route 182 Mono--Bridgeport to Nevada State Line
- 18) Route 190 Imp.--Tulare County Line to Route B6
- 19) Route 202 Kern--Tehachapi to Calif. Rehabilitation Center
- 20) Route 203 Mono--Casa Diablo Hot Springs to Madera County Line

These twenty routes add up to a major responsibility for the District 9 staff.

In 1963, annual ADT (Average Daily Traffic) ranged as follows:

Route 14	1900 (near freeway) to 7400 (at Mojave)
Route 58	3700 (California City Rd.) to 7300 (Tehachapi)
Route 395	890 (Inyokern) to 8200 (Bishop)

The policy of the District emphasizes the construction of new highways and improvement of existing ones to

- 1) Handle increased traffic
- 2) Improve safety factors
- 3) Eliminate structural deficiencies
- 4) Connect with improvements in adjacent districts

The major emphasis in Kern County now is the completion of freeway portions of Route 58. Contracts and plans are as follows:

1963-64	Grade for future 4 lane freeway between 0.5 mile east of Keene and 0.8 mile west of Tehachapi Overhead 7.6 miles \$4,100,000
1964-65	Paving to complete 4 lane freeway between 0.2 mile east of Keene and 0.8 mile west of Tehachapi Overhead 8.3 miles \$1,550,000
1965-66	No project
1967-68	Bypass of Tehachapi

The State plans to concentrate on Route 58, with projects in the next few years between Tehachapi and Mojave and between Mojave and Boron (first priority to bypass of Boron).

Elsewhere in the District major concerns are Route 168 (Bishop Creek) with these projects:

- 1964-65 Construct 2 lane highway on now location between 0.7 miles west of Edison Power Plant # 3 and Otey's
6.7 miles \$770,000
- 1966-67 Construct 2 lane highway extending above project to Camp Sabrina 7.8 miles
- Route 120 (Tioga Pass) with these projects:
1963-64 Construct 2 lane expressway between 8.6 and 10.6 miles west of Lee Vining
2.0 miles \$1,285,000
- 1965-66 Extend 2 lane expressway construction now in progress easterly to 2.7 miles west of Lee Vining
4.1 miles \$3,800,000

Bishop is concerned primarily with the progress and plans of Routes 395 and 14, the highways which bring tourists from Southern California. During the past few years and for the next several, extensive progress is being made on Route 14 between Los Angeles and Mojave, as follows:

Route 14 (L.A. to Inyokern)

14.4 miles of 4 lane freeway between Solemist and Red Rover Mine Road completed October, 1963

- 1963-64 4 lane Antelope Valley Freeway between 0.5 miles west of Red Rover Mine Road and 0.5 miles north of Angeles Forest Highway near Vincent
7.9 miles \$5,300,000
- 1964-65 Extend the Antelope Valley Freeway project another 6.2 miles northeasterly to Avenue P8 and widen Palmdale Blvd from two lanes to four lanes divided from freeway to Sixth Street East in Palmdale.
6.2 miles \$5,100,000
- 1965-66 Grade and install structures for the future four lane Antelope Valley Freeway between Avenue I, southwest of Lancaster and the Kern County line.
8.0 miles \$3,700,000
(Paving projected for 1966-67)

District 9 plans for Route 14 call for freeway construction from the Los Angeles County Line to south of Mojave within five years. No bypass of Mojave is contemplated at present, as traffic flow is handled by the existing 4 lane highway with little congestion. Nothing north of Mojave to Route 395 is contemplated for at least ten years.

On Route 395, constructed and budgeted projects since 1967 are:

Route 395

1962-63	Construct 4 lane expressway from 1.4 miles south of Little Lake to 3.6 miles north of Little Lake. 5.0 miles \$787,000
	Construct 2 and 4 lane expressway between 1.5 miles north of McGee Creek to 1.1 miles south of Mammoth Junction 1.8 miles \$650,000
1963-64	None
1964-65	Construct 2 and 4 lane expressway between 3.3 miles north of McGee Creek and 1 mile north of Casa Diablo with 0.5 miles of improved connection on Mammoth Lakes Highway. 6.6 miles \$565,000
	Widen from two lanes to four with improved drainage in town of Lee Vining 0.3 miles \$50,000
	Construct 2 lane expressway between 0.5 mile south of China Lake Road (near Ridgecrest) and 1.5 miles north of Inyokern 11.8 miles \$1,040,000
1965-66	Construct a 2 lane expressway between 0.5 mile south of Coliseum Road, approximately 5 miles north of Independence and Black Rock, just north of Aberdeen. 10.9 miles \$1,300,000

Plans for the next few years on Route 395 are:

- 1) Construction of 4 lane freeway from Kern County Line to Little Lake, including one railroad separation.
8.7 miles \$3,000,000 (Approx.)
Expected in 1968-69
- 2) Construction of expressway (probably 2 lane) through or around Johannesburg
Approximately 1972-73

In addition, West Line Street will be widened to four lanes from 0.1 miles west of Meadow Lane to west City Limits of Bishop.
1.9 miles Expected in 1968-69

Now the District is proposing the freeway bypass of Bishop. This will be the first freeway bypass of any community on Route 14-395 in District 9. The seasons for this are based on sound engineering and traffic considerations.

Along Route 14-395 traffic counts in 1963 show the highway need:

<u>Area</u>	<u>Peak Hour</u>	<u>Peak ADT</u>	<u>Annual ADT</u>	<u>States</u>
Los Angeles County Line	800	8,300	7,000	Freeway Planned
Mojave	810	9,100	7,400	New 4 lane St. noChange for 10
Junction Toute D8	300	2,900	1,900	Existing 2 lane no plans
No. of Juction of 14-395	490	4,800	2,700	No Plans
Lone Pine	460	4,900	2,700	Existing 4 lane Eventual bypass
No. of Big Pine	513	5,100	2,700	No Plans
Bishop So. City Limits	650	6,400	3,400	Bypass Planned
Bishop, So. of Line St.	1,400	14,100	7,700	Bypass Planned
Bishop, No. of Line St.	1,500	15,000	8,200	Bypass Planned
Bishop, So. of Rt. 6	940	9,500	5,200	Bypass Planned
Bishop, No. of Rt. 6	590	6,200	3,300	Bypass Planned
Bishop, So. of Edison power Rd.	450	4,600	2,500	Bypass Planned
Casa Diablo	490	4,900	2,700	Expressway budgeted

No. of June Lake Junction	380	3,300	1,500	No Plans
Lee Vining	390	3,900	1,500	Widening to 4 lane
Bridgeport	360	3,600	1,400	No Plans

Bishop has, by far the highest traffic count anywhere in District 9. Gehachapi to be bypasses in 1967-68 has a traffic count of:

1,000 8,900 7,300

Extensive traffic counts have been taken in the Bishop area. Average daily traffic, by month, has been taken at Big Pine and at Edison Powers Road. These counts show the amount of outside traffic entering Bishop, and are shown in Table # 22

Traffic on special days reaches counts much higher than any averages could show. On opening day of fishing season, May 2, 1964 a total of 9,838 vehicles entered Bishop at the south city limits. A special count in August 1964 showed traffic entering & leaving the main intersection in town as:

Main St. (Rt. 395)- South	12,768
Main St. (Rt. 395)- North	13,822
West Line St. (Rt. 168)	6,644

On Labor Day weekend counts were:

	<u>South of Big Pine</u>	<u>North of Bishop</u>
Friday	8,161	8,432
Sat.	6,257	7,570
Sunday	5,718	6,407
Monday	7,101	6,739

Projections of the State Division of Highways show growth in average daily traffic as follows:

	Annual ADT		1985	%Increase
	1963	1974		
No. of Bishop: 6	<u>490</u>	<u>791</u>	1,092	<u>122%</u>
No. of Bishop:395	<u>2,500</u>	<u>3,583</u>	<u>4,666</u>	<u>87%</u>
Sub-total-North	2,990	4,374	5,758	92%
So. of Bishop	<u>2,700</u>	<u>3,676</u>	<u>5,652</u>	<u>109 %</u>
Total	<u>5,690</u>	<u>8,050</u>	<u>11,410</u>	<u>100 %</u>

Average
Daily
Traffic

CONTROL NO. 905

CONTROL NO. 906

NAME Big Pine

NAME Bishop

No. Jct. Route 168

No. At Ed Powers Rd.

	1961	1962	1963	1964	1965		1961	1962	1963	1964	1965
JAN.	1236	1299	1144	1309		JAN.	1254	1419	1023	1291	
FEB.	1470	1194	1499	1556		FEB.	1494	1234	1727	1679	
MAR.	1433	1246	1651	1561		MAR.	1390	1211	1710	1513	
APR.	1584	1601	1984	1769		APR.	1534	1694	2104	1931	
MAY.	2106	2280	2529	2294		MAY	2487	2699	2877	2827	
JUNE	2703	2712	2793	2817		JUNE	2781	3051	3163	3079	
JULY	3479	3763	3967	3994		JULY	3574	4040	4149	4260	
AUG.	3681	4223	4596	4568		AUG.	3921	4396	4791	4760	
SEPT.	5164	3359	3974	3221		SEPT.	4923	3509	3963	3300	
OCT.	2200	1233	2331	2674		OCT.	2281	2529	2777	2826	
NOV.	1583	1646	2001	2416		NOV.	1519	1827	2051	2336	
DEC.	1217	1196	1552			DEC.	1266	1356	1584		
TOTAL	32,303	25,752	30,021			TOTAL	28,424	28,965	31,919		
A.D.T.	2200	2100	2300			A.D.T.	2300	2300	2500		

Monthly Average Daily Traffic
Counts taken 7 days each month
3 mi. South of Big Pine & 4 mi North of Bishop

	6-Month (Peak) ADT			%Increase
	1963	1974	1985	
No. Of Bishop: 6	<u>780</u>	<u>936</u>	<u>1,092</u>	<u>40%</u>
No. of Bishop:395	<u>4,600</u>	<u>5,683</u>	<u>6,766</u>	<u>47%</u>
Sub-Total North	5,380	6,619	8,858	64%
So. of Bishop	<u>5,100</u>	<u>6,648</u>	<u>8,195</u>	<u>61%</u>
Total	10,480	13,267	17,053	63%

Using these increases for traffic in downtown Bishop we can expect in 1985 to have:

Average daily traffic	16,400
Peak month daily traffic	24,450

On the opening day of fishing season Bishop could expect 15,800 vehicles to pass the South City limits.

This traffic cannot be handled on the existing highway (Main Street). This is the reason for the bypass plans now being proposed by the State.

ORIGIN AND DESTINATION

The average daily traffic (ADT) for 1963-64 was 2,570. Studies by Hahn, Wise and Associates for the Bishop General Plan indicate about 21.7 of these vehicles are Bishop residents, leaving 78.3% as tourists, travelers and commercial vehicles. Using origin and destination studies of the State Division of Highways, it is possible to categorize vehicles entering Bishop as follows:

<u>Type</u>	<u>%</u>	<u>1964</u>	<u>1972</u>	<u>1985</u>
Bishop residents	21.7	204	297	448
Travelers:				
Stopping in Bishop	29.0	272	396	598
Going through on Hwy. 395	44.0	413	602	908
Going through on Hwy. 6	<u>5.3</u>	<u>50</u>	<u>72</u>	<u>109</u>
	100.0	939	1,367	2,063

The 1985 desires of travelers is shown on Report Plate #4, provided by the State Division of Highways.

BYPASS STUDIES

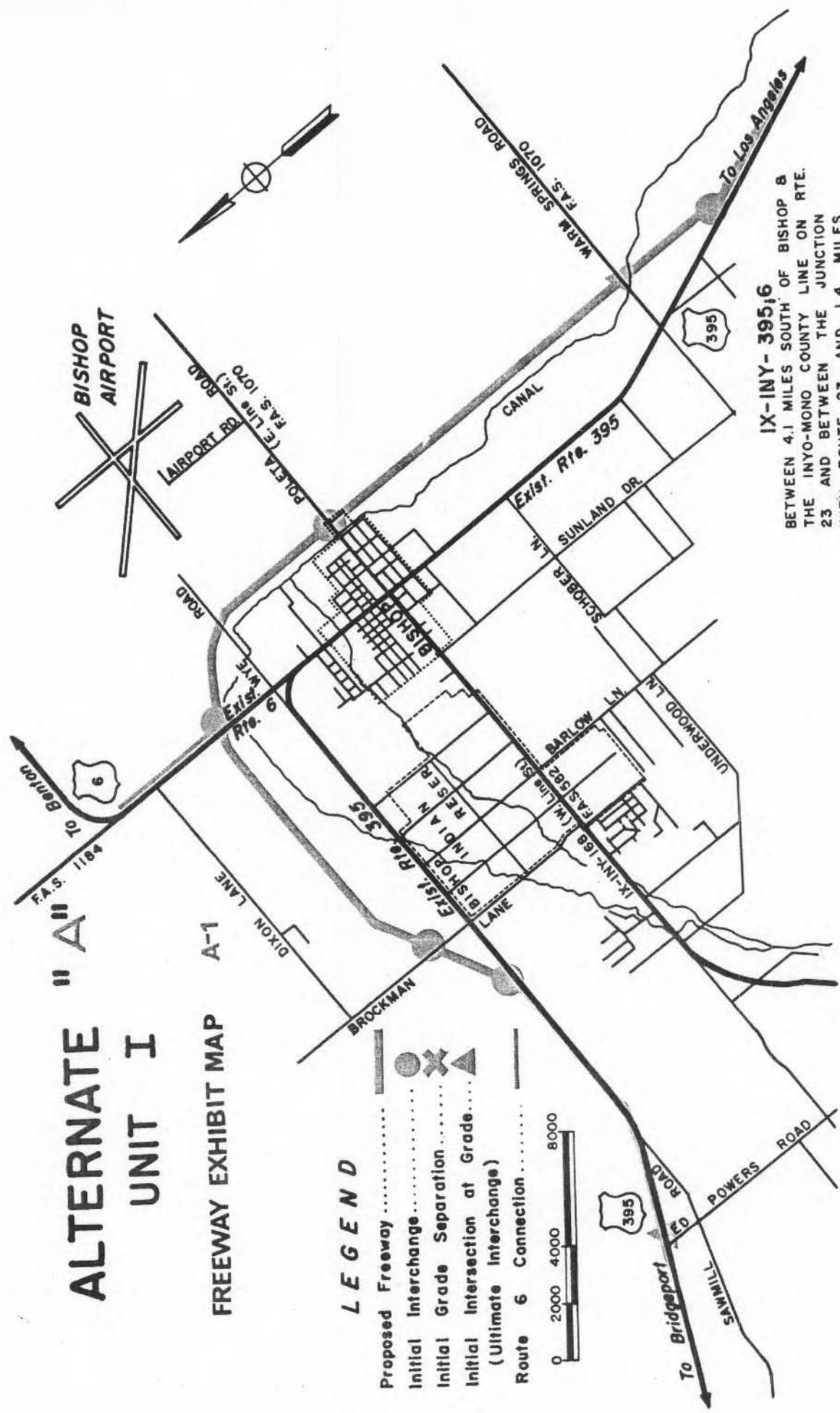
The maps and summary of engineering data presented in September 1964 by the Division of Highways are duplicated here exactly. Additional economic and engineering information has been included, based on the detailed Division Studies.

SUMMARY
OF
ENGINEERING DATA

BISHOP FREEWAY STUDIES

ALTERNATE UNIT I

FREEWAY EXHIBIT MAP A-1



LEGEND

- Proposed Freeway
- Initial Interchange
- Initial Grade Separation
- Initial Intersection at Grade
- (Ultimate Interchange)
- Route 6 Connection



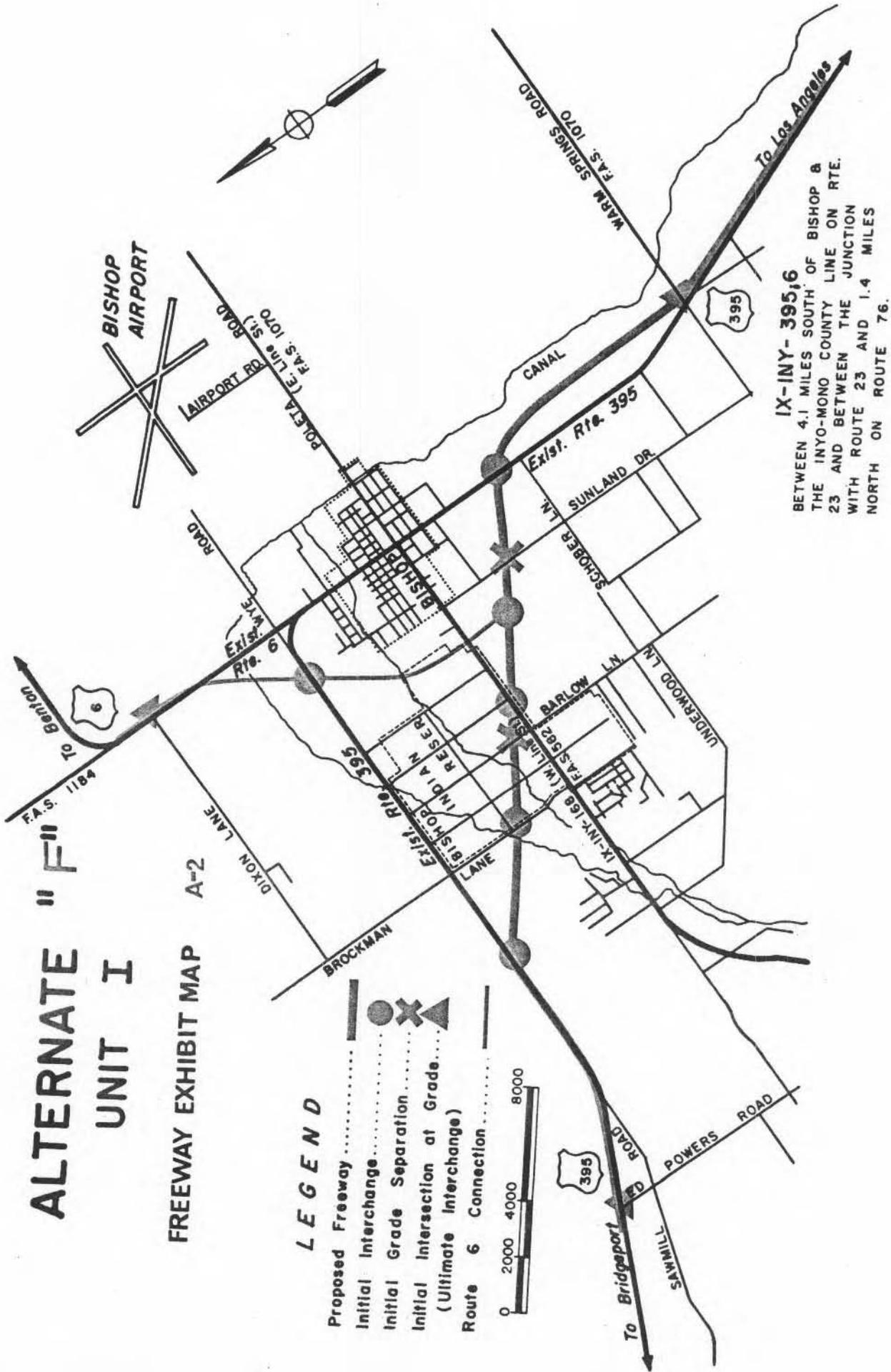
IX-INY-395,6
 BETWEEN 4.1 MILES SOUTH OF BISHOP &
 THE INYO-MONO COUNTY LINE ON RTE.
 23 AND BETWEEN THE JUNCTION
 WITH ROUTE 23 AND 1.4 MILES
 NORTH ON ROUTE 76.

ALTERNATE "F" UNIT I

FREEWAY EXHIBIT MAP A-2

LEGEND

- Proposed Freeway
- Initial Interchange
- Initial Grade Separation
- Initial Intersection at Grade
- (Ultimate Interchange)
- Route 6 Connection



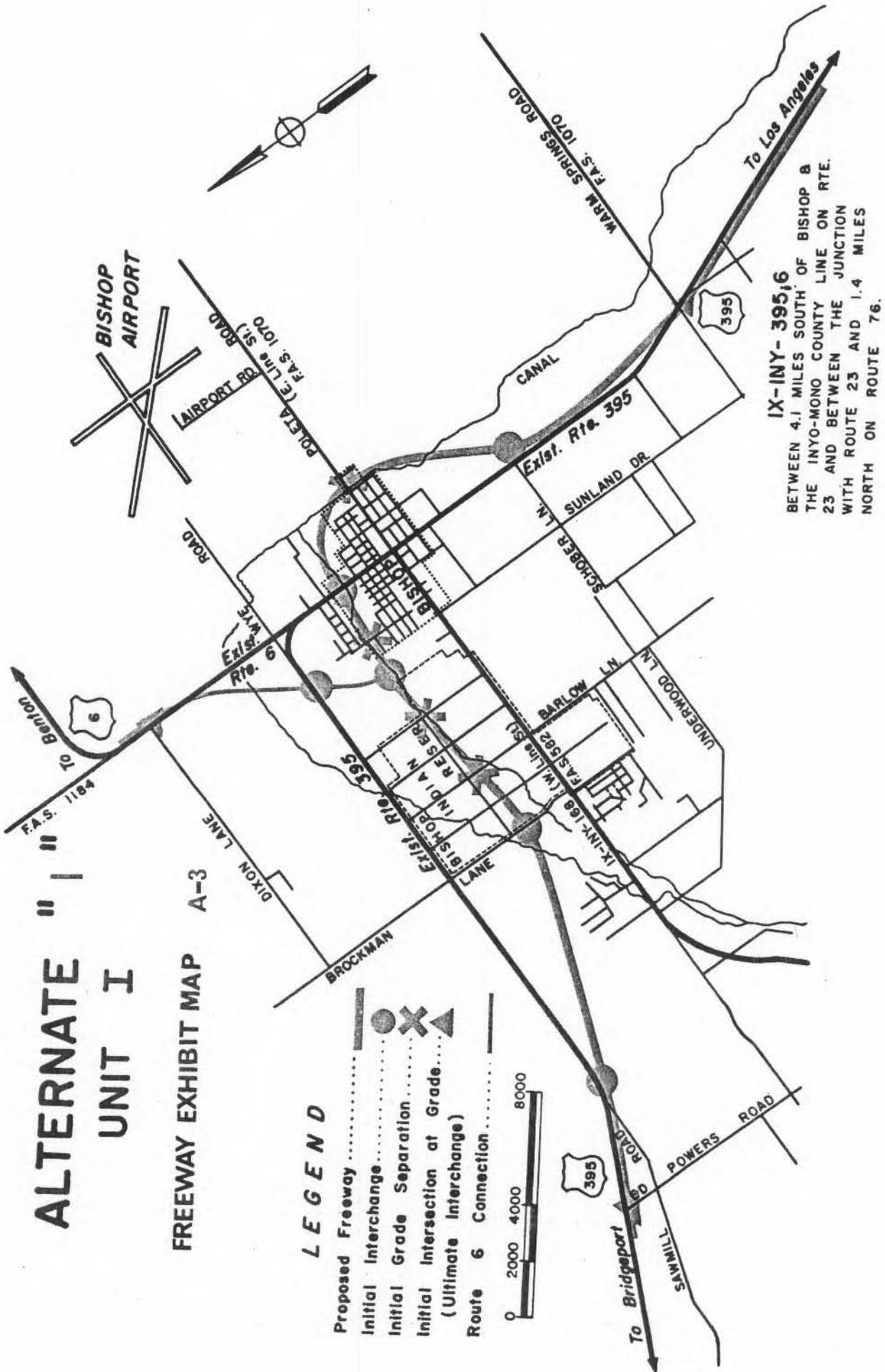
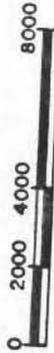
IX-INY-395,6
 BETWEEN 4.1 MILES SOUTH OF BISHOP &
 THE INYO-MONO COUNTY LINE ON RTE.
 23 AND BETWEEN THE JUNCTION
 WITH ROUTE 23 AND 1.4 MILES
 NORTH ON ROUTE 76.

ALTERNATE "I" UNIT I

FREEWAY EXHIBIT MAP A-3

LEGEND

- Proposed Freeway
- Initial Interchange
- Initial Grade Separation
- Initial Intersection at Grade
(Ultimate Interchange)
- Route 6 Connection



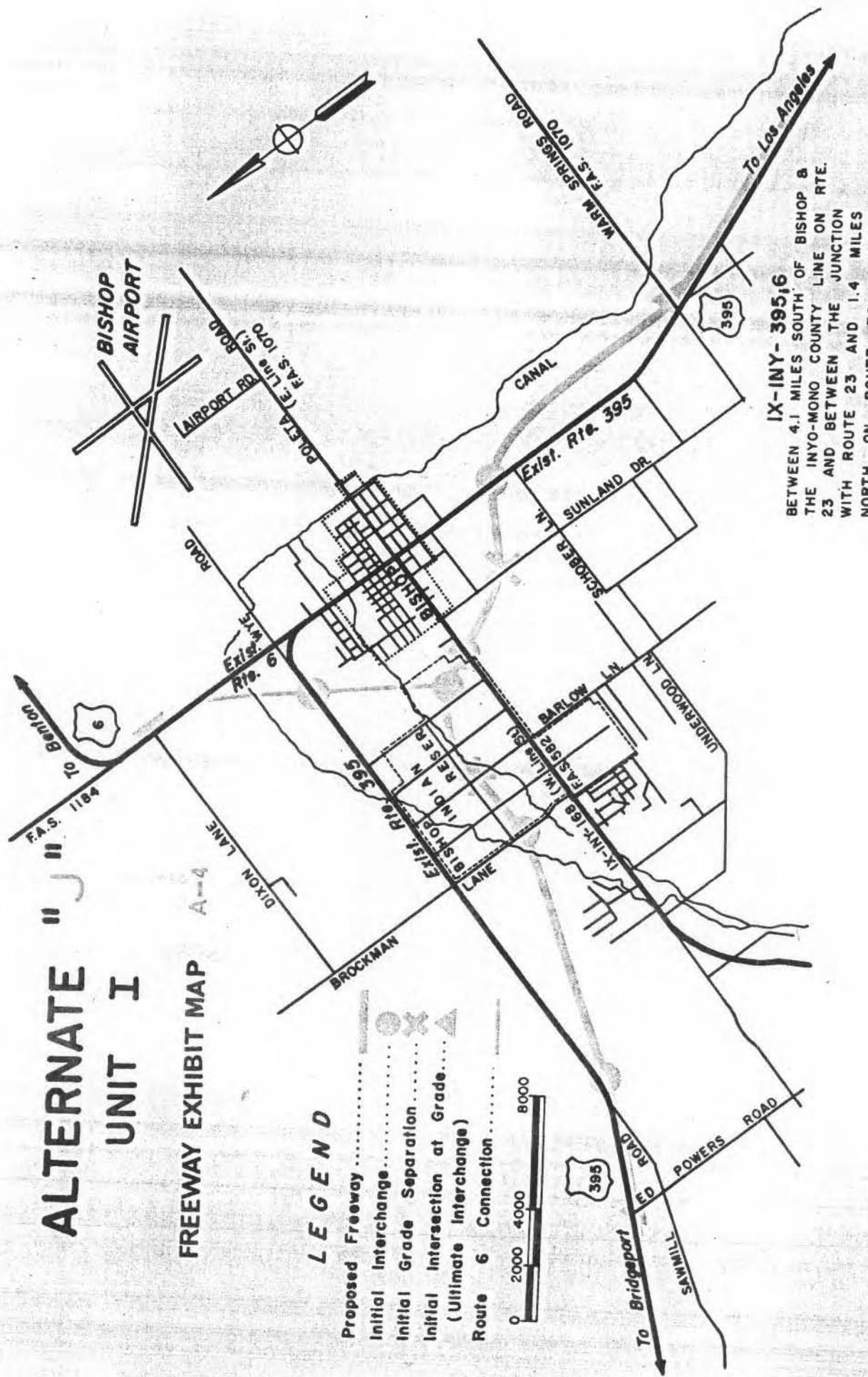
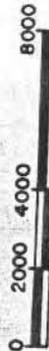
IX-INY-395,6
 BETWEEN 4.1 MILES SOUTH OF BISHOP &
 THE INYO-MONO COUNTY LINE ON RTE.
 23 AND BETWEEN THE JUNCTION
 WITH ROUTE 23 AND 1.4 MILES
 NORTH ON ROUTE 76.

ALTERNATE "J" UNIT I

FREEWAY EXHIBIT MAP A-4

LEGEND

- Proposed Freeway
- Initial Interchange
- Initial Grade Separation
- Initial Intersection at Grade.....
(Ultimate Interchange)
- Route 6 Connection



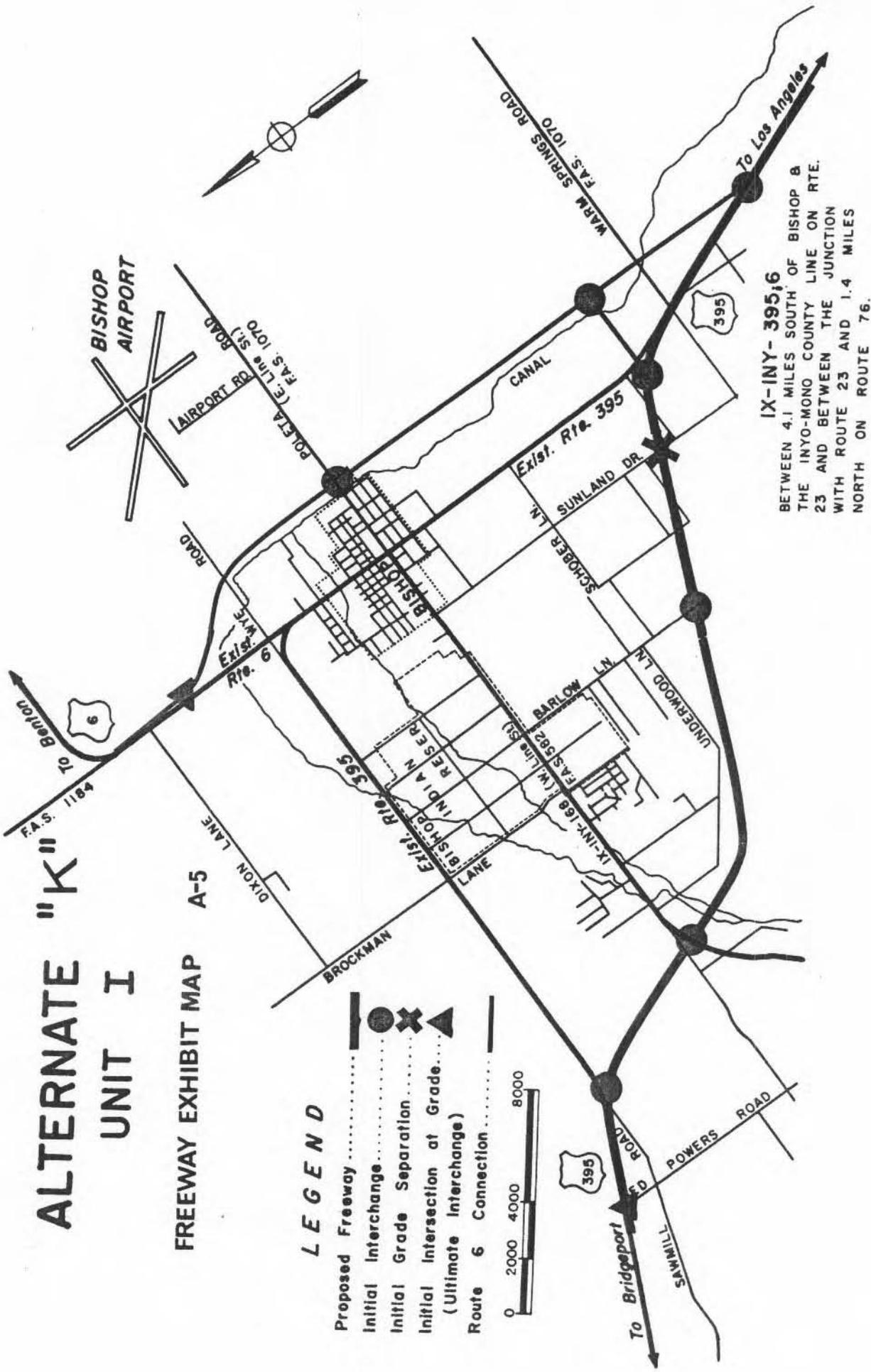
IX-INY-395,6
 BETWEEN 4.1 MILES SOUTH OF BISHOP &
 THE INYO-MONO COUNTY LINE ON RTE.
 23 AND BETWEEN THE JUNCTION
 WITH ROUTE 23 AND 1.4 MILES
 NORTH ON ROUTE 76.

ALTERNATE "K" UNIT I

FREEWAY EXHIBIT MAP A-5

LEGEND

- Proposed Freeway
- Initial Interchange
- Initial Grade Separation
- Initial Intersection at Grade
- (Ultimate Interchange)
- Route 6 Connection



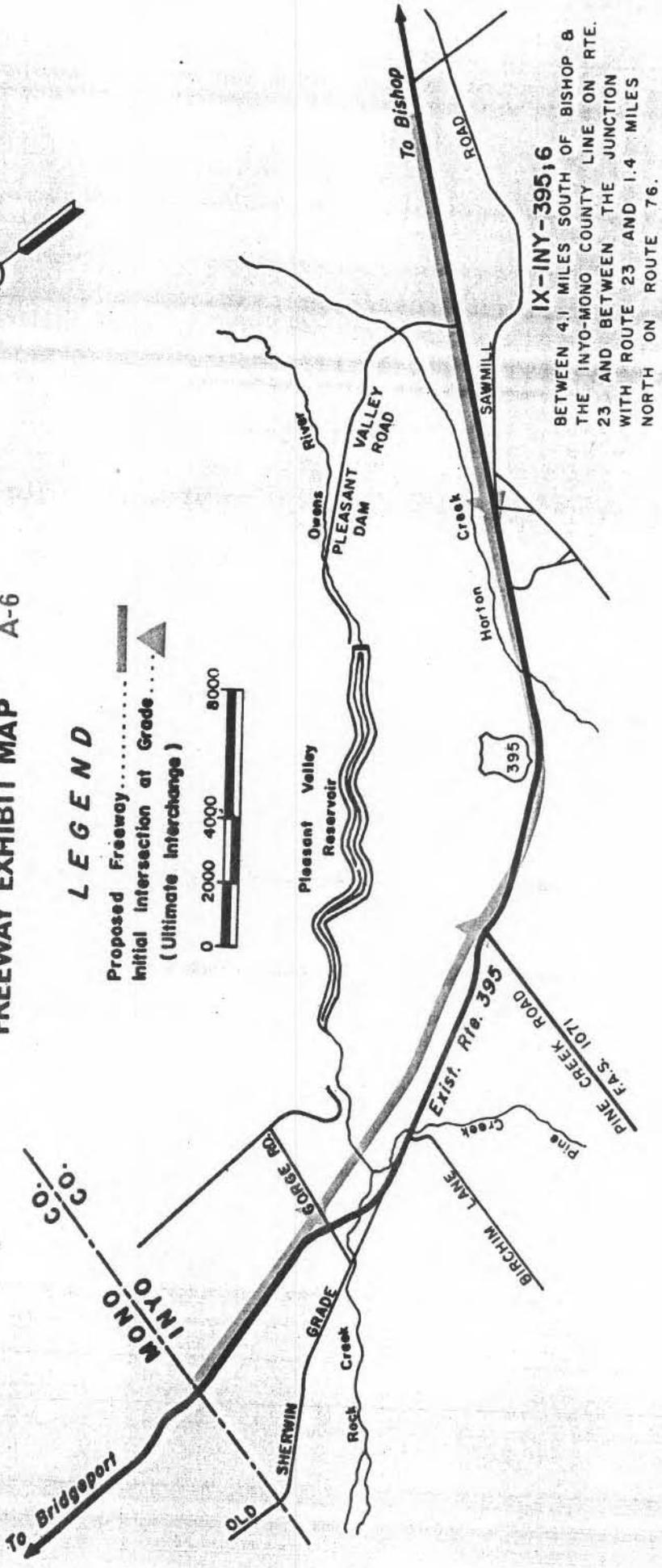
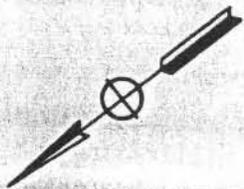
IX-INY-395,6
 BETWEEN 4.1 MILES SOUTH OF BISHOP &
 THE INYO-MONO COUNTY LINE ON RTE.
 23 AND BETWEEN THE JUNCTION
 WITH ROUTE 23 AND 1.4 MILES
 NORTH ON ROUTE 76.

ALTERNATE "A" UNIT II

FREEWAY EXHIBIT MAP A-6

LEGEND

- Proposed Freeway.....
- Initial Intersection at Grade.....▲
- (Ultimate Interchange)



IX-INY-395,6

BETWEEN 4.1 MILES SOUTH OF BISHOP & THE INYO-MONO COUNTY LINE ON RTE. 23 AND BETWEEN THE JUNCTION WITH ROUTE 23 AND 1.4 MILES NORTH ON ROUTE 76.

ENGINEERING DATA

<u>ALTERNATE</u>	<u>LENGTH(MI.)</u>	<u>CONSTRUCTION COST</u>	<u>RIGHT OF WAY COST</u>	<u>TOTAL COST</u>
<u>"A" UNIT I (Orange)</u>				
Rte. 395	10.84	\$2,780,000	\$ 400,000	\$3,180,000
Rte. 6	<u>0.78</u>	<u>100,000</u>	<u>10,000</u>	<u>110,000</u>
Total	11.62	\$2,880,000	\$ 410,000	\$3,290,000
<u>"F" UNIT I (Red)</u>				
Rte. 395	8.84	\$2,620,000	\$ 250,000	\$2,870,000
Rte. 6	<u>2.76</u>	<u>520,000</u>	<u>80,000</u>	<u>600,000</u>
Total	11.60	\$3,140,000	\$ 330,000	\$3,470,000
<u>"I" UNIT I (Green)</u>				
Rte. 395	10.19	\$2,790,000	\$ 950,000	\$3,740,000
Rte. 6	<u>1.92</u>	<u>260,000</u>	<u>50,000</u>	<u>310,000</u>
Total	12.11	\$3,050,000	\$1,000,000	\$4,050,000
<u>"J" UNIT I (Yellow)</u>				
Rte. 395	9.09	\$2,570,000	\$ 300,000	\$2,870,000
Rte. 6	<u>2.23</u>	<u>280,000</u>	<u>50,000</u>	<u>330,000</u>
Total	11.32	\$2,850,000	\$ 350,000	\$3,200,000
<u>"K" UNIT I (Blue)</u>				
Rte. 395	8.44	\$2,210,000	\$ 140,000	\$2,350,000
Rte. 6	<u>5.57</u>	<u>740,000</u>	<u>130,000</u>	<u>870,000</u>
Total	14.01	\$2,950,000	\$ 270,000	\$3,220,000
<hr/>				
<u>"A" UNIT II (Orange)</u>	8.14	\$1,450,000	\$ 290,000	\$1,740,000

NOTE: Unit II is the same for all alternates

SUMMARY OF ECONOMIC DATA

UNIT I

Alt.	Improvements Taken				Acreage of Land Taken			
	Homes	Commercial Buildings	Agriculture Buildings	Total	Commercial	Agriculture		Total
						Good	Poor	
A (Orange)	1 H	1	1	3	59 P.S.	191	62	312
F (Red)	9 H	1	0	10	160 P.S.	52	58	270
I (Green)	6 H 16 TS	5	0	27	191 P.S. 3 C	52	47	293
J (Yellow)	10 H	0	0	10	153 P.S.	52	58	263
K (Blue)	0	0	0	0	73 P.S.	32	246	351

UNIT II

A (Orange)	0	0	0	0	1 C	22	129	152
---------------	---	---	---	---	-----	----	-----	-----

LEGEND

- H - Homes
- T.S. - Trailer Spaces
- C - Commercial
- P.S. - Potential Subdivision

COMPARISON OF RIGHT OF WAY REQUIREMENTS

ALTERNATE A - UNIT I (Orange)

All lands required for rights of way on Alternate "A" are owned by the City of Los Angeles with the exception of approximately 12 acres of private land. Only one house, one agriculture building and one commercial building will be required.

ALTERNATE F - UNIT I (Red)

All lands required for rights of way belong to the City of Los Angeles with the exception of approximately 22 acres of Indian Reservation Land between West Line Street and Brockman Lane. Nine houses and one commercial building would be required.

ALTERNATE I - UNIT I (Green)

The lands required for rights of way belong to the City of Los Angeles with the exception of one acre of private land at the crossing of Route 395 in the City of Bishop and approximately 35 acres of Indian Reservation Land between See Vee Lane and Brockman Lane. Three acres of the City of Bishop Park (Ball Field) would be required by this alternate. However, additional City of Los Angeles Land is available adjacent to the park and it is anticipated that an exchange of land could be arranged. This alternate requires the greatest number of improvements including six houses, sixteen trailer spaces and five commercial buildings.

ALTERNATE J - UNIT I (Yellow)

The majority of lands required for rights of way are City of Los Angeles Lands with the exception of 70 acres of Indian Reservation Land between West Line Street and Brockman Lane. Ten houses would be required.

ALTERNATE K - UNIT I (Blue)

All lands required for rights of way are owned by the City of Los Angeles. No improvements would be required.

* * * * *

ALTERNATE A - UNIT II (Orange)

The majority of lands required for rights of way are either City of Los Angeles or U. S. Government Land with the exception of approximately 5 acres of private land. No improvements would be required.

<u>Alternate</u>	<u>ADT</u>	<u>ADDITIONAL ECONOMIC DATA</u>		<u>User Saving*</u>	
		<u>Benefit ratio</u>	<u>Unit cost of Traffic Serv.</u>	<u>20yr. Cost</u>	<u>Time Total</u>
A	4000	0.36	0.0147	0.057	1.121 1.178
F	4088	1.55	0.0161	2.650	2.717 5.367
I	4467	0.88	0.0167	1.513	2.063 3.576
J	4836	1.63	0.0144	2.545	2.682 5.227
K	3512	1.63	0.0179	2.617	2.616 5.233

Benefit Ratio: Savings divided by Cost

Unit Cost of Traffic Service: Cost of removing one Vehicle from city streets

* In millions of dollars

Chapter V
ECONOMIC IMPACT

A complete analysis of retail sales in the Bishop area shows the dependence of the community of highway traffic. Tables 23 through 29 develop these figures by determining the local sales which can be expected for a population on 7,000 (trading area) and allotting the balance to highway users.

The initial dependence is 44% of retail sales, with a range from 96% for motels to 0% for apparel and home furnishing stores. The overall dependence is extremely difficult to determine, without the most detailed economic analysis were undertaken. Normally basic industries and local market activities are each 50% of the economy of any area. Retail sales could then be divided as follows.

Local market activity	50.0%
Tourism and highway	44.0
Other basic industry	6.0
	100.0%

Tourism and Highway users could then provide 88% of the basic industry in Bishop. This is quite close to the 85% suggested by the General Plan Report.

The payrolls of major employers in the area, not directly serving tourists, totals approximately \$6,500,000 compared to the nearly \$9,000,000 from tourism and highway users. However, all of these employers, except for mining, agriculture and City of Los Angeles, are dependent to a large degree on tourism. Without tourists and highway travelers, there would be little demand for the services of the Division of Highways, Forest Service, CITELCO, Edison and Dept. of Fish & Game.

Bishop is also secondarily dependent on wholesale, retail and service purchases from businesses and individuals in the Inyo-Mono County area who are in the tourist and recreation business.

It would be safe to say that Bishop is 80 to 90% dependent on tourism and recreation. This report is concerned however with the effect of the bypass as determined below.

If all tourist traffic was removed from Bishop, the primary loss in business would be \$8,891,000 (1963-64) or 44% of total retail sales. Secondary and tertiary effects could cause a loss of at least 68.6% in business, as shown in Table 31.

This result will not occur, for there will be many people

heading directly for Bishop, either as tourists or on commercial business, and others will be attracted off the freeway to purchase goods and use services in the Bishop area.

The projections below are based on several assumptions:

- 1) The present economic situation will continue, with growth trends in population and traffic as previously estimated..
- 2) The freeway bypass would be completed and opened in the fall of 1975.
- 3) The alternative chosen will be the best possible for access to and from the Bishop Central Business District and the existing highway.
- 4) No new developments will be built along the bypass or at interchanges assuming these will be on City of Los Angeles land.
- 5) During the transition period, commercial activities will adjust to the future plans and work to improve and promote themselves.

The State Division of Highways estimates that out of the non-resident traffic entering Bishop (78.3%), 49.3% will use the bypass and 29.0% will turn off on Main Street. This will result in a net reduction of tourist highway traffic down Main Street of 63%.

Table # 23

	3rd QUARTER - 1963			Bishop
	Bishop	Bishop	State	Potential
	Sales	per	per	Sales(000)
	(000)	Capita	Capita	
TRAFFIC SENSITIVE				
Eating & drinking	606	\$ 86.57	\$30.99	217
Service stations	929	132.71	39.87	279
Sporting goods	<u>107</u>	<u>15.29</u>	<u>1.69</u>	<u>12</u>
Sub-Total	1,642	\$234.57	\$72.55	508
NON-TRAFFIC SENSITIVE				
Apparel stores	83	\$ 11.86	\$17.84	125
General Merchandise	573	81.86	42.02	294
Specialty stores	123	17.57	16.11	113
Food stores (gross)	1122	160.29	92.65	649
Packaged liquor	154	22.00	9.60	67
Drug stores	*	*	*	*
Home Furn. & Appliances	82	11.71	17.67	124
Building materials	280	40.00	28.45	199
Motor vehicle dealers	664	94.86	50.86	356
Auto supply stores	153	21.86	4.35	30
Other retail	<u>402</u>	<u>57.43</u>	<u>14.12</u>	<u>99</u>
Sub-Total	3636	\$519.43	\$293.67	2056
TOTAL RETAIL	<u>5278</u>	<u>\$754.00</u>	<u>\$366.22</u>	<u>2564</u>

Bishop Population ----- 7,000

State Population ----- 17,675,000

Table # 24

4th QUARTER - 1963

	Bishop Sales (000)	Bishop per Capita	State per Capita	Bishop Potential Sales (000)
TRAFFIC SENSITIVE				
Eating & drinking	423	\$60.43	\$29.71	208
Service Stations	662	94.57	37.24	261
Sporting goods	<u>43</u>	<u>6.14</u>	<u>1.78</u>	<u>12</u>
Sub-Total	1128	\$161.14	\$68.73	481
NON-TRAFFIC SENSITIVE				
Apparel stores	97	\$ 13.86	\$ 23.59	165
General merchandise	703	100.43	57.29	401
Specialty stores	166	23.71	20.71	145
Food Stores (gross)	1113	159.00	92.49	647
Packaged liquor	129	18.43	10.71	75
Drug stores	*	*	*	*
Home furn. & appliances	101	14.43	20.43	143
Building materials	249	35.57	25.98	182
Motor vehicle dealers	866	123.71	58.13	407
Auto supply stores	142	20.29	3.97	28
Other retail	<u>342</u>	<u>48.86</u>	<u>15.63</u>	<u>109</u>
Sub-Total	3908	\$558.29	\$328.93	2303
TOTAL RETAIL	<u>5036</u>	<u>\$719.43</u>	<u>\$397.66</u>	<u>2784</u>

Bishop population ----- 7,000
 State Population 17,973,000

Table # 25

1st QUARTER - 1964

	Bishop Sales	Bishop per Capita	State per Capita	Bishop Potential Sales
TRAFFIC SENSITIVE				
Eating & drinking	345	\$ 49.29	\$28.79	202
Service stations	543	77.57	36.81	258
Sporting goods	<u>14</u>	<u>2.00</u>	<u>1.34</u>	<u>9</u>
Sub-Total	902	\$128.86	\$66.94	469
NON-TRAFFIC SENSITIVE				
Apparel stores	53	\$ 7.57	\$ 17.00	119
General merchandise	429	61.29	37.40	262
Specialty stores	86	12.29	16.41	115
Food stores (gross)	863	123.29	90.41	633
Packaged liquor	98	14.00	8.86	62
Drug stores	*	*	*	*
Home furn. & appliances	86	12.29	16.74	117
Building materials	233	33.29	25.76	180
Motor vehicle dealers	772	110.29	57.19	400
Auto supply stores	138	19.71	3.79	27
Other retail	<u>316</u>	<u>45.14</u>	<u>13.77</u>	<u>96</u>
Sub-Total	3074	\$439.14	\$287.33	2011
TOTAL RETAIL	<u>3976</u>	\$568.00	\$354.27	2480
Bishop population -----		7,000		
State Population -----		17,973,000		

Table # 26

2nd QUARTER - 1964

	Bishop Sales	Bishop per Capita	State per Capita	Bishop Potential Sales
TRAFFIC SENSITIVE				
Eating & drinking	501	\$ 71.57	\$ 31.18	218
Service stations	756	108.00	39.04	273
Sporting goods	<u>95</u>	<u>13.57</u>	<u>1.61</u>	<u>11</u>
Sub-Total	1352	\$193.14	\$ 71.83	503
NON-TRAFFIC SENSITIVE				
Apparel stores	73	\$ 10.43	\$ 18.22	128
General merchandise	538	76.86	42.63	298
Specialty stores	127	18.14	16.77	117
Food stores (gross)	1048	149.71	91.47	640
Packaged liquor	136	19.43	9.49	66
Drug stores	*	*	*	*
Home furn. & Appliances	94	13.43	17.69	124
Building materials	284	40.57	28.63	200
Motor vehicle dealers	937	133.86	61.09	428
Auto supply stores	157	22.43	4.33	30
Other retail	<u>321</u>	<u>45.86</u>	<u>15.27</u>	<u>107</u>
Sub-Total	3715	\$530.71	\$ 305.59	2139
TOTAL RETAIL	<u>5067</u>	<u>\$723.86</u>	<u>\$377.42</u>	<u>2642</u>

Bishop Population	-----	7,000
State Population	-----	18, 234,000

Table # 27

BISHOP SALES ATTRIBUTED
TO TOURISTS & TRAVELERS

	3rd QUARTER 1963	4th QUARTER 1963	1st QUARTER 1964	2nd QUARTER 1964
TRAFFIC SENSITIVE				
Eating & drinking	389	215	143	283
Service stations	650	401	285	483
Sporting goods	<u>95</u>	<u>31</u>	<u>5</u>	<u>84</u>
Sub-Total	1,134	647	433	850
NON-TRAFFIC SENSITIVE				
Apparel stores	-0-	-0-	-0-	-0-
General merchandise	153 (1)	130	55	112
Specialty stores	10	21	-0-	10
Food Stores (gross)	473	456	220	408
Packaged liquor	87	54	36	70
Drug stores	*	*	*	*
Home Furn & appliances	-0-	-0-	-0-	-0-
Building materials	81	67	53	84
Motor vehicle dealers	155 (1)	285	200	326
Auto supply stores	123	114	111	127
Other retail	<u>303</u>	<u>233</u>	<u>220</u>	<u>214</u>
Sub-Total	1385	1360	905	1351
TOTAL RETAIL	<u>2519</u>	<u>2007</u>	<u>1338</u>	<u>2201</u>

(1) Bishop general merchandise stores and motor vehicle dealers are considered to cover trading areas of 10,000. Therefore, the sales attributed to tourists and travelers are adjusted in this table on that basis.

Table # 28

RETAIL SALES -- LOCAL
SERVICE & HIGHWAY SERVICE
1963-64

	Total Sales	Local %	Service Amount	Highway %	Service Amount
TRAFFIC SENSITIVE					
Eating & drinking	1,875	45	845	55	1,030
Service stations(gross)	2,890	37	1,071	63	1,819
Sporting goods	<u>259</u>	<u>17</u>	<u>44</u>	<u>83</u>	<u>215</u>
Sub-Total	5,024	39	1,960	61	3,064
NON-TRAFFIC SENSITIVE					
Apparel stores	306	100	306	-0-	-0-
General Merchandise	2,243	80	1,793	20	450
Specialty stores	502	92	461	8	41
Food stores (gross)	4,146	62	2,579	38	1,567
Packaged Liquor	517	52	270	48	247
Drug Stores	*	*	*	*	*
Home furn. & Appliances	363	100	363	-0-	-0-
Building Materials	1,046	73	761	27	285
Motor Vehicle dealers	3,239	70	2,273	30	966
Auto supply stores	590	20	115	80	475
Other retail	<u>1,381</u>	<u>30</u>	<u>411</u>	<u>70</u>	<u>970</u>
Sub-Total	14,333	65	9,332	35	5,001
TOTAL	19,357	58	11,392	42	8,065
Motels	860	4	34	96	826
GRAND TOTAL	20,217	56	11,326	44	8,891

Table # 29

DEPENDENCE ON HIGHWAY

Motels	96%
Sporting goods	83
Auto Supply stores	80
Other Retail (& drugs)	70
Service stations	63
Eating & drinking	55
Packaged liquor	48
 TOTAL RETAIL	 44
 Food stores	 38
Motor Vehicle dealers	30
Building materials	27
General Merchandise	20
Specialty stores	8
Apparel stores	0
Home furn. & Appliances	0

Table # 30

SALES TO HIGHWAY USERS

	<u>Amount</u>	<u>% of Sales</u>
Service stations	\$1,819	20.4%
Food stores	1,567	17.6
Restaurants	1,030	11.6
Motor Vehicle dealers	966	10.9
Motels	826	9.3
Auto supply stores	475	5.3
General Merchandise	450	5.1
Building material	285	3.2
Packaged liquor	247	2.8
Sporting goods	215	2.4
Specialty stores	41	0.5
Other retail	<u>970</u>	<u>10.9</u>
	\$8,891	100.0%

Table # 31

EFFECT OF LOSS OF ALL
HIGHWAY USER EXPENDITURES

<u>ACTIVITY</u>	1963-64 Sales	Primary Loss	Secondary Loss-44%	Final Sales	% Loss
Motels	860	826	15	19	
Sporting goods	259	215	19	25	
Auto supply stores	590	475	51	64	
Other Retail	1,381	970	181	230	
Service stations	2,890	1,819	471	600	
Eating & drinking	1,875	1,030	372	473	
Packaged liquor	517	247	119	151	
Food stores	4,146	1,567	1,135	1,444	
Motor Vehicles	3,239	966	1,000	1,273	
Building materials	1,046	285	335	426	
General Merchandise	2,243	450	789	1,004	
Specialty stores	502	41	203	258	
Apparel stores	306	0	135	171	
Home furn. & Appli.	363	0	160	203	
	20,217	8,891	4,985	6,341	68.6%

SERVICE STATIONS

Service stations are usually most affected by a freeway bypass. Surveys of the traffic entering Bishop indicates 49.5% or nearly one-half utilize these service stations. With a 63% decline in traffic, the minimum initial loss will be 26%. This appears consistent with experience in other recently bypassed communities. It is expected that sales will return after 2 or 3 years to 85% of the pre-bypass level.

MOTELS

Motels are the most dependent on tourist traffic of any business in Bishop, with 96% of its business non-traffic. At present, less than 10% of all tourists passing through Bishop stay in one of the motels. Considering completion in the area, it is projected that initial loss due to the bypass will be about 10% with a fairly rapid buildup after this initial period. By 1985 motels should be back at the pre-bypass level of sales to highway travelers

It is quite obvious that Bishop motels are not just dependent on the casual traveler who just happens to see a motel and pull in. Only nine of the present 22 motels are located directly on Main St, but fully one-half of the motels (11) are not on Main St.

The largest and most profitable motels are on Main, but not all this can be attributed to that factor. Most of these are also fairly new, with good management, extensive advertising, high reservations and credit provisions. Motels with these same factors off Main St. are just as busy, if not more so.

At the request of Inlandia Research, Mr. Hugh Beyson of National Motel Brokers discussed the effect of freeway bypasses on motels:

New motels in any area seem to get the business, and if there is sufficient business to warrant the number of units opened at a given time, then they do not particularly hurt the older motels. If there is not sufficient business, they draw some from the older motels until there is adequate business to fill the new one. But, generally speaking, the new ones, if they are in the right location, have the architectural appeal, and the management know-how, will prosper for some years to come.

We are somewhat familiar with Bishop, California in that we have had listings there from time to time and have information on motels there, including their operating statements, gross sales, etc.

Four or five years ago Bishop was a town in which the motels were quite prosperous. They are on Highway 395 and it seemed to be a stop-over for tourists and highway travelers who were going North, in particular, and who knew there were no other accommodations for many miles ahead. Of course, the same might be said for their return. Highway 395 is, as you know, a through route from Mexico to Canada and is heavily traveled. In addition, during the Winter months many people stay there because they wish to ski in that area. Also, we found that it was very difficult to acquire additional land in Bishop for building more motels. So, those that were in existence and were successful seemed to have a bright future.

Probably, if the freeway bypassed this town, it would not hurt the motel business to any extent because people are going to plan to stop over there anyway on their way North. We would hope that this would be the case and we believe that there are logical arguments in favor of this position.

RESTAURANTS

Restaurants are now 55% dependent on highway users. The bypass is expected to result in an initial loss of 15% with a return in 2 or 3 years to the pre-freeway level.

SPORTING GOODS

Sporting goods stores are highly dependent on highway users. Their customers are usually headed for some nearby location, such as Bishop Creek, Crowley Lake, Owens River, etc. Since many of these people will base themselves in Bishop or at least not closer to other stores, sales should not decline more than 10% and return to the pre-freeway level in 2 or 3 years.

OTHER RETAIL

Emphasis has been made on the effects of the bypass on highway oriented businesses. More concern should be given to other retail uses. Many businesses in the Central Business District are doing a good business with highway users. It is these businesses, without distinctive locations and inadequate parking and on a congested street, which will be greatly affected by the bypass. The person who comes off the freeway is likely to "bypass" right on Main Street the business which is not attractive.

Other retail businesses are expected to decline 100% when the bypass opens. This decline and that of highway oriented businesses result in lower local sales to all users.

The projected economic impact is shown in Table # 32, for four traffic-sensitive businesses and for total retail sales. It is expected in every case that business will take about two years to adjust to the bypass and that sales will increase after that slightly faster than population or traffic. In fact, non-highway oriented business is expected to be 10% higher in 1985 because the bypass eliminated through traffic than if no bypass is built.

Table # 32

PROJECTED ECONOMIC IMPACT

	<u>Service Stations</u> (in thousands)	<u>Motels</u>	<u>Restaurants</u>	<u>Sporting Goods</u>	<u>Total Retail Sales</u>
1963-64 Sales	2,890	860	1,875	259	20,217
Local	1,071	34	845	44	11,326
Highway	1,819	826	1,030	215	8,891
1974-75 Sales	3,928	1,798	2,481	375	25,741
Local	1,150	37	908	47	12,164
Highway	2,778	1,261	1,573	328	13,577
BY-PASS OPEN					
1975-76 Sales	3,168	1,204	2,205	348	23,143
Local	1,048	33	826	43	11,080
Highway	2,120	1,171	1,379	305	12,063
1984-85 Sales	4,448	1,700	3,129	486	32,076
Local	1,346	43	1,063	55	14,241
Highway	3,102	1,657	2,066	431	17,835

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WITHOUT BYPASS

1984-85 Sales	4,873	1,696	3,032	481	30,781
Local	1,224	39	966	50	12,946
Highway	3,649	1,657	2,066	431	17,835

BASED ON:

<u>Year</u>	<u>Population</u>	<u>Increase</u>	<u>Traffic*</u>	<u>Increase</u>
1963-64	7,000		1,038,000	
1974-75	7,520	7.4%	1,585,000	52.7%
1975-76	7,570	8.1	1,635,000	57.5
1984-85	8,000	14.3	2,082,000	100.6%

* Average of north and south counts.

Table # 33

PERCENTAGE IMPACT

	<u>Growth to 1975</u>	<u>Loss to By-Pass (1975)</u>	<u>Gain or Loss from By-Pass (1985)</u>
Service Stations	35.9%	-19.3%	-8.7%
Motels	50.9	- 7.2	0.0
Restaurants	32.3	-11.1	+3.3
Sporting Goods	44.8	- 7.5	+1.0
Total Retail	27.3	-10.0	+4.2
City Sales Tax	32.4	-13.0	+6.4
City Motel Tax	52.7	- 5.0	0.0
County Sales Tax	32.1	-13.2	+4.0
City Motel Tax	52.7	- 5.9	0.0

Table # 34

IMPACT OF BYPASS ON
CITY AND COUNTY REVENUES

	<u>City of Bishop</u>		<u>County of Inyo (1)</u>	
	<u>Sales Tax</u>	<u>Motel Tax (2)</u>	<u>Sales Tax</u>	<u>Motel Tax</u>
1963-64	120,300	24,780	39,000	8,600
1974-75	159,300	37,830	51,500	12,610
1975-76	138,600	35,130	44,700	11,710
1984-85	191,700	49,710	61,800	16,570
Without By-Pass				
1984-85	180,200	49,710	58,500	16,570

- (1) Inyo County includes only those businesses in Bishop area.
- (2) Covers over short-term users
- (3) 1963-64 is computed as if the 4% motel tax had been imposed.

These calculations are made on the basis of Board of Equalization reports and do not consider deferred payments or costs of administration, which might lower receipts by up to 2%.

GENERAL

It is extremely difficult to isolate the exact effect of a freeway bypass. At any point in time, many economic factors are at work. Basic industries open expand, decline, close or even remain stable. The traffic on Highway 395 is affected by new recreation developments throughout the East Sierra area.

As important in its effect on business as a bypass is the establishment of new business. New businesses if properly located and well-run, will attract trade away from the older business. The new shopping center proposed on West Line St. would have more effect on Bishop retail sales on non-traffic sensitive business than the bypass would have on highway oriented business. The present facilities that will be affected are the older and smaller motels, restaurants and service stations which have been allowed to run down in terms of appearance, and management and service. The modern and well managed motels, restaurants and service stations may feel little if any affect in their gross business during the period of transition.

The impact will be less in Bishop than in many communities the same size because of Bishop's facilities and reputation as the major stopping point and shopping center in East Sierra. The competition up and down the highway is just not comparable in quality or quantity. New facilities at Mammoth compete only for one type of traveler--the winter sports enthusiast--and are actually doing more to help Bishop than hurt.

It is likely that opening of this bypass will cause new construction of motels and service stations in Big Pine. Some increases in business will be voted in Lone Pine. Lone Pine however will be bypassed soon after Bishop and the effect will be equalized.

Existing Bishop businesses will be most helped by the scarcity of land. With existing City of Los Angeles policy and the lack of available private land, the present businesses are shielded from much growth in competition. It is perhaps ironic that Los Angeles will be doing most to help Bishop, by providing tourists and withholding land.

The ultimate impact cannot be pre-determined because it depends to a large extent on actions yet to be thaken. If the businesses and governments of the Bishop area follow the recommendations made in this report, then the impact will be greatly reduced. If not, then-----.

Chapter VI

EXPERIENCE OF OTHER COMMUNITIES

A study of the effects of by-passes on other communities was undertaken to establish a method to determine economic impact and then verify the projections made. Good information and ideas were obtained from nearly every city compared, but verification was impossible, as no community studied was exactly comparable with Bishop and few studies such as this were discovered.

As part of this report, every bypass in the United States was initially considered, with most found not even remotely comparable. Those which appeared to be similar to Bishop, or in which extensive studies which might be helpful to us had been made, were then reviewed in depth.

Factors to be considered in comparability with Bishop are these:

- 1) Bishop's size and growth factors
- 2) Bishop's dependence on tourism and highway traveler
- 3) Bishop's location 4 to 6 hours from the Southern California metropolitan area.
- 4) Bishop's scarcity of land

Since Bishop will be the first community to be bypassed on 395, no nearby examples can be given.

STATE DIVISION OF HIGHWAYS STUDIES

Land economic studies have been made since 1950 by the Right-of-way Research and Development section of the Division of Highways. These studies use a "before and after" technique for evaluating the impact of freeways and bypasses on the community. In general their reports usually indicate benefits to the community and no long-term harmful effects, as shown in this segment of the 1964 Annual Report of Division of Highways.

Community Effects

Shifting travel from "Main Street" to the new freeway facility gives the former back to the merchants and their customers, who, before, were prevented by traffic congestion from parking and shopping. Heavy through traffic is normally unproductive of sales, yet the local shopper--the mainstay of an area's business--frequently was forced farther and farther away to outlying shopping centers or even neighboring towns by the pressure of nonstopping vehicles.

Community residents discover that the opening of a paralleling freeway removes most of the exhaust fumes and bothersome noise

associated with the older highway through town. The older route, superseded as a state highway by the freeway and relinquished to the community, no longer acts as a barrier, fearsome and time-consuming to cross.

Since freeways reduce time-distance factors and transportation cost, they make communities more attractive to industries seeking sites for relocation or expansion. Equally important, they offer the area's working force greater areas in which to market its skills.

National studies of the sale prices of homes by the U.S. Department of Commerce have been confirmed by similar studies by the Research and Development Section of the Division of Highways Right of Way Department. Both show that the sale prices of homes adjacent to modern landscaped freeways generally are comparable to homes a few blocks away.

However it is apparent in looking at the detail in their studies that businesses heavily dependent on highway traffic are hurt by a bypass and often face a difficult transition period.

While the State has maintained for many years that freeways and bypasses are the force behind economic growth their feelings may be changing. With the rapid growth of California, it is very difficult to isolate the effects of a freeway. Growth often covers up the harmful effects of a bypass (just as it covers up mistakes in all areas). Recent reports of the State indicate "that while freeways seem to initiate a change, in actual fact they merely reinforce the change that the community is already undergoing. Freeways accelerate a pre-existing tendency to change in the community."

State studies were reviewed for Camarillo, Delano, El Monte Imperial, North Sacramento, Petaluma, Templeton, Tulare, Beaumont, Banning, Fortuna, and Yreka. The Yreka study of March 1963 is the only one which attempts an economic analysis of alternate freeway alignments. (1)

DUNSMUIR

The most helpful report has not yet been written. Dunsmuir, located in southern Siskiyou County, was bypassed recently. This is the most comparable community to Bishop in the western United States. However, because of loss of a major employment with the removal of Southern Pacific's division point and then an unexpected change in employment statistic methods, no economic study has yet been made.

(1) Note: The State is not expected to do much more in this risky type of undertaking.

Dunsmuir is similar to Bishop in population growth population, growth patterns, retail sales distance from a metropolitan area, emphasis on recreation and tourism, and land scarcity (caused there by terrain).

In Dunsmuir, the state bypassed the community in two phases. First an expressway passed the north part of town with all the motels. These motels experienced a 40% drop in business. Part of the reason is that many of these were not as attractive and modern as competition, the State erected no signs indicating an off-ramp or access to these motels and lack of preparation and prior action on the part of motel owners. These motels are now enjoying a better business than ever, despite new competition closer to the expressway.

The second phase was the freeway bypass of the central business district. The approach is quite good and close to the city (See following photo). Business has improved in the business district by attracting business from nearby towns and providing more convenience for stopping travelers. No parking lots have been provided but meter heads have been removed and replaced by "Welcome to Dunsmuir" signs.

Traffic on the old highway is way down but merchants have concluded "good riddance" for congestion has been eliminated. Most severely hurt have been the in-town gas stations, a result predicted in Bishop also.

Dunsmuir is working to;

- 1) Develop recreational facilities in the area, such as a Transportation Park.
- 2) Have good and attractive signing, by both State and community.
- 3) Change names of streets to have freeway signs attract the traveling public (street with all motels being changed to "Motel Drive")
- 4) Cooperate fully in the community and educate employers and employees on the importance of tourism.

This review is the result of an excellent report of the Dunsmuir Chamber of Commerce and a personal visit of the consultant to Dunsmuir.

KING CITY

The only study similar to this one discovered in California was prepared by Rickes Research, Inc. for the City of King in October 1961. This report was well prepared and of great assistance in preparing this report. The method and con-



Looking north along the new freeway toward Mount Shasta with the City of Dunsmuir in the middleground.

May-June, 1963

clusions are quite similar, except for one vital factor. In King City, it will be possible for existing businesses to relocate and new businesses to establish themselves at interchange locations along the bypass. In addition, King City has extensive agricultural developments nearby, and is one of the last communities to be bypassed on U.S. 101 rather than the first, as is Bishop.

OREGON

Communities fairly similar to Bishop in population and highway traffic are located along U.S. 99 in Oregon. Studies of the Oregon State Highway Department of the communities of Sutherlin, Canyonville, Oakland, Gold Hill, Cannon Beach (U.S. 101) and Hood River (U.S. 30) are summarized as follows:

SUMMARY

By way of summary, the studies of these six communities in Oregon reveal that a highway change of the by-pass type can be expected to have some adverse effects on those types of establishments which provide an essential service to the highway motorist. The diversion of thru highway traffic to a controlled access by-pass means the loss, in part at least, of the patronage these establishments had formerly enjoyed from the thru highway traveler. For communities on major highways especially, this loss is sizeable enough to that it cannot be replaced entirely by increased local patronage. With service stations the effect is more clearly evident being determined by the proportion of their business which was obtained from thru traffic, whereas with the motels and hotels and eating and drinking places, management factors and obsolescence have an important bearing upon the degree to which individual establishments will be affected by highway change. In most cases a relatively modest decrease in retail sales can be expected even in communities located on major highways. Exceptions are likely to occur where there are unique circumstances such as prevailed in Gold Hill.

The effect of a by-pass on those categories of retail business which are geared primarily to serving the local population varies with the size of the particular community and the amount of congestion that had existed on the old route of the highway through the town. These studies clearly suggest that this "All Other" category of retail business is very likely to benefit in those instances where the retail business district is of sufficient size to offer customers an adequate selection of goods and services, and where the traffic congestion is adversely affecting the local patronage. (1)

(1) Economic Impact of Highway Change on Six Communities in Oregon, Oregon State, Highway Dept., 1958.

OTHER COMMUNITIES

Also reviewed as part of this study were reports of state highways departments, universities, and civic groups of these communities. These reports generally confirm the economic impact predicted in Chapter 5 and are the source of several recommendations listed in following chapters.

The most important conclusion is that every community is different and the impact of a bypass is dependent on economic conditions within that community; on the location, design, and timing of the bypass; on dependence of the community on highway trade; and on the reaction of the community. Many communities and many businesses have managed to overcome an initial decline in business due to a bypass opening.

The impact of a bypass on Bishop cannot be determined by following any other community or averaging other results. It can be based only on the specific regional and local conditions now existing in Bishop.

Chapter VII

FREEWAY ADOPTION PROCEDURES

This chapter outlines and discusses the procedure by which the State Highway Commission selects freeway locations and adopts routes. Most of the material comes directly (and is copied exactly) from the League of California Cities report, "City Freeway Guide," prepared in January 1964. In addition to the five pages here, there are three important sections in the appendix.

LOCATION OF FREEWAYS

The State Highway Commission makes the final determination of the location of freeways. The Commission's statement of policy of the procedure to be followed relative to adoption of freeway locations is set forth in Appendix "A".

This procedural resolution provides that the State Highway Engineer or his authorized representative shall confer with local governing bodies and officials, and other agencies that may be affected, at the initiation of any studies necessary to determine possible freeway locations. This contact or conference takes place prior to any action or any studies of any kind whatsoever by the Department in order to give local officials the earliest possible opportunity to present their views. It also provides that when sufficient information has been accumulated, meetings will be held to acquaint the public with studies made and to obtain views of interested individuals and groups. In addition, the policy statement provides that when the freeway location is considered by the Commission, it will hold a public hearing if requested to do so by the local legislative body. The Commission, on its own motion, may call public meetings or hold such hearings as it may deem appropriate.

The statement establishing procedures to be followed was formally adopted by the Highway Commission in 1948. It was restated and redefined in 1953, in 1955 and again in 1958 for the present policy. In 1961 the Legislature added Sections 210 through 215 to the Streets and Highways Code incorporating into the statutes the general provisions of the Commission's procedural resolution and providing that information pertinent to the resolution be included in an annual report to the Governor along with a summary of hearings held and freeway routes adopted. These sections of the Code are contained in Appendix "B". It has been the intent of the Highway Commission through its procedural resolutions, and of the Legislature through additions to the law to provide close working relationships between the Division of Highways, local legislative bodies and the public in determination of freeway routings.

Appendix "C" contains an outline of the major steps followed in the planning and construction of a freeway from the time of its inception to execution of a construction contract.

It has been the experience throughout the State that changes in freeway locations have occurred most often as a result of meetings held by the Division of Highways rather than resulting from Highway Commission hearings. This naturally follows, since any disagreements that might arise are best resolved at an early date. Legislative intent, Commission policy and Division practice permit local action at the staff level at the earliest practical moment. Because of this, it is incumbent upon local officials to develop a firm position regarding the future of their community through sound planning. Cities with adequate transportation plans coordinated with surrounding jurisdictions and developed prior to a freeway being considered will experience far fewer problems than a city without adequate plans. The California Freeway and Expressway System has established a statewide plan, and in effect, places cities on notice as to where future freeways may be expected. This provides cities an opportunity to foresee and prepare for the future through realistic planning.

Although proper planning will minimize disagreements and problems, some will arise under the best of plans. In resolving particular problems, local officials deal initially and almost exclusively with planners and engineers of the Division of Highways district offices. This is the point at which the majority of problems are solved. Unresolved differences at the staff level may be taken to the District Engineer for his personal appraisal. Beyond this, a city may appeal local decisions to the State Highway Engineer, to the State Director of Public Works and finally to the State Highway Commission. In the event such course of action is followed, a city must be fully prepared to substantiate its position, and city officials must keep themselves well informed of procedures to follow.

PLANNING

Despite the fact that a city may have an adequate general plan and even a more detailed transportation element of the general plan, it is still, by its very nature, general. This may result in problems arising in connection with freeways. General plans often do not arouse the intensity of public concern at the time of their adoption that they do later when there is clear and immediate prospect of implementation, as in the case of actions in regard to a specific freeway routing. General plans do not include design or landscaping details of a freeway nor do they necessarily include the precise location. Although possible future freeways should be included in a general plan, this inclusion does not automatically preclude later consideration and possible controversy over details of design, location or landscaping. Since a freeway may cause drastic changes in traffic patterns, planning must not be limited to the immediate vicinity of a freeway. Possible affects on all streets should be studied.

INTRODUCTION

The purpose of this guide is to assist city officials in dealing with freeway matters within their cities. The guide is primarily for reference purposes for those who encounter freeway problems infrequently and for those facing the construction of a freeway within their city for the first time. As additional mileage of the California Freeway and Expressway System¹ reaches the freeway standards construction stage, more and more local officials will be coming in contact with the problems as well as the benefits that freeways present.

This guide is not intended to be an engineering analysis of freeway design, nor is it intended to present the advantages and disadvantages of freeways. It is intended to serve as a guide for persons not closely associated with the construction of freeways. Anyone interested in the actual laws pertaining to highways in California will find an excellent reference source in "Statutes Relating To The Division of Highways, Department of Public Works" issued by the Department of Public Works, Division of Contracts and Rights of Way.

DEFINITION OF FREEWAY

A freeway is defined in the Streets and Highways Code², in the Business and Professions Code³ and in the Vehicle Code⁴ as "... a highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access." The general concept of a freeway is somewhat more restricted than this particular definition. It is commonly thought of as a divided highway with interchanges, controlled access and all crossings either above or below the grade of the roadbed. This concept closely follows the definition contained in the act establishing the California Freeway and Expressway System.

The Freeway and Expressway System, as adopted by the Legislature in 1959, established a plan to provide a comprehensive system of access-controlled freeways and expressways throughout the State. At the present time all freeway construction is on this System.

STATE AGENCIES

Authority for the Legislature to establish a state highway system is contained in the State Constitution⁵, and overall administrative authority of the system is provided for in the Government Code by establishment of a Highway Transportation Agency⁶ and a Department of Public Works⁷ within the Transportation Agency. Establishment of a Division of Highways⁸ within the Department of Public Works and most laws under which the Division operates in performing its basic functions of constructing, improving and maintaining State highways is contained in the Streets and Highways Code. In addition, the Streets and Highways Code establishes and sets forth the functions of the California Highway Commission⁹.

In charge of the Division of Highways is the State Highway Engineer, who is appointed by the Director of Public Works. Both the Director of Public Works, who is executive officer of the Department of Public Works, and the Administrator of Highway Transportation, who is executive officer of the Highway Transportation Agency, are appointed by and hold office at the pleasure of the Governor. The Administrator of Highway Transportation serves as an ex-officio member and chairman of the California Highway Commission. The other six members of the Commission are appointed by the Governor with consent of the Senate. The Director of Public Works serves as administrative officer of the Commission. (See Highway Transportation Agency Organization Chart, Page 14.)

The State Legislature has created the Highway Commission and enacts laws pertaining to highways. However, its activity in highway location is limited to designating routes in very general terms. State Highway Routes¹⁰ are generally described simply by the beginning and ending points or termini. Routes in the California Freeway and Expressway System are similarly described. The Freeway and

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1. Streets and Highways Code, Section 250, et. seq.
 2. Ibid, Section 23.5.
 3. Business and Professions Code, Section 5210.
 4. Vehicle Code, Section 332.
 5. Constitution of California, Article IV, Section 36.
 6. Government Code, Section 13975.
 7. Ibid, Section 14000.
 8. Streets and Highways Code, Section 50.
 9. Ibid, Section 70, et. seq.
 10. Ibid, Section 300, et. seq.

Expressway System routes are part of but do not constitute all routes within the State Highway System¹.

Authority for the actual location of a given state highway rests with the Highway Commission, which is empowered to "Select, adopt and determine the location for State highways on routes authorized by law,"² as well as "...alter or change the location of any State highway, if, in the opinion of the Commission such alteration or change is for the best interest of the State."³ The Commission is also specifically instructed by statute to carry out the declared policy of the Legislature "...to provide for advance planning and continuity of fiscal policy in the construction and improvement of the State Highway System and in the administration of the expenditures from the State Highway Fund."⁴

The actual design and construction of State highways is performed by the Department of Public Works through its Division of Highways. The department "... is authorized and directed to layout and construct all State highways between the termini designated by law and on the most direct and practicable locations as determined by the Commission."⁵ The Department is further authorized to "... do any act necessary, convenient or proper for the construction, improvement, maintenance or use of all highways which are under its jurisdiction, possession or control."⁶ As to freeways, "The department is authorized to do any and all things necessary to lay out, acquire and construct any section or portion of a State highway as a freeway or to make any existing State highway a freeway."⁷ However, prior to such action by the Department, the Highway Commission must, by resolution, declare the highway a freeway.⁸

FREWAY AGREEMENTS

From a city standpoint the so-called "freeway agreement" provision of the law, contained in Section 100.2 of the Streets and Highways Code, is one of the most important sections of the Code affecting freeways within cities. It stipulates that no city street may be closed, either directly or indirectly, by the construction of a freeway unless such closure is pursuant to an agreement between the city and Department of Public Works. Thus, a freeway requiring the closing of streets cannot be constructed within a city without its consent. In the words of Robert B. Bradford, Administrator of the Highway Transportation Agency, "... we have never built a freeway without the Council's approval whether or not streets had to be closed, and we have no intention in the future of building freeways without freeway agreements with the affected cities or counties."⁹ The freeway agreement is the culmination of what may be years of consultation between local and state officials.

Other extremely important aspects of the freeway agreement are that provisions may be made to carry city streets over, under or to a connection with a freeway¹⁰, and that provision may be made for improvements, revisions or extensions of city streets leading to or from freeways as necessary to accommodate the freeway traffic in making proper connections with the streets¹¹.

COMMUNITY VALUES AND ECONOMIC EFFECTS

An important section of the Streets and Highways Code affecting freeway locations within cities is Section 75.5. This section requires consideration of community values when alternative routes are under study and when requested by the city. In addition, Federal law requires that economic effects be given consideration when locating federal-aid highways. The terms "community values" and "economic effects" are in common usage and used in the law to insure that effects of freeway location and construction, other than those derived by motorists, are considered in determining the location of a highway. However, a city official will have to consider these terms carefully in attempting to prove a particular point since precise definitions are neither contained in law nor administrative manuals.

1. Streets and Highways Code, Section 230, et. seq.

2. Ibid, Section 75.

3. Ibid, Section 71.

4. Ibid, Section 70.2.

5. Ibid, Section 90.

6. Ibid, Section 92.

7. Ibid, Section 100.1.

8. Ibid, Section 100.3.

9. Before the Mayors' and Councilmens' Department - Annual Conference, League of California Cities, 1962.

10. Streets and Highways Code, Section 100.2.

11. Ibid, Section 100.25.

Generally, intricate design work is not undertaken until after the freeway routing has been determined. However, the location and design of interchanges, ramps and other structures are among the greatest problem areas of freeways and city officials should apprise themselves at as early a date as possible of design details. Whether the freeway or portions of it will be elevated or depressed, how much property is to be included in the right of way, how much property required for construction purposes outside the right of way, the area required for interchanges and the appearance of interchanges are among the extremely important questions that must be answered and planned for if a city is to avoid committing itself to a plan only to realize later that due to lack of inquiry it did not fully appreciate the impact of its actions.

Even in early stages, several alternate locations and designs of interchanges, ramps and other structures may be under investigation by the Department and a city may wish to study all alternatives. It is not possible to have exact answers to all questions of design prior to execution of the freeway agreement; however, any details that may later prove controversial should be settled in advance. In instances where particularly knotty problems may arise, the preparation of scale models or other visual representations may be well worth the cost. The Department should be requested to prepare a scale model where a particularly controversial public hearing is anticipated. Model work is generally confined to specific problem areas rather than encompassing an entire route study.

In the construction of a freeway, as with any other endeavor where private property is taken for public use, inconvenience is always present, and hardships are often present. Therefore, it is essential that the utmost cooperation be exercised by all parties involved.

Once a freeway route has been established and the location determined, there are still many important details to be considered. Not only the size but the location of interchanges and ramps must be established. The affect upon utilities and other streets must be determined. Advance planning by a city will help avoid problems. The improvement, revision or extension of city streets leading to or from a freeway may give rise to differences of opinion as to just what is necessary to accommodate traffic. Traffic counts and traffic projections will help to minimize differences. The Legislature has noted that realization of the accelerated freeway program would "...depend in great measure on increased public acceptance which will be encouraged by attractive design and appropriate landscaping of freeways..." These are details a city should not overlook and are features that may be subject to freeway agreement negotiations.

AFTER CONSTRUCTION

After a freeway is constructed, it will often supersede an older highway within a city. If this is the case, the Highway Commission may relinquish to the City the superseded highway.² Unless relinquishment is by enactment of the Legislature, the Department of Public Works must give ninety days' notice in writing to the City of intention to relinquish. The highway cannot be relinquished until the surface of the roadway has been placed in a state of good repair. During the ninety-day period, the city may protest the relinquishment for any valid reason including objections that the roadway is not in a state of good repair, or that facilities other than the roadway, such as traffic signals, or drainage structures are not in a state of good repair.

CONCLUSION

There are many safeguards in the law and in practice for the protection of property owners and protection of city interests in connection with freeway location and construction. Among the more important laws are the following: The declaration of a state highway as a freeway "...shall not affect private property rights of access, and any such rights taken or damaged within the meaning of Article I, Section 14, of the State Constitution for such freeway shall be acquired in a manner provided by law.

"No State highway shall be converted into a freeway except with the consent of the owners of abutting lands or the purchase or condemnation of their right of access thereto."³

"No city street or county highway shall be closed, either directly or indirectly, by the construction of a freeway except pursuant to such an agreement or while temporarily necessary during construction operations."⁴

1. Assembly Concurrent Resolution No. 132, June 10, 1957.
2. Streets and Highways Code, Section 73.
3. Streets and Highways Code, Section 100.3.
4. Ibid, Section 100.2.

SUMMARY

There are many vital aspects of freeway location and construction to be investigated by local officials. Among the more important are:

1. By study of the California Freeway and Expressway System Report and consultation with State highway officials, determine if a freeway is contemplated for the city. The California Freeway and Expressway System Report, (SCR 26), is available upon request from the State Highway Engineer, Public Works Building, 1120 N Street, Sacramento.
2. Predict the effect of a freeway upon the city.
3. From District office of Division of Highways, ascertain when studies will be initiated to determine possible locations.
4. Become familiar with Highway Commission procedure relating to adoption of freeway locations. (Appendixes "A" and "B")
5. Become familiar with major steps regarding freeway location. (Appendix "C")
6. From District office of Division of Highways, ascertain location of various alternate freeway routings under study.
7. Determine relationship of freeway to general plan or transportation plan.
8. Study effect of freeway on other city streets and utilities.
9. Become familiar with the alternate route study provisions of Section 75.5 of the Streets and Highways Code.
10. Be prepared to either waive or request public hearing by Highway Commission.
11. From District office of Division of Highways, ascertain location of interchanges and ramps.
12. Study effect of connections from city streets to freeway.
13. From District office of Division of Highways, ascertain details of design of structures, including interchanges and ramps with alternate designs.
14. Be fully prepared to justify any changes that might be requested.
15. Become familiar with Section 100.2 of the Streets and Highways Code which is the "freeway agreement" provision of the law.
16. Become familiar with the superseded highways provision of the Streets and Highways Code, (Section 73).

PROPOSED CHANGES

Of vital importance to this study are proposals now being made in the State Legislature to change these procedures. Many of these proposals are based on the booklet "California Going, Going..." by Samuel E. Wood and Alfred E. Heller of California Tomorrow in 1962. The section on Highways is quoted completely:

Highways

The Department of Public Works, Division of Highways, has the responsibility of planning and building the highways that will take care of the California motorist's needs in the years to come. The division is embarked, as we have already noted, on the building of a 12,400-mile California Freeway System. The division employs 15,600 people. Its 1961-62 budget is \$632 million. The division's talented staff of engineers and specialists has a high esprit and is noted around the world for its efficiency. As an agency of state government, the division has a major job to do, and it has the budget, equipment and the brains and the authority needed to do the job and do it well.

Yet the division has been perpetually under fire--not because its engineers lack ability and skill, but because in locating and designing freeways, the division itself, lacking strong state policy direction, and sustained by the constitutionally provided gas tax fund, has too often failed to respect the plans of other agencies for the use of California lands; in building freeways it has too often failed to respect the legitimate economic interests of farmers and merchants and others of the aesthetic and social ill-effects of its freeway locations.

Some of the best examples of the state's single agency, single interest method of planning the use of California's lands may be found in the division's record of failure to coordinate its highway construction programs with park and recreation demands.

Beginning in 1939, provisions have been added to the highway code allowing the division to buy park land beside state highways, to buy beach properties adjoining freeway rights-of-way, and to buy easements to beaches. The division never used this authority, although its use could have provided public entry to a number of state beaches, and made highways more beautiful than they are. It has never used federal funds available for these purposes. It also has evaded entirely the issue of outdoor advertising controls along highways.

The division's attitude has helped California to delay for 20 years a worthwhile roadside rest program, although such a program has long had the backing of legislative committees, and

public and private organizations throughout the state.

A senate committee as far back as 1952, after reviewing the experience of other states, favored a roadside rest program to be operated by the division. The division balked. An assembly committee in 1955, faced by the division's opposition, compromised and said that responsibility for roadside rests should lie with the Division of Beaches and Parks, with the Division of Highways responsible for assisting in locating the rests. This arrangement has not worked out, partly because of lack of funds, and partly because the beaches and parks agency insists that roadside rests should logically be constructed as part of the freeway system, and maintained by highway agency road crews which would logically be able to service the rest areas as is done in other states with such programs. (40 percent of the recreationists in national forests are highway sightseers.)

Furthermore, the federal government's own "safety rest" program, which could benefit California's inter-state highways, is also stymied, because the Division of Highways has requested that the Division of Beaches and Parks pay for and install the facilities needed for the convenience and comfort of travelers (benches, tables, rest rooms). Yet if this were done, California would have to pay the full cost of these facilities. If it were done as a part of freeway construction, California would pay only 10 percent of the facility costs, and the federal government 90 percent.

Not only has the Division of Highways failed to use its authority to improve recreational opportunities along highways, but it has often failed to take responsibility for the effects of its programs on existing parks.

Freeways have run through major priceless park areas in the state and local systems. A survey by an assembly committee in 1957 indicated that over a ten-year period, freeway construction would have removed approximately 1,000 acres of park area. The division has fought tooth and nail against those who would defend parks against freeway intrusion in Los Angeles and Chico. Loss of substantial redwood park areas to highways was narrowly averted. The division's initial plan to invade Bliss State Park and bridge Emerald Bay with a new road was not accompanied by a careful evaluation of the recreation values involved.

The division's attitude is based on state policy declared in the state highway code, which allows the highway commission to take over any property "dedicated to park purposes, however it may have been dedicated."

Anyone who has sat through local hearings in which state highway engineers explain to irate citizens why the division favors particular freeway routings must at some time wonder at the doubletalk he has heard.

Of all the arguments favored by the division, perhaps the most used--and the most inadequate--is the argument that cites "driver benefit" or "user benefit" as a justification for the choice of one freeway route over another.

According to the division, California highways and freeways are "planned and located to provide the maximum service to highway users,...and to improve the economic and general welfare of the community." But in fact, while lip service is given to the "economic and general welfare of the community," the division devotes most attention in its economic reports supporting freeway routes to its driver benefit formula. This formula translates into dollar values the savings in distance and time and safety to be gained by a driver over the proposed new route. The division claims that the formula helps it to obtain the greatest possible return to the driver-taxpayer for dollars invested. These returns accrue to the individual driver in the form of pennies saved per mile.

However, the formula is inadequate because plainly and simply it fails to take into account the full economic, social, and aesthetic effects of freeway routings. In other words, it disregards the fact that a highway "user" is not only a driver but also a human being inhabiting a finite area--a member of a community.

He may be a farmer whose holding is reduced to a marginal operation by a freeway that bisects it. He may be a merchant, or an ordinary Joe who is more than happy to be able to drive 60 miles an hour instead of 50 over a two-mile stretch, but who is not so happy when he sees that this opportunity in the form of a freeway to drive faster and save a pittance each year may also reduce his town to a slum by taking out part of its business section, some of its historical buildings, and limited developable areas as could happen in Nevada City; or deface a skyline as in San Francisco, erode a major portion of a beautiful park where he and his children can play as in Los Angeles, defile a most breathtaking natural charm as a highway would do at the mouth of Emerald Bay, separate a great city from its commercially valuable and potentially beautiful river front as in Sacramento; or--in short--reduce community values.

The driver benefit formula does not respond to all the legitimate demands being made by Californians upon their lands. It is thus poor economic theory, for it does not reflect "community values" as well as "user benefit" values. (Community values

could in great part be translated into dollar values just as user benefits are, if responsible agencies would get out their slide rules and devise the formulae.)

The inadequate driver benefit formula is both a cause and a reflection of the division's traditional don't-care attitude toward communities through or near which its freeways pass, and toward the over-all best use of California's lands. Positions taken during the past ten years by such diverse bodies as the Federal Bureau of Public Roads, committees of the state legislature, the Governor's office, the cities and counties, have served to bring this attitude into question. But it still persists today. Here are some additional ways in which it reveals itself:

District offices of the division continue to exert a variety of pressures, in the form of subtle threats, upon communities to gain acceptance of freeway locations they favor. For example, communities often "get the word" that funds for a particular highway project may be lost to the locality for years if the route favored by the division is not accepted.

In spite of the so-called community value section added to the state highway code in 1956, the division has successfully fought all legislative attempts to specify the exact procedures that it should follow when it requires the division to fully inform affected communities of their responsibilities, rights and recourses in the process of freeway location.

There is no state policy that takes into account the fact that freeway location influences the ways in which California is developing. Like water projects, freeways--depending on their design and location--help to determine where new communities will or won't spring up, whether old communities will or won't grow, how people will or won't enjoy their leisure hours, what kind of life a man will or won't be able to lead on the California land.

There is some evidence, however, that the division's policies and attitudes are changing, as a result of the pressures cited above. The federal government in its highway planning programs has succeeded in goading the division into encouraging local and regional land-use planning studies which will be used to help the division in locating freeways. The division is particularly interested in a five-county regional planning study in the Los Angeles area. This study will consider total future transportation requirements in the area--including mass rapid transit, as well as freeways.

The division is also encouraging communities to use general land-use plans as a basis for deciding where to spend state gas tax money on local streets (almost a complete reversal of its usual user benefit approach to road building.)

And the division has shown, in deciding where to locate a section of a new freeway on the West Side of the San Joaquin Valley, that it accepts the premise that a freeway can have a harmful as well as beneficial effect on the economy of an agricultural area--that is, that there are other dollar benefits to be considered in addition to user benefits.

The division has taken part, also, in a study of scenic highway potentials in Monterey County, and this study has led the legislature to authorize a further study to develop a state-wide scenic highway plan. In these studies, the division finds itself cooperating with the Division of Beaches and Parks and the State Planning Office.

These and other small signs of progress are encouraging, but the State of California has underwritten the semi-independent status of the Division of Highways and its commission, and its automatically huge annual budget, and has thus given this agency the strength to develop single interest policies and to delay, weaken, and crush legislative attempts to control those policies.

There is still a long way to go before the division's too prevalent suspicion of, and hostility to, other planning agencies is overcome. It may be that if the state adopted and put into effect strong policies to coordinate the work of this talented and powerful agency with the work of other vital California agencies, the family of state agencies could truly operate as a team, devoted to a productive and beautiful California, now and in the years to come.

These opinions are supported and expanded by Senator Fred S. Farr in a article entitled "The Highway Commission and the Public Good," Sierra Club Bulletin, November, 1964.

This concern over the present freeway adoption procedure has resulted in a major package of 14 bills to revise freeway planning procedures being introduced in the 1965 Session by assemblyman Edwin L. Z'berg, chairman of the Assembly Committee on Natural Resources Planning and Public Works. These bills are AB 1429 through AB 1442 and are summarized below:

AB 1429

Repeals and adds Sec. 75.5, amends Sec. 211, S. & H.C.
Requires report by the Department of Public Works as to the effect of proposed alternative routings for state highways or freeways on various factors, with comments therein by the State Office of Planning and the Resources Agency. Report

to be published at least 60 days prior to first public hearing.

Deletes existing provision requiring the department to consider certain effects of proposed alternative routings only if requested by local agencies and if information thereon is submitted by the local agencies.

AB 1430

Requires Department of Public Works to present at public hearings graphic portrayal of alternative freeway and highway routes by sketches or models if so requested by city or county affected, and provides for cost.

AB 1431

Deletes requirement that all state highways be laid out on the most direct and practicable locations as determined by the commission.

AB 1432

Requires general agreement between the Department of Public Works and the appropriate local agency as to the segment of a proposed freeway to be studied; and provides for petition and hearing by the California Highway Commission if such agreement is not reached.

AB 1433

Requires hearing of Division of Highways relating to location of freeway to be conducted by hearing officer of Administrative Procedure.

AB 1434

Authorizes petition by residents of area affected for a public hearing by the California Highway Commission as to a proposed freeway location, if the governing body of the local agency affected has not requested such a hearing.

Requires the commission to hold a public hearing on a proposed freeway location in a recognized population center of the state if the freeway location is of statewide interest or if the Legislature, by concurrent resolution, so directs.

AB 1435

Requires the California Highway Commission, after adoption of state highway or freeway route location, to publish a report outlining the basis for its decision, and specifies certain matters which must be included therein.

AB 1436

Requires Division of Highways to employ personnel with designated qualifications to carry out broad planning responsibilities, and appropriates blank amount for support thereof.

AB 1437

Provides chairman of commission shall be annually selected by the commission from the appointed members, rather than being the Administrator of Highway Transportation.

Authorizes commission to employ an administrative officer not on staff of the Department of Public Works, rather than having Director of Public Works serve as administrative officer. Deletes requirement that divisions of department transmit their recommendations to the administrative officer.

AB 1438

Authorizes commission to employ independent staff, with training in designated fields, to evaluate highway routing proposals, and appropriates and unspecified sum from the State Highway Fund for support for such purpose in the 1965-66 fiscal year.

AB 1439

Requires one member of commission to be member of city council and one member to be member of county board of supervisors.

Directs Governor to fill next two vacancies on commission with persons having such qualifications.

AB 1440

Changes the effect of a resolution by the California Highway Commission respecting the acquisition of real property by condemnation from conclusive evidence to a rebuttable presumption.

AB 1441

Deletes provision which allows the Department of Public Works to acquire by eminent domain property dedicated to park purposes, regardless of how it may have been dedicated, when the California Highway Commission has determined by resolution that the property is necessary for state highway purposes.

AB 1442

Requires the Department of Public Works to have the approval of the State Park Commission before acquiring by eminent domain property in the state park system.

Several bills are given a good chance of adoption in this years session. AB 1430, 1431, 1434, 1437.

If these are passed, the City of Bishop should ask that they be applied to the Bishop Bypass route adoption.

Chapter VIII

RECOMMENDATIONS ON FREEWAY DEVELOPMENT

This chapter is the most important in the report, for it considers the question "Now what do we do?" Having studied and analyzed the Bishop economy the proposed bypass, the economic effect of the bypass and the experience of comparable cities, this report must recommend actions to be taken by all those concerned.

In the Recommendations submitted to the State Highway Commission by the State Chamber of Commerce in 1964, there was added to the Inyo County recommendation the following letter.

Addendum to 1964 State Highway Project Recommendations for Inyo County

California State Chamber of Commerce
1000 Wilshire Boulevard
Los Angeles, California 90017

Attention: Mr. Walter Schmid, Chairman
Southern California Highway Projects Committee
California State Chamber of Commerce

Gentlemen:

Attached hereto is a copy of recommendations from the Bishop Chamber of Commerce for Highway Projects 1965-66. Additional endorsements are listed at the conclusion of the projects list.

In addition to the projects list the Bishop Chamber of Commerce and the Southern Inyo Chamber of Commerce emphatically direct your attention to the following general statement:

'We are on record favoring a policy of all due consideration being given to bring up to standard all substandard portions of SSR 14 and U.S. Highway 395 within Inyo County and leading to Inyo County from Southern California before any highway money is spent on by-passing established communities within Inyo County.

Standard highways (based on traffic counts) from the Southern California Counties of San Diego, Orange and Los Angeles to the Southern Inyo County line are needed much more than a very few miles of by-pass freeways within Inyo County itself. The logic of this concept is so readily evident as to require no further elaboration.'

The above statement and the list of projects constitute my report for Inyo County.

Respectfully submitted,

June 26, 1964

/s/ Edward C. Knapp

Edward C. Knapp, Inyo County Representative
Southern California Highway Projects Committee
California State Chamber of Commerce

The "logic" of this approach is not supported by experience in California. Freeways are designed to separate through and local traffic and the place where these are most in conflict in District 9 is in Bishop. It has been State policy to bypass those communities on the freeway system with congestion. Therefore the study by the Division of Highways of a possible bypass of Bishop is warranted by the existing situation.

An emotional, unreasoned opposition to the bypass will not only be unsuccessful, it will hurt efforts to work with the State to obtain the bypass in the best location at the best time with the best design. In order to obtain these results, these recommendations are made:

- 1) The Bishop Chamber of Commerce, the City of Bishop and the County of Inyo must continue to work together on the freeway planning procedure.
- 2) No freeway agreement should be signed by the City of Bishop or Inyo County with the State until full agreement on location, timing and design is reached and funds for construction are allocated by the State Highway Commission.
- 3) Since the Bishop area and Inyo County have so little available or usable private land and the freeway will have so much effect on land use, Inyo County should prepare a comprehensive general plan of the entire county. Federal funds should be used if available. This plan should include land use, circulation and recreation elements.

The general plan will benefit and should be coordinated with the plans of:

City of Bishop
Inyo Forest
Bureau of Land Management
Department of Water and Power
Inyo County Recreation Plan
Division of Highways Freeway Plans

- 4) The freeway bypass of Bishop should be constructed when Main Street can no longer handle the traffic. With the improvements recommended in Chapter 9, Main Street should be able to accommodate an average daily traffic of 18,000 and a peak hour capacity of 2,100. These figures should not be exceeded for at least ten years and possibly more. A 4-lane freeway will

have a capacity of at least 4,400 vehicles per hour, a capacity which is not needed at this time.

In addition, the proposed bypass (Units I and II) will cost at least \$4,940,000. This would take all of Inyo County's allocation of State highway construction funds for 5 years. With the other pressing demands for construction in the county, bypass construction is not expected soon.

5) The best location for the bypass, to serve the City of Bishop and its businesses, is one with these standards:

- a) East side of town;
- b) As close to the Central Business District (Main St.) as possible, preferably within two blocks;
- c) An easy off-ramp from the south to Main St., at or north of Schober Lane;
- d) Interchanges at East Line Street and at Highway 6;
- e) Northern approach as in Alternate Route "A"

It is recommended that the State Division of Highways thoroughly study an alternate route which would meet these standards. Such a route would provide best access to the existing business area from all three approaches to town. Good access is also given to the airport and industrial area, which should be developed as a distribution-trucking center.

As proposed, the five alternate routes for the bypass are considered harmful to existing business for these reasons:

- "A"--Excellent north of East Line Street, but has very poor approach from the south;
- "F"--Good approach from the south, but West Line interchange is too far from the Central Business District. In both "F" and "J", the approaches from the north are too far from town and poorly located;
- "I"--Excellent approach from the south (if off-ramps are easier), but has no Line Street interchange and takes too much private land;
- "J"--Same as "F", but slightly better;
- "K"--Route 395 bypass much too far from town. Overall cost would be highest and no local service would be provided. Approach from north is terrible. Result would be disastrous for Bishop and businesses.

Initial approaches are of vital importance for "wherever two or more interchanges serve a community, the majority of the traffic entering the town will use the first exit they come to" (1)

(1) "Signing Study of a Typical Interstate By-Pass, Traffic Engineer's Office, Montana State Highway Commission, 1964

- 6) Design will be very important. Approaches should enable motorists to easily see the City of Bishop. The freeway should blend with its environment, too, so that it is not a scar on the landscape.

The State Division of Highways should be requested to prepare a graphic display model of the proposed freeway alignment and design before final approval is given.

This bypass is part of a scenic highway and therefore will be designed in order to be beautiful as well as functional. One of Bishop's great assets is its scenery and this must be kept ever in mind. As part of the scenic highway program, stricter controls must be placed on billboards on Route 395 in the Owens Valley.

Design standards are included in the Appendix.

- 7) The State Division of Highways must be continually encouraged to develop Route 395-14 between Bishop and Southern California in order to allow and attract more tourists.

It must not be forgotten however that a large amount of traffic comes from the north and improvements are needed there as well.

Chapter IX

RECOMMENDATIONS CONCERNING TRAFFIC IMPROVEMENT

Traffic in downtown Bishop is a mess, with congestion caused by:

- 1) Narrowing of Main Street from 4 lanes to 2 lanes between Willow Street and Elm Street;
- 2) Curb parking which reduces traffic capacity;
- 3) Pedestrian crossings--too numerous and unregulated;
- 4) Side streets which enter Main Street at a "T" and require left turns on Main to continue across.

Improvements in traffic flow on Main Street must be made for two vital reasons:

- 1) Through traffic must be carried through the Central Business District in the most rapid and convenient way possible until opening of the bypass; and
- 2) Potential customers--both local and visitor--must be attracted to this business area by eliminating congestion.

Under standards of the American Association of State Highway Officials, Main Street has a present traffic carrying design capacity of approximately 900 vehicles per hour and possible (maximum) capacity of 1300. This is below the peak hour traffic of 1500, but takes care of most present traffic. The ADT (Average Daily Traffic) capacity is between 5,000 and 9,000, compared to existing ADT of 8,200.

By making the improvements recommended below, the design capacity of Main Street should be increased to 2100 vehicles per hour and a possible capacity of 2940 vehicles, substantially over present peak hour counts. The design capacity ADT will be at least 12,000 to 17,500, allowing a 100% increase in traffic before a bypass is necessary. Traffic counts shown in Chapter 4 indicate a 5.7% rise in ADT from 1961 to 1964 or 1.7% per year.

These improvements are recommended:

- 1) Eliminate all curb parking between Line Street and Elm Street. This will result in the loss of 69 spaces, to be made up and improved upon by the parking program proposed in Chapter 10.

This will not only improve traffic flow and cut down congestion, it will also make every store and business visible to all passing motorists.

- 2) Mark Main Street between Willow St. and Elm St. to 4 lanes. This will create a full 4 lane highway through the entire City of Bishop.
- 3) Mark left turn channels on Main Street where feasible.

<u>Street</u>	<u>Heading Direction</u>
Short St.	South
Line St.	North
Line St.	South
Willow St.	South
Church St.	North
Elm St.	South

Left turn channels could be provided between Academy and West Elm by a program of setting back curbs and sidewalks by 3 to 6 ft. on each side.

- 4) Install traffic signals on Main Street at:

Elm St.
 Pine St. (City should consider making May St. the east leg of this signal and improving May as secondary Street)
 Line St. (convert to 3-way signal allowing left turns off Main St.)
 Short St.

All these signals must be synchronized to allow smooth flow on Main Street. Each signal should have pedestrian controls. ("Walk"--"Don't Walk")

- 5) Pedestrian crosswalks with signal controls should be established across Main Street at:

Short St.
 Church St.
 Academy St.

The signals would say "Walk"--"Don't Walk" to pedestrians and flash yellow to motorists when on "Walk." They should be synchronized with the traffic signals and not pedestrian controlled.

- 6) A painted or raised median should be established on Main Street between;

Short St. and Line St.
 Line St. and Church St.
 Church St. and Willow St.

- 7) In conjunction with the parking program, Church St. between Main St. and Warren St. should be abandoned and converted for parking purposes; Willow St. should be made one-way (east bound) between Main St. and the alley; and the alley east of Main between Willow and Line Streets should be made one-way (south bound)
- 8) The State and City should cooperate in preparing a precise plan for all curb and sidewalk improvements so that the present chaos can be eventually eliminated.

Some of these recommendations are drastic but are considered imperative if Bishop is to obtain the results wanted.

These improvements should be financed as follow;

	<u>City</u>	<u>State</u>	<u>Total</u>
Traffic signals	16,000	16,000	32,000
Pedestrian crossings	<u>4,500</u>	<u>-0-</u>	<u>4,500</u>
	20,500	16,000	36,500

Bishop's share should be financed in the 1965-66 Budget with installation expected in late spring or summer of 1966.

Chapter X

RECOMMENDATIONS CONCERNING PARKING

Need

Adequate and convenient parking is required for the success of any commercial business. As the major shopping center of Inyo-Mono Counties, Bishop needs parking for its customers and employees. Parking is needed for some types of tourist-related businesses, primarily restaurants, sporting goods stores and specialty shops. Motels and service stations now provide all their needs in parking.

The parking inventory below indicates the present available spaces within the Central Business District.

Table # 35

ON-STREET PARKING

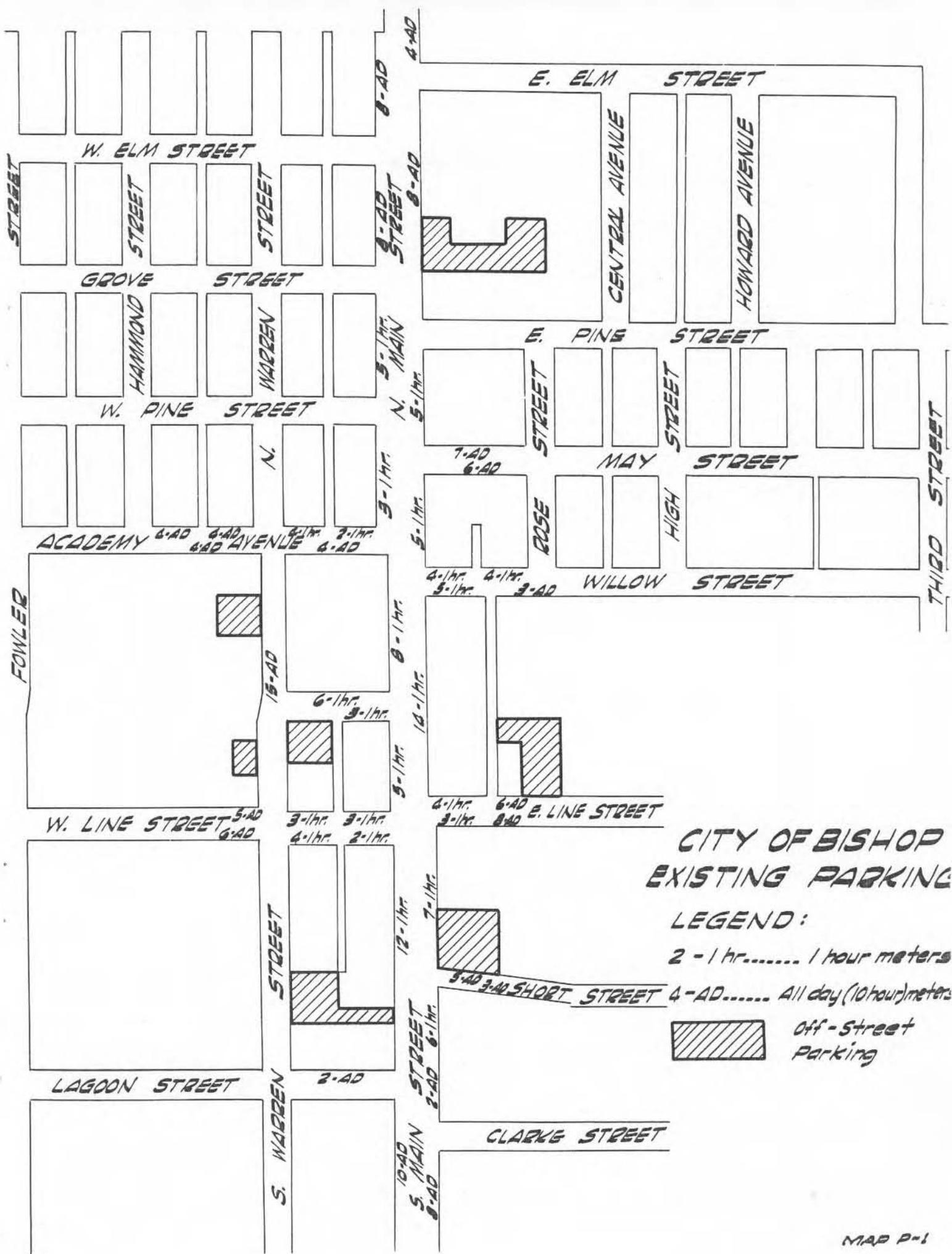
	<u>Main Street</u>	<u>Cross Streets</u>	<u>Total</u>
One-hour	70	44	114
Ten-hour	<u>48</u> 118	<u>87</u> 131	<u>135</u> 249

OFF-STREET PARKING

	<u>Lots</u>	<u>Spaces</u>
Municipal (one hour)	1	57
Customer Parking	9	215*
Private Parking	<u>2</u> 12	<u>60*</u> 332*

All of the customer lots are provided as a free service to patrons. The private lots are used primarily for all-day parking of owners and employees. City meters charge 5¢ for one-hour. The ten-hour meters charge 20¢ for four hours and 25¢ for ten hours. These are generally not in front of businesses and are for all-day parkers.

* Approximate only

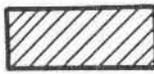


**CITY OF BISHOP
EXISTING PARKING**

LEGEND:

2 - 1 hr..... 1 hour meters

4 - AD..... All day (10 hour) meters

 Off-Street Parking

Finances

The 1964 City of Bishop Audit indicates the following revenues and expenditures on municipal parking.

	<u>On-Street</u>	<u>Off-Street</u>
Parking Meters	\$18,345.96	\$2,168.95
Salaries and Wages	\$ 5,940.95	\$ 127.68
Rental	-o-	1,020.00
Other	753.20	85.80
Total	<u>6,694.15</u>	<u>1,233.48</u>

The General Plan of Bishop indicates a need for 605,924 square feet of parking area or 2,020 spaces by 1980. Our survey indicates a present supply of 581 spaces for a deficiency of 1439 spaces in the next 15 years.

Improvements on Main Street as recommended in Chapter 9 will create an additional demand for parking, as 69 new spaces must be provided to replace those eliminated on Main Street from Line Street to Elm Street.

Factors Affecting Parking

1. Bishop's commercial area has built up primarily on Main Street (State Highway 395) between South Street and the intersection of Highway 6. The core of retail activity is located between Elm St. and Clarke St. Tourist oriented businesses are generally outside this central core.
2. The built-up central core creates problems of providing adjacent parking. Parking demand is unbalanced with shortage in some blocks and excess in others.
3. Access is available from the rear of most stores, but much of this is from alleys or short block streets. This problem of access is closely related to the whole problem of circulation in Bishop and therefore must be considered simultaneously.
4. Short-time parkers such as shoppers and tourists, just will not walk more than 400 feet and prefer 200 feet or less.

5. All-day parking appears to be adequate at the present time, especially with nearby unmetered residential streets. In any case, short-term parking is absolutely essential to continued economic growth and must have first priority. In addition, all-day parking in off-street lots does not appear financially feasible at this time.
6. Short-term parking should be planned for the average peak day. It is impossible in this, as in most public facilities, to provide for the highest possible use such as the day before Christmas or the opening of fishing season. There should however be sufficient space for the peak summer days.

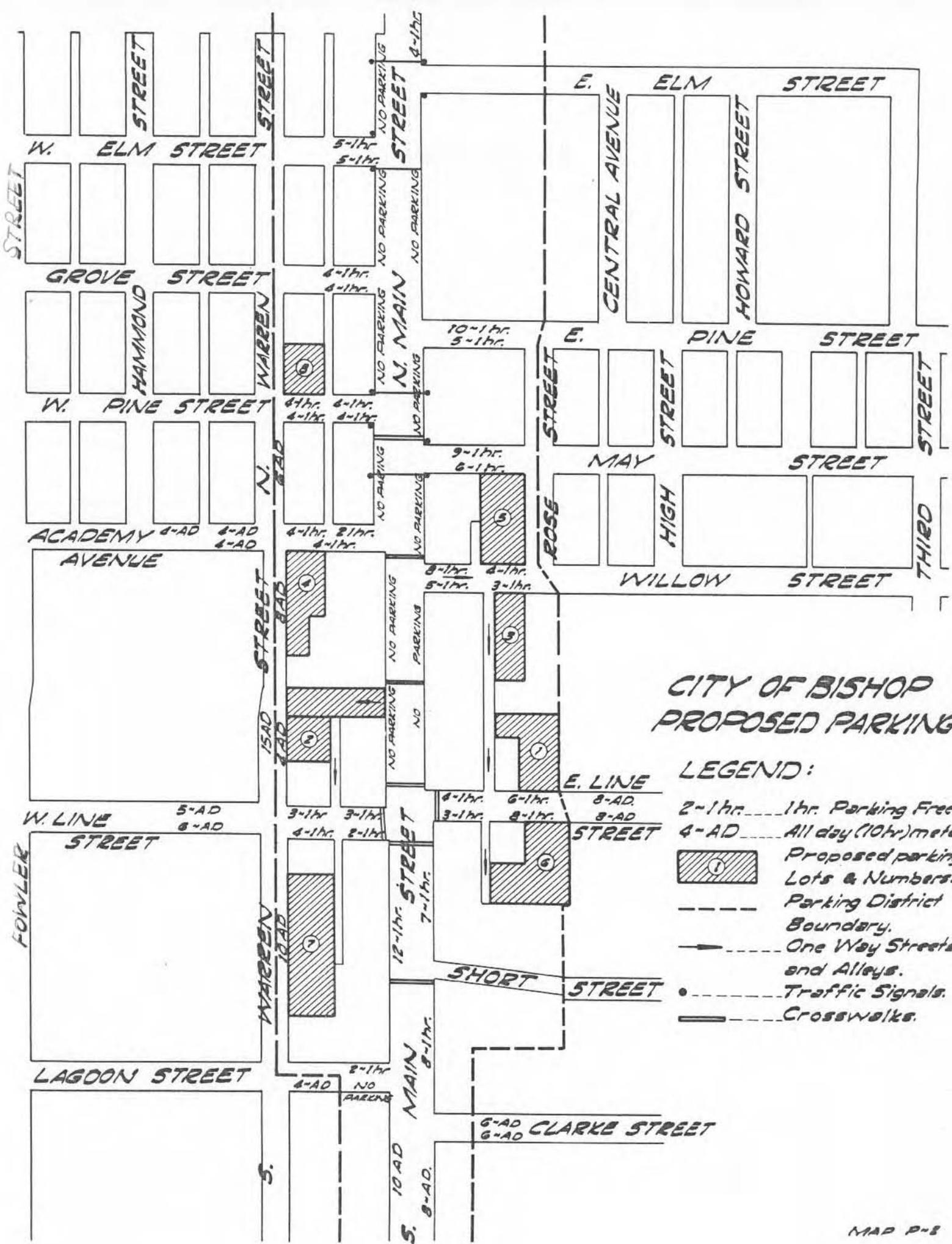
Parking Plan

With the present need, existing spaces and above factors in mind, a Central Business District Parking Plan is proposed in Map P2. This is integrated with the General Plan prepared by Hahn, Wise and Associates, with the city circulation system and the street improvements proposed in this report.

Eight new parking lots are recommended, to be developed in the priority listed in Table # 36. These lots will provide 453 spaces...112 existing and 341 new spaces. These sites were selected after careful consideration of several factors, including:

- 1) Nearness to retail and commercial facilities;
- 2) Balance throughout the central business district;
- 3) Land parcel size, for efficient layouts;
- 4) Access to Main Street and good circulation;
- 5) Land cost, as estimated from assessed valuation and existing uses.

The existing lots of Bank of America, City Hall, Copper Kettle, Joseph's (employees) and Safeway will continue as at present. Safeway lot might be purchased or leased if owner desires. The CITELCO lot will probably be moved a short distance east.



CITY OF BISHOP PROPOSED PARKING

LEGEND:

- 2-1hr.....1hr. Parking Free.
- 4-AD.....All day (10hr) meters
- Proposed parking Lots & Numbers.
- Parking District Boundary.
- One Way Streets and Alleys.
- Traffic Signals.
- Crosswalks.

Table # 36

PROPOSED PARKING LOTS

<u>No</u>	<u>Spaces</u>	<u>Area</u>	<u>Comment</u>
1	57	23,360	Present City lot--eliminate meters
2	64	29,614	Purchase from Joseph's and abandon City street.
3	36	14,075	Lease from California Interstate Telephone Co.
4	53	19,475	Purchase-remove old buildings
5	60	20,200	Purchase or lease Inyo-Mono Bank lot-remove some buildings
6	65	27,858	Purchase
7	88	29,900	Purchase, include J.C. Penney Lot
8	30	9,900	Purchase, remove buildings
	<u>453</u>	<u>174,382</u>	

These parking lot purchases, leases and developments should be financed through the creation of a special parking district. There are many different methods of financing available, including:

- 1) Free gift or usage;
- 2) Purchase from general funds;
- 3) Parking meter revenues;
- 4) General obligation bonds;
- 5) Revenue bonds;
- 6) Lease-purchase by city;
- 7) Joint action of municipality and private interest;
- 8) Private enterprise;
- 9) Zoning;
- 10) Special assessment district

The 1943 Parking District Act is an assessment procedure with the program cost paid for by the property owners in the district. To form such a district, a petition must be signed by the owners of at least 51 per cent of the assessed valuation of land (not improvements) and area within the district. The limit of the assessment is 35% of the assessed valuation of land only, or 35% of land and improvements, if signed by 60% of property owners. Although revenue might be possible, the bonds are secured by direct assessments on benefited properties.

There is the usual procedure for establishing such a district:

- 1) Petition
- 2) City Engineer's report on costs and assessments
- 3) Notices to property owners
- 4) Protest hearing
- 5) Ordinance of intention (by City Council)
- 6) Ordinance hearing and adoption
- 7) Acquisition of property
- 8) Assessment spread
- 9) Hearing on assessments
- 10) Payment of assessments, or
- 11) Bond issued for unpaid assessments
- 12) Improvement of property

Payment on bonds is made annually over period not to exceed twenty years. The parking lots are managed by a board of parking commissioners appointed by the mayor. This board is fairly free to operate the lots as they see fit.

It is recommended that these lots have one-hour limits for parking. All one-hour spaces, on lots and on-street, should be controlled by the Parking Enforcement Office and not by meters. Meters should be removed from all these locations and used only for 10-hour spaces. Revenues should be allocated to the enforcement program.

Additional spaces will be created on side streets, by converting some ten-hour spaces to one-hour and by marking new one-hour and ten-hour spaces, as follows.

Table # 37

ON-STREET PARKING

	<u>One hour</u>	<u>Ten Hour</u>	<u>Total</u>
Existing	114	135	249
To be eliminated	-45	-24	-69
Remaining	<u>69</u>	<u>111</u>	<u>180</u>
 New Spaces	 64	 60	 124
Change from 1-hour to 10-hour	48	(48)	0
	<u>181</u>	<u>123</u>	<u>304</u>

The final result will be a major increase in the total number of parking spaces.

PARKING IMPROVEMENTS

	<u>On-Street</u>	<u>Lots</u>	<u>Total</u>
<u>Existing</u>			
One-hour	114	57	171
Ten-hour	135	0	135
Private	0	275	275
Total	<u>249</u>	<u>332</u>	<u>581</u>
 <u>Future</u>			
One-hour	181	453	634
Ten-hour	123	0	123
Private	0	180	180
Total	<u>304</u>	<u>633</u>	<u>937</u>

Chapter XI

RECOMMENDATIONS CONCERNING ADVERTISING AND PROMOTION

This chapter is easy to prepare, for so many good things have already been done. The extensive activity of the Bishop Chamber of Commerce in advertising at sport shows and expositions is quite good and very effective, primarily because it aims at the very people Bishop is trying to attract.

Several recommendations are made which directly affect highway traffic and are considered necessary because of the freeway bypass:

- 1) New, well-designed and good looking signs need to be erected both north and south of Bishop to tell highway travelers of the facilities available in Bishop.

Such signs might be regular billboard size of rustic design, emphasizing that Bishop is the "Service Center of the East Sierra," with motels, restaurants, service stations and complete commercial facilities. The distance to Bishop should be indicated. The signs should be lighted, if possible, to reach night traffic.

Locations might be:

- South of Lone Pine--395
- 5 miles south of Bishop--395
- 5 miles north of Bishop--395
- South of Mammoth Junction--395
- Near Benton Station----6

These signs should be financed by the Bishop Chamber of Commerce. With these up, many of the small, ugly signs now erected by many businesses should be torn down to improve the approach to town. Then new larger "Welcome to Bishop" signs could be erected just outside the developed area of Bishop.

- 2) The Chamber of Commerce should build a "Tourist Information Center" at the southern approach to Bishop, on the right side of Main Street just north of where the freeway off-ramp will exit. This center should be easily visible from the freeway and readily identifiable. It could be the regular Chamber office and should be manned 10 hours a day, 7 days a week. The several communities which have such centers have had great success in improving tourist business.

This Center should have full information on motels, rest-

aurants, service stations, sporting goods, campgrounds, skiing conditions and answers to 1001 other questions.

- 3) The Motel Owners might consider a united reservation service with centralized control at the Chamber office, so anyone coming or calling to Bishop could make a reservation in one call.

This is of course, most important during the sull summer season when motels reach full capacity.

As a further improvement, a leased telephone line to Los Angeles might be considered. Then, toll-free, a Los Angeles resident can make and confirm his reservation in a Bishop motel.

- 4) In order to improve the image of Bishop and improve freeway signing, the Bishop City Council and Inyo County Board of Supervisors should rename the two main streets of Bishop, as shown:

Main Street to Sierra Highway
Line Street to Bishop Creek Road

These will be the names put on the freeway off-ramp signs and should be much more effective in promoting the city and attracting motorists off the freeway. In addition, "Sierra Highway" as a business address on mail sent out of town should help promote the area.

- 5) The City, County, and Chamber must work with the State Division of Highways in assuring adequate signs on the freeway approach to Bishop.
- 6) Good signs must be erected on Main St. to show the way to the existing and new parking lots. They are useless to travelers if they can't find them.
- 7) Radio Station KBIS should advertise itself better by highway signs (perhaps on those recommended in #1) so motorists can tune in. Some improvement must be made in reception in Southern Inyo County, so that people can listen as soon as they pass Little Lake. This is not usually possible now.
- 8) Both the City of Bishop and County of Inyo should establish separate funds for motel tax receipts. This money should be used only for:

Recreation Development
Advertising and Promotion

This is important, for unless a separate fund is set up, the money can easily be lost in the general fund.

Perhaps the two agencies could combine to an Inyo County Recreation Promotion Agency or a county chamber of commerce. In either case, a full-time staff with adequate advertising budget will be possible.

Chapter XII

RECOMMENDATIONS CONCERNING RECREATION

Recreation, whether outdoor sports, nature study or backyard loafing, is an essential part of Southern California living. Yet Southern California's growing population, with its increased leisure, rising income, and greater mobility, is multiplying recreational demand faster than it can be supplied. The challenge of offering adequate and balanced recreation opportunities to a wide range of people can only be met by a bold new program to develop the rich recreational resources of the Inland Empire (1)

The demands for all forms of public recreation are expected to rise sharply to 1980. These tables from Developing the Inland Empire illustrate the increase in demand and use.

- (1) From Developing the Inland Empire, Southern California Research Council, 1961.

Table # 38

Estimated Trend of Outdoor Recreation Use Eleven Southern California Counties

<u>Activity</u>	Selected Activities, in Activity Days*		<u>Percent Increase</u>
	<u>Estimated 1958 Use**</u>	<u>Projected 1980 Use**</u>	
Camping	8,443,727	69,827,800	727
Riding & Hiking	2,376,778	16,991,500	615
Boating	11,954,758	50,050,400	319
Picnicking	25,833,021	92,318,500	257
Winter Activities	3,224,073	9,605,300	198
Swimming	70,539,635	197,076,000	179
Fishing	7,751,700	18,375,000	137
Hunting	1,817,755	2,505,000	38
Total	131,941,447	456,749,500	246

* An "activity day" is defined as the participation by one person in one recreation activity in one day.

** Excluding community activities.

Source: California Public Outdoor Recreation Plan, Part II, Tables N.O.

Table # 39

Estimated Trend in Total Outdoor Recreation Use
 Selected Public Recreation Activities
 in Activity Days

<u>County</u>	<u>Estimated 1958 Use</u>	<u>Projected 1980 Use</u>	<u>Percent Increase</u>
Inyo	906,168	5,560,400	514
San Bernardino	6,897,687	36,080,200	423
Santa Barbara	4,201,174	21,901,800	421
Mono	2,533,141	13,147,100	419
Riverside	4,995,147	24,164,700	384
Ventura	4,701,107	20,369,700	333
San Diego	15,499,551	61,529,100	297
Orange	17,476,129	50,643,500	247
Imperial	4,292,039	13,069,000	205
Los Angeles	64,610,201	185,484,100	187
Kern	5,829,103	14,799,900	154
TOTAL	131,941,102	456,749,500	246

Source: California Public Outdoor Recreation Plan,
 Part II, Tables N,O.

While Southern California demand and use will grow by 246%, the increase in the Inland Empire will be approximately 400%.

Recreation is the industry in Bishop and the East Sierra. The prospects of other industry moving into the area are exceedingly dim. Bishop in order to grow and develop, must promote recreation facilities. The existing facilities must be improved and expanded and new ones, of high quality, must be created.

The importance of recreation is underscored by this report on Inyo National Forest, 1964:

New heights were reached in both the number of recreation visits and visitor days of use in 1964. The 2½ million visits is ten times that of 15 years ago. These visits accounted for almost 3 million visitor days of use (3½ times that of 1949)

This increase is expected to continue at the same rate. The Department of Fish & Game expects a 76.9 percent increase in fisherman from 1960 to 1980.

Surveys of the Dept. of Fish & Game indicate that anglers in this area come from:

Los Angeles County	66%
Inyo County	5
San Bernardino County	5
Orange County	5
Kern County	4
San Diego	4
Riverside County	2
Ventura County	2
Santa Barbara	1
Other California	5
Out-of-State	1
	<hr/>
	100%

There are several agencies directly involved in recreation in the area:

U.S. Forest Service
City of Los Angeles Dept. of Water & Power
Bureau of Land Management
Inyo County
City of Bishop
Mono County

Chapter XIII

RECOMMENDATIONS FOR CITY, COUNTY, CHAMBER

The Bishop Chamber of Commerce, City of Bishop, and County of Inyo are the agencies most concerned with the freeway bypass of Bishop. In order to promote the interests of the area, these actions are necessary:

- 1) Land Use Survey of Inyo County must be prepared (see Chapter 8)
- 2) The alternative route considered best by the City of Bishop must be adopted as part of the City General Plan.
- 3) Traffic improvements must be made on Main St. (See Chapter 9)
- 4) A parking district must be formed in the downtown area (See Chapter 10)
- 5) Inyo County must continue to improve Bishop Airport in order to attract recreational flying users.
- 6) The City of Bishop must push an active annexation program. Bishop benefits the whole area and all nearby residents and property owners should be part of this City, in order to provide united efforts, full trading area planning and the benefit of City services.
- 7) Most important, and perhaps the recommendation most lasting in value, is that the City of Bishop appoint a City Administrator. The present City Council, City Clerk and staff are doing a fine job. They are however not experienced or available to do the job of coordinating and promoting the development of Bishop.

In a city such as Bishop, so dependent on the actions of other agencies, it is essential there be a recognized representative of the community to meet and coordinate with such agencies as:

Los Angeles Dept. of Water and Power
Inyo County--esp. County Administrator
Road Department
Park & Recreation Department
County Board of Supervisors

Appendix

- A- Resolution Restating Procedure Relative to Adoption of Freeway Locations by the State Highway Commission
- B- California Streets and Highways Code, Sections 210 Through 215
- C- Major Steps From Inception of a Freeway Project to Approval of Contract by Attorney General
- D- Letter to Major Walter W. Rollins of Bishop from C. A. Sheroington, District Engineer, District 9-Bishop, State Division of Highways, dated November 23, 1964
- E- The Scenic Highway in the State Highway System--Design Standards

5. After the expiration of such period of thirty (30) days, if no hearing is requested, or after such meetings or hearings as the Commission may hold, the Commission will adopt a location for the freeway between the limits under consideration.

6. The authorization referred to in numbered paragraph 3 of this resolution, to give public notice of the Commission's intention to hold a hearing, shall be by resolution of the Commission relating to each specific freeway location proposed to be considered. In all other respects, this resolution authorizes the State Highway Engineer, without further resolution or order of this Commission, to do such things and take such action as may appear to him to be necessary or proper to comply with the above specified procedure.

7. At any public meetings held by the State Highway Engineer, or his authorized representative, any material transmitted by an affected city or county pursuant to Section 75.5 of the Streets and Highways Code shall be presented at the meeting by the person conducting the meeting or hearing, if so requested by the affected city or county, or shall be received in such manner as the affected city or county requests.

8. It is recognized that, in addition to the foregoing, the State Highway Engineer, through his representatives, may hold any additional meetings or hearings required to qualify any highway project for the use of Federal funds pursuant to any Federal statute or rule or regulation promulgated thereunder.

9. The resolution of the Commission regarding the subject matter hereof, adopted on February 18, 1955, is hereby rescinded.

This resolution is hereby adopted by the California Highway Commission at Sacramento, California, this 26th day of February, 1958.

214. In the annual report to the Governor and the Legislature on the activities of the Department of Public Works, Division of Highways, there shall be included a copy of the procedural resolution of the commission adopted pursuant to this article, indicating any changes made during the preceding year. There shall also be included in the annual report a summary of all public meetings held by the department and of all hearings held by the commission and full information as to the adoptions of locations as freeways during the year covered by the report.

215. Failure of the department or the commission to comply with the requirements of this article shall not invalidate any action of the commission as to the adoption of a routing for any state highway, nor shall such failure be admissible evidence in any litigation for the acquisition of rights-of-way or involving the allocation of funds or the construction of the highway.

[Faint, illegible text, likely bleed-through from the reverse side of the page]

On projects in the National System of Interstate and Defense Highways, informal discussions with the Bureau of Public Roads are held and a digest of studies is furnished to them and their concurrence obtained prior to submitting the Engineer's recommendation to the California Highway Commission.

- 14) Upon advice of the Highway Commission, Headquarters office sends prepared form letters through the Districts to local governing bodies notifying them of the Commission's intention to consider adoption of route for proposed project, and asking whether they desire a public hearing by the Highway Commission.
- 15) If local authorities request, a hearing is held by the Highway Commission. The Commission on its own motion may also hold a public hearing if it so desires.
- 16) After the hearing, if held, or after the expiration of a 30-day period following the notice to local authorities, if no hearing is requested, the Highway Commission takes the necessary action to adopt the proposed route.
- 17) On Interstate routes after route is adopted, B.P.R. approval for the specific location is formally requested.
- 18) On Interstate routes after control points are established, maps are submitted to Bureau of Public Roads to secure approval for right of way acquisition and utility adjustments.

(If core area acquisition alone is to be authorized, then map showing centerline and approximate right of way lines is sufficient. If authority requested for complete acquisition, then complete maps should be submitted.)

- 19) Following route adoption, a design work authorization is issued for the completion of surveys and plans.
- 20) After route is adopted, a tentative draft of a freeway agreement is submitted by the District for approval. Headquarters prior approval of schematic plans or geometric plans is obtained if geometric features of interchange design are to be shown in the exhibit map.

When the draft is considered satisfactory from a design standpoint and from a legal standpoint, the District is authorized to have the agreement executed by the local authorities.

On projects in the National System of Interstate and Defense Highways, formal Bureau of Public Roads concurrence is first obtained prior to approval of the draft.

- 21) Surveys and materials reports are completed by the District.
- 22) Geometric designs of intersections or interchanges are submitted by the District to Headquarters for approval. (This may precede the submission of rough draft freeway agreement in some cases.)

Copies of geometric drawings are sent by Headquarters to the Bureau of Public Roads and any comments made by the Bureau are considered prior to approval by Headquarters.
- 23) Site plans are submitted by District to the Bridge Department for bridge design.
- 24) On all Federal-aid projects a general plan is furnished informally to the Bureau of Public Roads Division Office in Sacramento.
- 25) A structural typical section is submitted to Headquarters for approval.

State of California--Highway Transportation Agency
Department of Public Works
DIVISION OF HIGHWAYS
District IX
P.O. Box 847, Bishop, 93514

November 23, 1964

File: 09-Iny-395
Bishop

Mayor Walter W. Rollins
City of Bishop
207 West Line Street
Bishop, California

Dear Mayor Rollins:

This is in reply to your letter of November 17, 1964 informing us of the City Council's action in recommending that freeway construction in or around communities in Inyo County be deferred until all rural portions of freeway are completed, and also requesting our recommendations for minimum standards to be used in upgrading the existing 2-lane portion of North Main Street to a 4-lane roadway.

As you know the California Highway Commission annually votes funds to finance needed highway construction. In considering the scheduling of various projects, consideration is given to such variables as traffic volume, congestion, accident history, economic factors, and other intangibles which might affect either the highway user or the local community. Since financing is controlled by the commission the final responsibility for deciding just when a particular project will be constructed rests solely with that body.

The Division of Highways has a primary responsibility to operate the existing highway system and to plan and construct needed additions. Ample evidence exists to indicate that within the foreseeable future U. S. 395 should be converted to

-3-

The upgrading of the two-lane portion of Main Street to full 4-lane standards will undoubtedly help to eliminate some of the congestion presently noticeable. The desirable curb to curb width for a 4-lane city street section with parking is 64 feet (four 12' lanes and two 8' parking lanes). This could possibly be modified to an absolute minimum of 54 feet (four 10' lanes and two 7' parking lanes). If parking is eliminated throughout the narrow portion of Main Street there is sufficient width to accommodate four lanes of traffic. You should realize that if Main Street is improved to 4-lane standards it will not eliminate the ultimate need for a freeway but only delay construction for a few years (possibly as few as two or three years). Still present will be the many intersections, pedestrian problem, and the problem of motorists entering and leaving curbside parking stalls. Under certain conditions this can very nearly void the use of the outside lanes for the passage of through traffic.

Naturally you are concerned with just how soon freeway construction can be expected. Unfortunately I cannot give you a specific answer. Our policy is to build freeways when they are needed. Even that is a relative thing. There is no precise yardstick that can be applied to highway problems that will say that one day the road is adequate and the next day it is not. The decision as to whether or not a freeway is needed is arrived at after considering all of the available information such as traffic volume, congestion, accident history, availability of funds, the relative needs at other locations, etc. Our guess, at this time, is that the freeway will be needed in Bishop within the next 5 to 10 years. Five years in the future is probably the earliest possible date that we could build, even if you requested us to proceed with all haste. Decided changes in any of the variables could result in some delay. However, all of our past experience indicates that there have been very few places in California where conditions have changed contrary to our expectations resulting in a delay of freeway construction. The opposite is more likely the rule.

THE SCENIC HIGHWAY IN THE STATE HIGHWAY SYSTEM DESIGN STANDARDS

Portions of the State Highway System were designated as State Scenic Highways by the 1963 Legislature to establish the State's responsibility for the protection and enhancement of California's natural scenic beauty by identifying those portions of the State Highway System which, together with the adjacent scenic corridors, require special scenic conservation treatment.

The intent on which Scenic Highway Legislation was based is stated in the report entitled "Plan for Scenic Highways" prepared under Senate Concurrent Resolutions No. 39, 1961 and No. 4, 1962. It may be summarized as follows:

A scenic highway is characterized by the following three attributes:

(1) It is a portion of the *State Highway System* and must fulfill the requirements of such a route; (2) it traverses areas of outstanding scenic beauty; and (3) its location, design and construction receive special attention in terms of impact on the landscape and in terms of visual appearance.

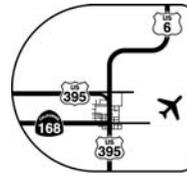
"State Scenic Highways" are to perform in general the same transportation functions as do other non-designated portions of the State Highway System; they will be scheduled for construction as necessary parts of that system; there will be no lessening of safety or service. The proposed Scenic Highway System is composed of routes that are already part of the State Highway System; all that is proposed is that these routes receive special attention as noted above.

It should be understood that this definition, which pertains exclusively to *State* highway routes, in no way precludes the establishment of *local* scenic routes by county or city action; indeed, it is hoped that certain of the scenic motoring requirements of both residents and tourists will be met through such local action.

Scenic routes are to be designed and built as State highways; therefore, they will be built to appropriate engineering and design specifications with regard to such matters as number of lanes, design speed, lane width, super-elevation on curves and other technical criteria. Safety and capacity are not sacrificed in any degree.

The term "design" does not refer primarily to detailed engineering specifications. Rather, it includes the placement of the roadway and its appurtenant structures in the landscape, the modest shifting of alignment or grade to take advantage of view or to preserve the natural character of the terrain, the development of equally satisfactory but esthetically more pleasing criteria, such as the treatment of cuts and fills and median planting, and matters of visual appearance wholly unaffected by geometric considerations. Stated most briefly in this report, the term "design" pertains to the total visual appearance of the roadway and corridor taken as a single composition, after engineering and geometric standards have been applied.

With this concept in mind, the following plan is offered as proposed planning and design standards.



Appendix III

BAACS Public Participation Process Summary

Overview of Approach

Due to the high profile and potentially volatile nature of this study and its association with the “B” (bypass) word, a full public participation plan, utilizing many different tools and techniques, was developed to ensure an open process. A variety of public participation/input strategies were utilized, including: public meetings/workshops, various surveys aimed at gauging public perception and priorities, fair booths, newsletter mailers, audience polling technology, stakeholder group/entity presentations and consultation, a focus group, and a steering committee comprised of key stakeholder representatives and sponsor agencies. Consultant services were also utilized from a statewide master contract with Jones and Stokes to enhance public participation activities.

Public Meetings

The first public meeting was held in June 2003 at Bishop City Council Chambers. All included, there was approximately 40 people in attendance. The primary objective of this meeting was to present an outline of the process and strategies to be used for the study and obtain input and direction on such.

The second public meeting was held in January 2004 at the United Methodist Church. This meeting had the largest turnout with approximately 130 attendees. The primary objective of the meeting was to prioritize the study objectives, share and validate telephone survey data, and identify community values associated with objectives. Automated polling technology was used during the meeting to gather and prioritize audience response.

The third public meeting was held in July 2004 at the United Methodist Church. All included, there was approximately 68 people in attendance. Beyond the standard presentation and input gathering session, information stations were used to further engage the public. The primary objectives of the meeting were to further educate the public on current study findings, alternatives, and various elements, while gathering input and refining direction. Alternate route alternatives, local circulation improvement options, a traffic simulation model, and streetscape improvement opportunities were presented and on display for input and group analysis.

The fourth and final public meeting was held in June 2005 at the United Methodist Church. This meeting had approximately 60 people in attendance. The draft study findings and recommendations were presented and further input gathered. The results of a Community Impact Assessment were also shared. Open house type information stations were held after the formal presentation and input gathering session to further

engage those with specific interests. The primary objective of this meeting was to share the findings and recommendations that would go forward to the sponsoring agencies and how the process would continue on from the finalization of the study.

Surveys

A simple survey was conducted at the 2003 Tri-County Fair in Bishop. Visitors at the Caltrans fair booth were asked to fill out a survey card. The card indicated a preset variety of possible transportation issue for the Bishop area. Fairgoers checked the top three issues they identified with and all results were compiled. In all, 554 surveys were completed.

A much more comprehensive public opinion survey was done in December of 2003. Contracted consultants, Jones & Stokes, subcontracted to Meta Research for a telephone survey of Bishop area residence. The objective was to gain insight as to residence perceptions and opinions on transportation issues in Bishop. This survey technique managed to capture the opinions of a diverse cross section of the public, including business owners, whom had an additional subset of questions. In order to gather a statistically valid number of surveys (over 400 gathered), goals for numbers of households and household types were established as milestones. The results of the survey were shared, validated, and further explored with the use of automated polling technology at the January 2004 public meeting.

The data gathered on the business section of the telephone survey appeared to have been possibly skewed due to input provided by government/public sector employees. A separate business survey was then developed and implemented in June of 2004 to get a better picture of local businesses perspective on transportation issues and possibilities in Bishop. Meta Research was again utilized to perform the survey, which was done via mail in survey. A wide cross section of business types responded, resulting in 75 completed surveys compiled into a report.

The Bishop High School Senior class was surveyed as a project by other students to gage perception from a typically unheard from population. The results for the survey were compiled in April of 2004 and mirrored much of the same results as the telephone survey.

As a component of the Preliminary Community Impact Assessment an out-of-town traveler survey was conducted in February of 2005 in order to gain perspective of those motorists bound for Mammoth Lakes, concerning driving through Bishop. Surveys were left at Mammoth Lakes lodging establishments over a two-week period and later collected. The number of completed surveys collected was too insignificant to draw any sure conclusions from, but the results were interesting none-the-less.

Mailers

Other than the first preliminary public meeting, all meetings utilized extensive invitation/fact sheet mailers. All Bishop area residence where initially mailed an invitation/informational pamphlet. As things progressed the mailing list was further

refined to include over 500 contacts. All meeting invitation pamphlets included study overview information as well as facts about key components in order to inform as much as invite. Several mailings were also utilized between public meeting periods in order to keep the public apprised of the study developments and encourage further participation.

Stakeholder group involvement

The Project Development Team (PDT) was comprised of the appropriate Caltrans functional units as well as the primary stakeholder entities. These entities included: City of Bishop, Inyo County, Los Angeles Department of Water & Power, Bishop Paiute Tribe, Bishop Chamber of Commerce, and at times others. The PDT was continually used to confirm the approach and strategies for the study as well as reflect upon new information as gathered.

City of Bishop staff and officials were present at the PDT meetings, Local Transportation Commission meetings, and public meetings where the study was discussed.

Inyo County staff and officials were present at the PDT meetings, Local Transportation Commission meetings, and public meetings where the study was discussed.

Bishop Tribe staff and officials were present at some of the PDT and public meetings. Some additional outreach was also initiated with the Tribe on a Government-to-Government consultation level through letters and presentation/workshops.

Bishop School Districts administration was engaged in the study early on due to the connection with peak traffic period trip generations. Several one-on-one workshop style meetings were held with the school administrators to share information on the study as well as gather insight from the schools and their many functions.

Northern Inyo Hospital administration was engaged on some one-on-one meetings to share study information and discuss possibilities of local circulation improvements.

Bishop Chamber of Commerce was engaged in some of the PDT meetings as well as the public meetings. The Chamber also assisted with the development of the Bishop Business Focus Group activity conducted as a component of the PCIA.

Other strategies used

At both the 2003 and 2004 Tri-County Fairs in Bishop, a Caltrans booth was present that offered information, displays, and the ability to gather input. At the 2003 fair, a simple questionnaire was used to survey fair goers' perceptions of transportation issues. At the 2004 fair, an interactive web based computer program was developed to inform fair goers about the study and gather input. Knowledgeable staff, were also on hand at both fairs to interact with fair goers, answer questions, and take input.

A Bishop business focus group was conducted as a component of the Preliminary Community Impact Assessment. Focus group businesses that participated included an art gallery, bookstore, financial institution, casino, gas/service station, restaurant, fast food restaurant, sporting goods, furniture store, and office supplies store. All of these businesses front US 395/Main Street, excluding the furniture store. The focus group was conducted by a consultant, with the intent of gaining more information on the business community's trends, operations, issues with transportation, and ideas for addressing those issues. Fortunately a diverse cross-section of the local business community was engaged in order to get a decent representation of viewpoints.



Bishop Area Access and Circulation Study Process Flow Chart and Stakeholder Involvement

The Bishop Area Access and Circulation Study

Caltrans began work on the Bishop Area Access and Circulation Study (BAACS) in early 2003 to examine traffic and circulation concerns, look at ways to potentially improve the movement of through traffic, and improve the safety and accessibility for all modes of transportation.

PDT Input - Caltrans seeks frequent input from the Project Development Team, which is comprised of public agency and transportation planning representatives.

Alternatives Analysis
Western and eastern alignments are being examined as possible alternative routes for U.S. 395.

Business Survey
75 businesses along the U.S. Highway 395 corridor concluded that parking and truck traffic are chief concerns in Bishop.

Public Workshop
68 community members provided input to guide study alternatives analysis including an alternate route, local circulation improvements and streetscape enhancements.

Preliminary Community Impact Assessment (PCIA)
The PCIA will examine proposed study alternatives and associated impacts on the community.

Focus Group of Businesses/ Survey of Travelers
A focus group of Bishop businesses and a survey of out-of-town travelers will be conducted to supplement PCIA data.

Public Meeting
A public meeting is slated for June. Caltrans will present study updates and PCIA results.



Public Meeting
The first public meeting was held to introduce the study and its purpose.

Public Opinion Survey
More than 400 Bishop residents and businesses indicated that the top transportation issue is congestion on Main Street, and identified an alternate route (primarily for trucks) as a viable solution.

Public Workshop
130 community members ranked study objectives and community values. The top community value indicated was child safety.

Traffic Model Development and Analysis
The traffic model will predict traffic flow for various improvements.

Stakeholder Input
Ongoing outreach to community groups to obtain key study input.

Public Outreach - Tri County Fair
A computer-based program was developed to provide and obtain information on BAACS alternatives and local circulation recommendations.

Public/ Stakeholder Outreach
Presentations will be made to stakeholder groups in Bishop.

Study Completion and Final Report

DRAFT
Public Participation Plan
For
Bishop Area Access & Circulation Study



June 24, 2003



California Department of Transportation
District 9
500 South Main Street
Bishop, CA 93514
Contact: Forest Becket (760)-872-0735
forest_becket@dot.ca.gov

Preface

This public participation plan is meant to be a **living document** oriented at serving this particular project. Through ongoing input and evaluation, changes may be made throughout the life of the project to address the plan's effectiveness. The following are the guiding principles for public participation efforts:

1. *Adhere to Democratic Principles*
2. *Maintain Continuous Contact*
3. *Provide Active Outreach*
4. *Focus Participation on Decisions*
5. *Use a Variety of Public Involvement Techniques*

Introduction

The Federal Transportation Equity Act for the 21st Century (TEA-21) and its predecessor, the Federal Intermodal Surface Transportation Efficiency Act stress the role of public participation in the transportation decision-making process. The Executive Order 12898 on Environmental Justice (1994), Title VI of the Civil Rights Act of 1964, Federal Highway Administration and Federal Transit Administration Interim Policy on public involvement, and a host of other federal laws and regulations all require public involvement in transportation decision making.

Caltrans' policy also requires that the delivery of transportation programs be consistent with the requirements of these relevant laws, including Environmental Justice requirements to involve all constituents as a precondition to using federal funds for transportation improvements. Caltrans supports a balanced representation of all stakeholders in the planning process and considers it a good planning practice to seek out and consider the needs of all stakeholders, especially those that are traditionally underserved.

The greater emphasis that is being placed on the need for more public involvement is borne from the realization that there are tangible benefits to this inclusive planning practice as well as a recognition of fairness and equity. A public that is well informed regarding the transportation decision-making system and processes can be a more effective partner in shaping California's transportation future. Including the public early in the planning process is likely to result in the following:

1. *Increased credibility*
2. *Greater public support and trust*
3. *Projects that better reflect the interest and needs of the community*
4. *More efficient use of public resources in the future because projects will move forward smoothly, with less need for re-evaluation*

Project Background

The concept of an alternate US 395 Highway alignment and potential connection to US 6 Highway, that avoids downtown Bishop has been around for over 40 years. To study the possibilities of such a project, the Division of Highways completed a Bishop Freeway Study in 1966. This concept has more recently resurfaced and been identified in the 1993 City of Bishop General Plan, 2001 Inyo County General Plan, 2001 Inyo County Regional Transportation Plan and associated Overall Work Program. The need to further address Bishop Main Street has become compounded with the removal of some on-street parking in 1994 in order to add a center turn lane to address safety concerns, the increase in interregional truck traffic, and the need to improve airport access from town.

The need to initiate addressing downtown traffic congestion and the associated impacts on the community and business environment has lead the City of Bishop to request the Inyo County Local Transportation Commission (LTC) and the California Department of Transportation (Caltrans, District 9) to begin work on a Bishop Alternate Route Study. In October of 2002 Inyo County LTC submitted a completed and signed Caltrans Project Proposal Form to initiate the study. In February of 2003 Caltrans, City of Bishop, Inyo County staff and representatives met to discuss the approach of the study. It was decided to prepare the study as a Project Study Report (PSR), in order to streamline the potential for further programming of projects from the study.

Study/Project Overview

As identified in the Project Proposal and to be further refined in the Project Study, the basic Purpose and Need is to:

- Reduce vehicular and truck traffic congestion on US 395 in the Bishop area between Schober Lane and Barlow Lane.
- Create a more livable/walkable community in the downtown Bishop area.
- Improve safety to traffic, bicyclists and pedestrians along the US 395 corridor in the Bishop area.
- Improve ground access to the Bishop Airport.

Study Timeline / Process

⊕ <u>April 03</u>	<u>Initial Scoping</u>
⊕ <u>March 03 - August 03</u>	<u>Traffic Study / Data Collection</u>
⊕ <u>June 03</u>	<u>Scope & Timeline Refinement</u>
⊕ <u>May 03 - July 03 (ongoing)</u>	<u>Public Participation Plan Development</u>
⊕ <u>August 03 – December 03</u>	<u>Data & Constraints Analysis</u>
⊕ <u>June 26, 2003</u>	<u>Public Scoping Meeting</u>
⊕ <u>December 03 – August 04</u>	<u>Alternatives Analysis</u>
⊕ <u>January 04</u>	<u>Public Workshop</u>
⊕ <u>August 04 – November 04</u>	<u>Public Review Process</u>
⊕ <u>August 04</u>	<u>Public Workshop</u>

⊕ November 04	Final Public Meeting and or Hearing
⊕ January 05	Final Analysis Completion
⊕ April 05	Project Study Completion

Note: Timeline is subject to change from various conditions and circumstances.

Goal and Objectives for this Public Participation Plan

GOAL: To efficiently maximize diverse public participation throughout the life of the study and ensure collaborative input, facilitate community vesting, and maintain viable tracking and evaluation of such efforts.

OBJECTIVES:

- Early and continuous stakeholder and public involvement in refining the scope of the study.
- Assist in building consensus on the study. Consensus in the sense that all groups and individuals can live with a proposal, with given compromise.
- Enhance the development of a collaborative effort between the public, Inyo County Local Transportation Commission, City of Bishop, Caltrans, and other affected entities.
- Increase the level and quality of public involvement.
- Ensure consideration is given to the full gamut of community concerns.
- Be a tool for tracking, documenting, and evaluating public participation/outreach efforts.

List of Involved and Affected Stakeholders

A list of interested individuals will be developed through solicitation at public meetings and from media releases, flyers, etc. This list may include the names, street addresses, phone numbers, and or email addresses depending on the preferred notification method selected by that person. This information will not be released to the general public, but may be made available to Caltrans, Inyo County, and City of Bishop staff for the sole purpose of public notification and project updates.

For the Bishop Alternate Route Study the following groups have been identified:

<u><i>Key Agency Participation</i></u>
Inyo County Local Transportation Commission
City of Bishop
Inyo County
California Department of Transportation
Los Angeles Department of Water and Power
Bishop Paiute Tribe
Bishop Area Chamber of Commerce

<u><i>Other Potential Entities</i></u>
--

California Highway Patrol
Bishop Volunteer Fire Department
Bishop City Police Department
Inyo County Sheriffs Department
Bishop Airport
Bishop Area School Districts
Resource & Regulatory Management Agencies (i.e. Fish and Game, BLM, Forest Service, etc.)
Emergency Response (ambulance service) & Northern Inyo Hospital
American Automobile Association (AAA)
Tour Bus Industry
American Trucking Association
Local Non-Profit and/or Community Based Organizations(i.e. IMACA, IMAAA, IMAH, etc.)

<u><i>Other Stakeholders</i></u>
Bishop Area Residents
Traveling Public
Bishop Business Owners
Special Interest / Civic Groups

<u><i>Local Environmental Justice and Special Needs Populations, such as:</i></u>
Native American
Latino
Low Income
Disabled
Elderly

General Approach

- Caltrans sponsored public meetings will be held with sufficient notification to all parties (minimum 14 day notification, if possible). In order to continually improve the quality and quantity of participation, these meetings will be continually evaluated for their effectiveness, with changes made as necessary to such things as location, meeting format, and notification methods.
- The frequency of public meetings should correspond with key points of progress in the study, such as decisions and milestones. An example of public meeting frequency (indicated with yellow stars) and study timeline is attached below. Depending on further input, the frequency of full-blown public meetings may increase or decrease.

- Project development team meetings, which involve key affected entity participation, will occur periodically throughout the project. Other special meetings may be held with impacted agencies, groups, and individuals. These meetings will not be open public meetings, but decisions/conclusions that are the result of these meetings will be reported at the next public meeting.
- Background information, how studies are performed and projects developed, concepts, and decisions should all be presented in such a way that the public can clearly understand them.
- All facilities used for public meetings will be chosen with ADA compliance/accessibility in mind. Other special accommodations will be made available for these meetings upon requested.
- Appropriate local events will be utilized for further outreach with information/displays on hand to solicit public interest and input.
- Information on the progress of the study will be disseminated using those methods preferred by interested individuals and entities. Such methods may include:
 - Mail: Brochures, newsletters, and flyers*
 - Email: Electronic flyer or notification*
 - Fax: Flyer or notification*
 - Web Page: Post updated flyers, notices, etc. on Caltrans District 9 Home Page*
 - Media: Newspaper articles, press releases, local television interviews/announcements*
 - Other: Community progress bulletins.*
- Meeting notifications will go out directly to those people that are on the contact list for this study. The general public will be informed at the same time through local media and bulletins. These combined methods may include:
 - Mail: Flyers and announcements*
 - Email: Electronic flyers and announcements*
 - Fax: Flyer and announcements*
 - Web Page: Posting on Caltrans District 9 Home Page*
 - Media: Public Service announcements on local radio (KDAY, KBOV/KBIS) and newspaper (Inyo Register)*
 - Other: Community bulletins (strategically located as appropriate)*

Specific Strategies and Approaches

NOTE: As with much of this document, changes, additions, and alterations need to be made in order to customize this plan to meet the needs of the particular project and stakeholders. This can only be accomplished with significant input from all stakeholders. This is particularly important to the development of the specific strategies and approaches. These are the tools, techniques, and methods which will channel the who, what, when, where, and how of information dissemination and participation. The following is a list of potential strategies and approaches.

- **Public Information Material**

- Web site (Caltrans District 9 home page link: www.dot.ca.gov/dist9/) with meeting announcements, study progress updates, potential displays of data and analysis, and comment box.
- Brochures or flyers mailed out and available at various public locations with information on project status (every 6 months or at major milestones).
- Press releases in local newspapers and radio announcing public meetings, along with meeting notices mailed out directly to individuals that sign up on the contact list.
- Two project information mass mailings to all Bishop Area Residence. The first just before the second public meeting and beginning of the alternative analysis phase. The second just before the last public meeting and end of public review process. Area resident lists will be provided by the City of Bishop and Inyo County.
- Final report summary will be mailed out upon project study completion. Highlights of this report will be disseminated through local media.

- **Drop in Center (agreed upon tool)**

A common ground place like the Bishop Chamber of Commerce Visitor Center, Bishop Library, or City Hall could have a small display corner with information on the study, contacts, brochures, etc.

- **Potential Special Group Formations (still just potential, with one confirmed addition)**

- A special mailing/survey should be mailed out to all Bishop Main Street Businesses. It is additionally recommended that a special group be formed to solicit participation from the business owners.
- Citizens Advisory Committee: Representative group of stakeholders that meets regularly.
- Collaborative Task Force: A group assigned to specific task with limited time to reach a conclusion on a difficult issue.
- Focus Groups: A tool to gauge public opinion. A small group discussion, with professional leadership, on a single topic.

- **Meeting Types**

- Public Meetings: Present information to the public and obtain informal input (format used for first public meeting).
- Public Hearings: More of a formal/legal required forum to record comments and concerns (may be required at the end of the study).
- Open House/Forums: An informal setting with no set agenda, but involves exhibits and one on one discussions with staff (may be utilized to display data and analysis).
- Workshops: Task-oriented meeting organized around a particular topic or activity (there will definitely be one public workshop oriented towards solution analysis).

- Face to Face Meetings: Direct two-way communication (will be utilized with specific groups and entities).
 - Computer-Based Polling: Electronic audience response systems that generate real time survey results through dynamic public participation (trying to obtain these services for one meeting)
- **Preferred Meeting Times and Days**
 Times: The most optimal time for having public meetings is suggested as 7 – 9 p.m.
 Days: The most optimal days for having public meetings are suggested as Wednesdays & Thursdays (midweek).
- **Suggested Bishop Meeting Facilities (Facility used will have to work with the type of meeting being held)**
 - City Council Chambers (1st Public Meeting held here on 6/26/03)
 - Senior Center
 - DWP Conference Room
 - Elks Lodge
 - Charley Brown Auditorium
 - Bishop Elementary School Multipurpose Room
- **Special Presentations**
 - The scope and approach of the study will be presented to the Inyo County Board of Supervisors and the Bishop City Council shortly after the first public meeting.
 - Study update presentations will be made to the Inyo County Board of Supervisors and Bishop City Council when major milestones are reached, or no less than six months.
- **Consultant Services**
 Consultant Services that are already contracted for with Caltrans are being sought to assist with certain aspects of this public participation effort. Such services may entail assistance with publication development, mass mailings, special workshop developments and facilitation, and polling/survey technology enhancement.

Monitor and Evaluate

This public participation plan will need to be continually monitored and evaluated for its effectiveness, with adjustments and corrections made as necessary. This will take place through input gathered at meetings, surveys, and the identification of obvious deficiencies. Changes to and refining of the Public Participation Plan are expected and will take place over the life of the Bishop Alternate Route Study.

Types of changes that may be expected:

- Changes in the way that public notification is accomplished.
- Additions and/or deletions from the notification list.
- Changes in types or numbers of public meetings.

- Addition of public involvement and notification methods that have not been specifically identified within this document.

Documentation

All comments and concerns received will be documented and made available. Attendance and perception of effectiveness at public meetings will be documented and attached to this document as appendixes. Survey results will be compiled into summaries and graphs and also attached as appendixes to this document. A final report will be prepared at the completion of the study to document the dates, events, and main areas of concern compiled and addressed throughout the public participation process of this study.

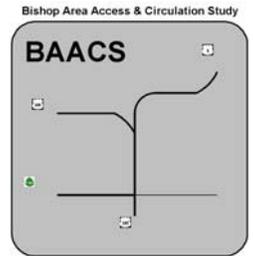
Comments will be handled as follows:

- Document comments, successes, and deficiencies after each public meeting.
- Respond as appropriate to comments received at meetings and through other formats (within 30 days).
- All comments will be documented, compiled, displayed, and made part of the final product.
- All comments and suggestions will be considered in the scoping of the study, with changes made to the scope and methods throughout the study as necessary.



BAACS NOTES & COMMENTS

6/26/2003 Public Meeting



Introductions

Brad Mettam – Opened the meeting with a description of how and why the study got initiated and what the goals are.

Julie Bear – Described why the County Board of Supervisors is supportive of such a study and the need for it.

Bob Kimball – Gave an overview of the development of the study's purpose, need, and goals. Also described the Local Transportation Commission support for the effort.

Description of Study Process

The main segments of the two-year study process entail:

- Traffic study/ data collection
- Problem, constraints, and opportunities analysis (development of alternatives)
- Public review process
- Final analysis completion
- Public and special interest group involvement throughout

Description of Data Collection

State Highway data collection entails:

- US 395 weigh-in-motion station south of Big Pine (counts and classifies) and other US 395 permanent count stations between Big Pine and Round Valley.
- US 6 permanent count station with classification capabilities.
- State Route 168 permanent count stations

County Road data collection entails:

- Selected Bishop Area arterial and arterial collector roads have had (temporary) directional volume counts done by Inyo County Road Department.

City Streets data collection entails:

- Caltrans temporary hose counts (Spring of 03) on selected arterial and arterial collector streets.

All location of counts are mapped and identified and will be used to develop a computer model of Bishop area circulation.

Expected Results

- The study will entail looking for near, mid, and long range solutions.
- Primarily looking for solutions to safety, congestion, and improved access; not necessarily new highway alignments.

Public Participation Plan Input

The strategies and methods to be used for outreach and public participation were solicited from those in attendance.

- People were interested in the data and would like it made available in understandable formats. Workshops are an idea to assist people in interpreting the data.
- Newspaper ads and articles pertaining to the study would be good.
- There should be a special mailing to the business owners downtown, in order to solicit participation.
- The subject of mass mailings to Bishop area residence was received well. Similarly contacting greater Inyo and Mono counties was also suggested. This would probably have to be done through media and not direct.
- Other venues/facilities were also suggested for holding meetings:
 - City Council Chambers
 - Senior Center
 - DWP Conference Room
 - Elks Lodge
 - Charley Brown Auditorium
- The times suggested for having these public meetings are 7- 9 p.m.
- The days suggested for having public meetings are Wednesday & Thursday (midweek).
- Other entities that should be included in the stakeholders list: Ambulance / Emergency Response entities and the Hospital. IMAH also wanted to be identified as an involved stakeholder.
- The idea of a Drop-in Center was well received. City Hall was also suggested, along with Chamber of Commerce and Library, as a location to have a drop-in center.

Round Robin Discussion

- Economic analysis should be a key factor to this study.
- It seems like we have had a shift from being congested with interregional traffic to being congested with local traffic.
- The community has to have some ideas to visualize. January or February of '04 would be a likely time to have a potential design/alternatives workshop with the public.
- A bypass is what people are afraid of, with potential for satellite development. If an alternate route did come about, satellite development would not occur with our unique land ownership situation, Caltrans encroachment and access control, and County zoning.
- Fast food and gas services could be negatively impacted with an alternate route.
- Trucks can be required to use an alternate route, but cars can not be restricted from using it.

Comments Received from Cards (specific to the study)

1. "Include Northern Inyo Hospital as an interested entity."
2. "Good start! Traffic volumes on 203 and 395 near Nevada Border and near Olancha would be helpful. Try not to let a few Bishop business' ruin it for all motorists."
3. "In regards to the bypass idea – why not make the bypass a voluntary one. The excess truck traffic is not local – they are trying to go further than Bishop. I think the local vehicles and food traffic will be safer with new and improved crosswalks too."
4. (Received via pre-prepared letter slipped into comment box)
In summary of one and a half page letter: "Caltrans needs to pursue a by-pass coupled to better city street circulation. This is the best option for the citizens, businesses, and tourist industry of Bishop. It will foster a well-integrated community that is prepared to deal with the inevitable future expansion and population increases of the future."

Comments Received after the meeting through the mail

1. In summary of a one page letter (dated July 1, 2003): This Bishop area resident thought the first meeting was good and well conducted. The resident was involved in the development of a similar study conducted in the 1960's pertaining to an alternate Bishop route. The resident notes that at the time a vast majority of people were for a Bishop bypass, which was derailed by a handful of business owners and politics from Sacramento down. *It is suggested that a poll or vote be conducted to determine whether to bypass or not.* Business people seem to support a truck route only bypass. Some business people believe that a bypass would destroy the downtown business, but what they fail to mention is that up to a quarter of the businesses are already

closed down and vacant. *“The average citizen should have a say in the study determinations, it should not be left up to the councilmen and other politicians as it was in the past.”*

2. In summary of a one plus page letter (dated July 1, 2003): Consideration of three points: 1) Enhance and Promote Safe Bicycling: Would like to see “enhancing and promoting safe bicycling as a main goal of the study.” “The absence of direct or continuous north-south corridors and the mismatch of east-west streets necessitates circuitous routes involving many left/right turns on major streets.” Cycling should be adequately addressed in this study. 2) Need for City Planning as a part of the process: A third party professional city planning consultant should be brought into the process so that the future of the community does not rely solely on the input and limited experience (and fears) of the local residents or business owners. 3) Special Needs of business community: The business communities’ views and ideas should be considered, but all interests need to be balanced in this process. There are likely groups that will be poorly represented in the process, such as cyclists(including children), pedestrians, elderly, and Hispanic, yet they have a strong interest in making Bishop a safe, livable, attractive community.
3. In summary of a two page letter (dated June 29, 2003): Concerns addressing two items – Safety on Main St. and Improvement of businesses on Main St. Safety: The increase in traffic volumes and the elimination of some main street parking have made downtown more dangerous. There have been instances when “no parking” signs bordering the roadway have been wiped out by extralegal loads. Bishop High School campus has an open policy and no cafeteria, therefore students frequent downtown eating establishments on the eastside of the highway. There are a number of large trucks carrying hazardous cargo that go right through downtown, such as sodium cyanide, explosives A, B, and C, DOE high level fissile, and crude oil. Hammil Valley and Fish Lake Valley carrot trucks run over 5,000 legs a year through town. Trucks tear up the downtown asphalt and make it rut quickly. Bishop is not conducive or convenient for big trucks. Business: Getting the trucks and some of the traffic out of downtown would allow for certain revitalization measures to main street. At the “About Bishop Corridor 2000” meeting all of the downtown merchants in attendance were in favor of an alternate route to Main Street. The City Council was receptive to the same concept and the Bishop High School Board has enthusiastically endorsed the concept. If this had been done 25 years ago, we would be enjoying the rewards.

Bishop Tri-County Fair Survey

Front of Survey Card

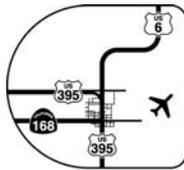
T-Shirt Drawing

Name: _____

Mailing Address: _____

City: _____ State: _____ Zip Code: _____

T-Shirt Size (circle one): Large Extra Large



BISHOP AREA
ACCESS & CIRCULATION STUDY



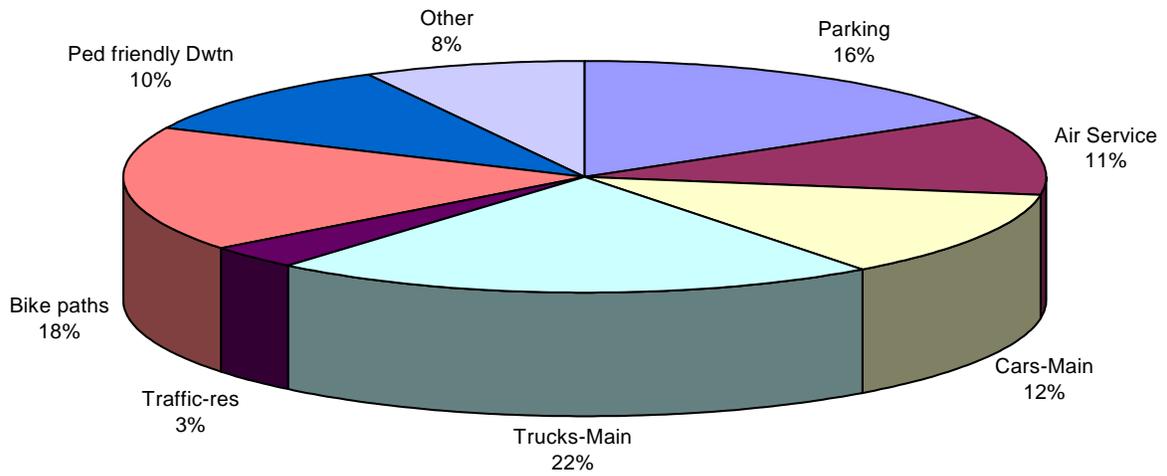
Back of Survey Card

What do you think are the most important transportation issues in the Bishop Area?
(please check your **top 3 issues**)

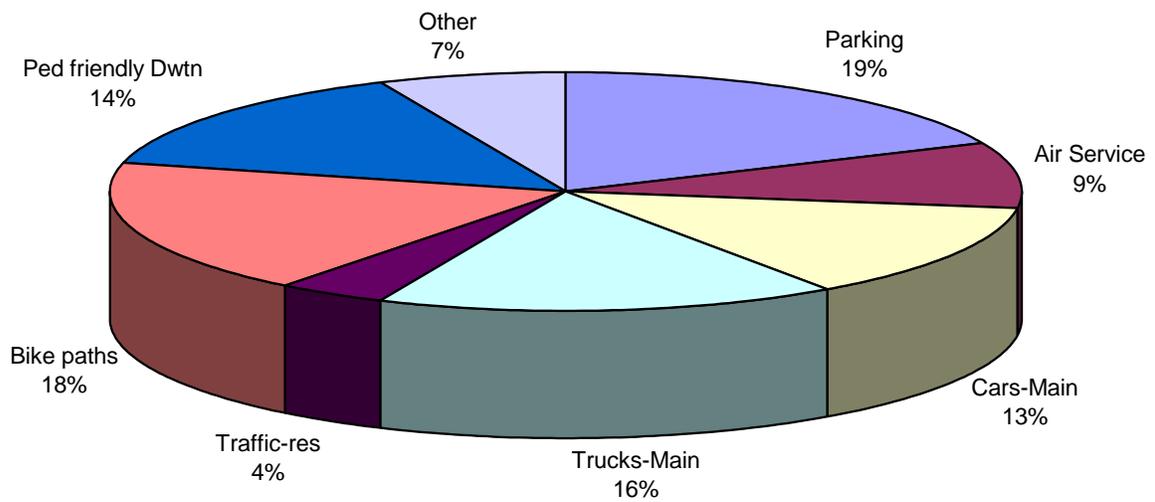
	<u>Results</u>
<input type="checkbox"/> Parking	236
<input type="checkbox"/> Need for passenger air service	157
<input type="checkbox"/> Too many cars on Main Street	176
<input type="checkbox"/> Too many trucks on Main Street	306
<input type="checkbox"/> Too much traffic on residential streets	49
<input type="checkbox"/> Need for bicycle paths in Bishop	253
<input type="checkbox"/> Downtown not pedestrian friendly	145
<input type="checkbox"/> Other _____	112 (written)

554 Surveys gathered

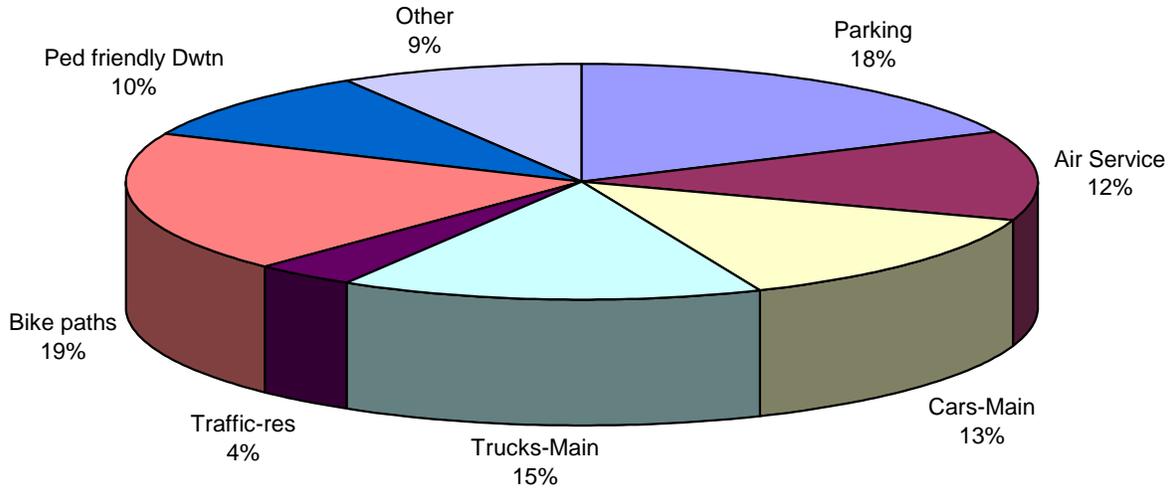
Bishop Tri-County Fair Survey (Totals)



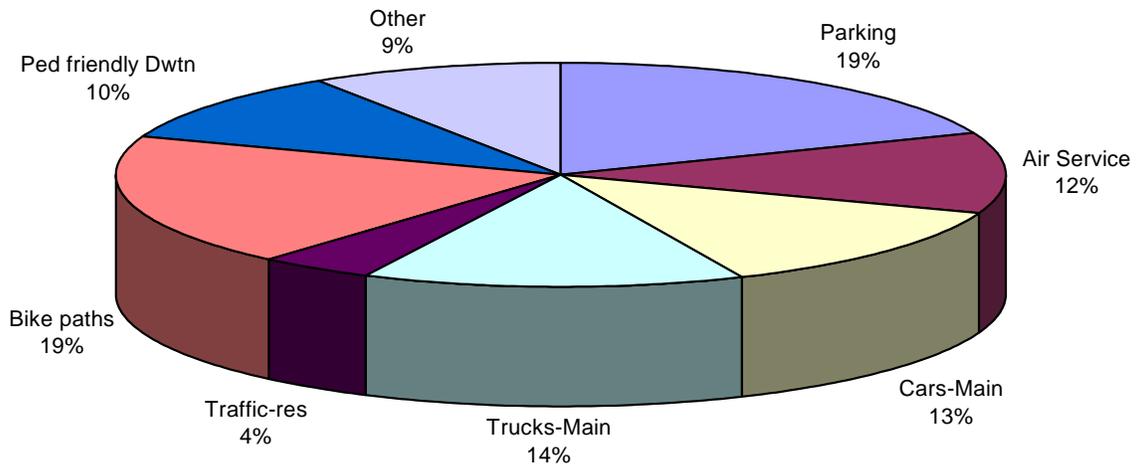
Bishop Tri-County Fair Survey Results (Interregional Travelers Only)



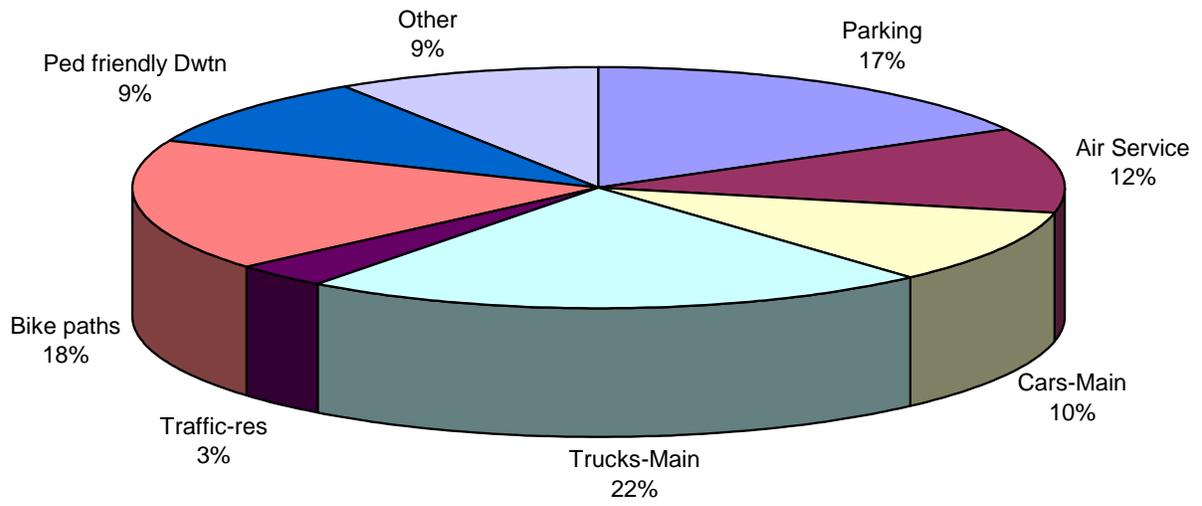
Bishop Tri-County Fair Survey Results (Local Inyo & Mono Only)



Bishop Tri-County Fair Survey Results (Inyo County Only)



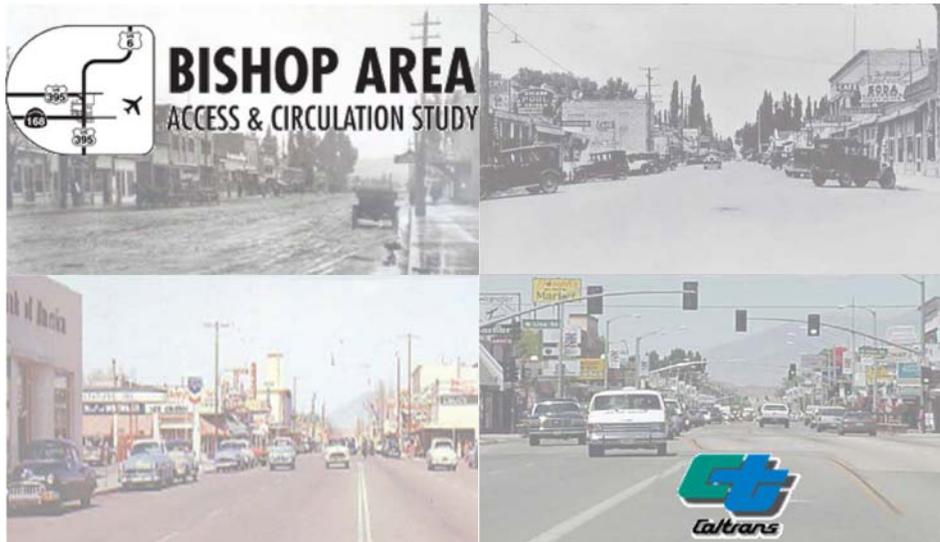
Bishop Tri-County Fair Survey Results (Bishop Only)



BISHOP AREA ACCESS AND CIRCULATION STUDY

Public Opinion Survey

(JANUARY 2004)



SUMMARY & REPORT OF FINDINGS

SUBMITTED BY:

META RESEARCH, INC.

**Bishop Area Access and Circulation Study
For
The California Department of Transportation, District 9
January 2004**

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I. Executive Summary

Overview

Meta Research was retained by Jones and Stokes on behalf of the California Department of Transportation to conduct and analyze a survey of the residents of the area of Bishop, CA. The study had multiple objectives, with the primary objective being to gather public opinion data of transportation issues in the Bishop area. Interviews were conducted between December 15 and December 22, 2003, with 407 residents of the Bishop area.

The study used a random-digit-dialing telephone sample and was conducted using a Computer Aided Telephone Interviewing (CATI) System to maximize accuracy and handle complex skip patterns.

Meta Research staff assigned to this project were Stephen Murrill, President, Shannon Wheelan, Research Analyst, and Patricia Jenkinson, Senior Research Consultant.

Salient Results

In reviewing the detailed findings of the survey, a number of salient results emerged and are highlighted below.

- Residents agreed that there are important transportation policy issues in the Bishop area. There was no consensus on a single, most important transportation issue or solution. Results showed that several options were supported but the community is divided on which issues and solutions to pursue. The survey did not conclusively point to one solution but created areas to explore with local governments and public stakeholders to identify workable solutions.
- When asked top of mind, the most frequent response for the number one transportation issue was local transit/bus service, followed by too many trucks on Main St/Highway 395, then congestion on Main St/Highway 395.
- When asked about the seriousness (very or somewhat serious) of transportation issues, congestion on Main St/Highway 395 was the most frequent answer, followed by too many trucks on Main St/Highway 395, then lack of passenger air service.
- Opinions of major transportation issues tended to vary by age, income, race/ethnicity, and those who drive alone or carpool. Older residents were more concerned with Main Street congestion, too many trucks on Main Street, and lack of passenger air service. Middle-aged respondents focused on inadequate parking and transit/bus service. Younger residents were concerned with getting around town as a pedestrian or by bicycle and transit/bus service. Those in higher income brackets were more concerned with getting around town as a pedestrian or by bicycle. Middle-income respondents focused on Main Street congestion while those in lower income brackets were concerned with inadequate parking and transit/bus service. Hispanic respondents focused on getting around town as a pedestrian. Those who typically

carpool were more concerned with the ability to safely ride a bike around town and transit/bus service.

- Solutions to local transportation issues mentioned most often were a bypass, creating a truck route, improving the local transit/bus service, and bringing in passenger air service.
- Solutions that had the strongest support (either very supportive or somewhat supportive) were constructing an alternate route for truck traffic, followed by improving parking throughout the Bishop area, and then improving the options for bike riding. Making no improvements and constructing an alternate route for through traffic were strongly opposed.
- Opinions regarding solutions to transportation issues varied by length of time living in the Bishop Area, age, area of residence, race/ethnicity, and those who drive alone or carpool. Those who have lived in the area for twenty years or more favored a bypass. Those who have lived in the area for eleven to twenty years favored improving public transportation and respondents who have lived in the area for five to ten years favored improving parking and improving the options for riding a bicycle or getting around as a pedestrian. Older interviewees preferred a bypass, middle-aged residents preferred improving parking and public transportation, and younger interviewees favored improving the options for riding a bicycle or getting around as a pedestrian. West Bishop residents favored a bypass. Hispanic respondents preferred improving the options for riding a bicycle and getting around as a pedestrian. Those who typically carpool preferred improving the options for riding a bicycle.
- When asked for their level of support for improving the movement of pedestrian travel downtown if it required decreasing traffic flow, most respondents expressed some degree of support. However, businesses located on Highway 395/Main St/North Sierra Highway were more likely to oppose this action when compared to businesses in other locations in the Bishop area.
- Over half of all respondents said that truck traffic contributes “a lot” to downtown congestion and transportation issues; only 8 percent said that truck traffic does not contribute to congestion.
- The vast majority of respondents believe that out-of-town travelers are very important to the economic livelihood of the Bishop area (82 percent). However, most respondents felt that out-of-town travelers also contribute “a lot” to transportation issues and congestion in the downtown area.
- While most residents agreed that there should be some weight given to the opinions of out-of-town travelers in the decision-making process on highway transportation issues, most felt it should be limited
- Almost all residents (94 percent) use an automobile as their primary mode of transportation and over half usually drive alone. Older residents were more likely to drive alone, while younger respondents were more likely to carpool or drive with others. Those who live in Bishop were more likely than those who live in all other areas to use other modes of transportation (besides an automobile).
- Most people (26 percent) travel on Main St/Highway 395 two one-way trips per weekday, followed by 1 one-way trip as the second highest percentage (data was recorded as actual number of one-way trips). When the number of trips were

grouped (as shown in the frequency questionnaire), the highest percentage was in the category of 1 to 4 one-way trips.

- Most businesses (60 percent) reported that their business is not dependent on out-of-town travelers and most felt that altering the flow of traffic through downtown would have no effect on their business. However, a larger sample size is needed (from a separate survey of local businesses) to facilitate results that can be generalized to the business community.
- Question fourteen, which asks about business dependence on out-of-town travelers should be split into two questions (in a separate business survey): dependence on out-of-town travelers and dependence on truck traffic, since creating an alternate route specifically for trucks is a favored solution to transportation issues in the Bishop area.
- While businesses on Highway 395 did not support altering traffic downtown to improve pedestrian travel (question 6), they may be supportive of this action if it involved rerouting truck traffic only. Therefore, it is recommended to create a question (in a separate business survey) on pedestrian travel if it involved diverting only truck traffic and another question on diverting all through traffic from out-of-town travelers.
- Most residents have lived in the Bishop area for 11 years or more. Most respondents have had some college or have earned a college degree. Almost half of the sample was aged 55 or older. The highest percentage (38 percent) of respondents lived in areas outside of Bishop, West Bishop, or the Bishop Paiute reservation, but 26 percent lived in Bishop and another 26 percent lived in West Bishop.

II. Research Methods

Objectives

The primary survey objective was to gather the public's opinions regarding transportation issues in the Bishop area. Specific study objectives were as follows:

- Assess the public awareness/opinion of transportation issues and solutions in the Bishop area, concentrating on Main Street/Highway 395.
- Determine local residents' opinions of out-of-town travelers and their contribution to the local economy and to transportation issues.
- Assess the dependence of local businesses on out-of-town travelers and the potential effects on their business if traffic was diverted from downtown.
- Identify typical transportation habits of local residents.
- Ensure that business owners or managers, Hispanic respondents, and Native American respondents were accurately represented in the sample.

Research Method

This project was conducted as a telephone survey of Bishop, California area residents (households). Based upon the demographics of the area, a questionnaire was developed for both English-speaking and Spanish-speaking respondents. However, 100 percent of the interviews were conducted in English, as no Spanish translation was needed.

Field Dates

The survey was pre-tested on Monday, December 15, 2003. No major changes were necessary, so fieldwork began in earnest and concluded on Monday, December 22, 2003. All calls were made Monday–Friday evenings between the hours of 4:30 p.m. and 9:00 p.m. and Saturday between the hours of 10:00 a.m. and 6:00 p.m.

Questionnaire

The questionnaire for this project was designed based upon objectives and feedback provided by the client. The questionnaire was composed of 28 distinct questions (or data

points).¹ Several of the questions were asked in a “true” open-ended format and were coded into similar responses for analysis. Some of the questions had an “other” category that required extensive content analysis for recoding. The questionnaire averaged 10.45 minutes to administer.

Sample Design

A total of 407 adult residents of the Bishop area were interviewed for this project from area code 760 and telephone prefixes of 872, 873, and 387. Residents were screened by which community they live in, in the Bishop area. Those whose residence could not be identified were not interviewed. The communities that were listed on the questionnaire, as provided by the client, were the Bishop Paiute Reservation, West Bishop, Dixon Lane-Meadow Creek, Rocking K, Rocking W, Starlight/Aspendale, Wilkerson, Highlands/Glenwood Mobile Home Park, Roundvalley/Mustang Mesa/Paradise, Bishop, and other areas of Inyo County within the study boundaries.

While the actual number of respondents interviewed was 416, nine interviews were eliminated from the dataset based on residence outside the study area. Thirty-four respondents indicated their residence as “unincorporated area of Inyo County” and gave a verbatim description of their residence (if they did not fall within one of the pre-developed categories). Caltrans reviewed the thirty-four responses and determined if they live within the study area and Meta Research used a reverse phone number lookup to obtain addresses of those who were listed (Meta’s commitment to respondent confidentiality was upheld). Next, those addresses were mapped using www.mapquest.com and the location was compared to the BAACS Study Area map from the Caltrans brochure to determine if those residences fell within the study area boundaries.

A strong effort was made to ensure that business owners or managers, Hispanic respondents, and Native American respondents were adequately represented in the

¹ The questionnaire numbering is deceiving when determining number of questions. Some questions had a “question stem” to set up the question, followed by multiple subsequent questions (numbered a, b, c, etc.). Not all questions were asked of all respondents. Some respondents skipped questions based upon their answers to a previous question (branched). Other questions were CATI calculated for use in analysis and were not asked of any respondents.

sample. The target for business owners or managers was calculated by the client and was to be 10 percent of the sample or 40 businesses. The actual percent of businesses in the sample was 16.7 (a sample size of 68). A separate survey of business owners or managers is recommended to provide more statistical confidence in determining the feelings of transportation issues in the Bishop area by businesses.

The target for Hispanic respondents was 28. This was calculated using Census 2000 data for census tracts one, two, three, and four in Inyo County, which fell geographically within the study boundaries. The dataset used was Table H7 from Summary File 1, "Hispanic or Latino Householder by Race of Householder" from the universe of occupied housing units. The total population of householders in census tracts 1-4 is 5,172, of which 366 are Hispanic (of any race). Therefore, the total percentage of Hispanic householders in the population is 7 percent. Seven percent of the sample size (400) yields a target of 28 respondents needed. The actual percentage of Hispanic respondents in the sample was 6.6 (a sample size of 27). Census data by households was used rather than population totals for the Bishop area because the unit of analysis for this study is household.

The target for Native American respondents was 32. This was calculated using Census 2000 data for census tracts one, two, three, and four in Inyo County, which fell geographically within the study boundaries. The dataset used was Table H6 from Summary File 1, "Race of Householder" from the universe of occupied housing units. The total population of householders in census tracts 1-4 is 5,172, of which 411 are Native American. Therefore, the total percentage of Native American householders in the population is 8 percent. Eight percent of the sample size (400) yields a target of 32 respondents needed. The actual percentage of Native American respondents in the sample was 7.6 (a sample size of 31). Census data by households was used rather than population totals for the Bishop area because the unit of analysis for this study is household.

A sample size of 400 yields a sampling error of +/-4.9% (at the 95% confidence level). This means that one can be 95 percent sure that the true population parameters are within +/- 4.9% of the sample statistics reported in this summary. As an example, if a response category to a question was chosen by 50 percent of respondents, it would be

95 percent sure that the true parameters in the population would be between 45.1 percent and 54.9 percent (+/- 4.9%). This confidence, however, refers only to sampling errors. Non-sampling errors were minimized by careful attention to a variety of methodological controls to ensure the quality of the resulting survey data. Meta's procedural and statistical controls included extensive interviewer training and on-site supervision of interviews. Branching and other sources of measurement error were controlled through the use of a computer-assisted telephone interviewing (CATI) system. For a complete description of research methods, please consult the Methods portion of the statistical report.

To be eligible for the survey, respondents had to be an adult of a household and reside in one of the communities listed on the questionnaire. The incidence of qualified respondents was 94 percent. This number is the percentage of those who were qualified to complete the survey after the screening questions were asked. The telephone number reached had to be a residential number, including businesses (who were asked if they were a business owner or manager later on in the survey).

The sampling frame for this project was a random-digit-dialing telephone sample of the last four digits of the telephone number purchased from Scientific Telephone Samples (STS), based upon area code 760 and telephone prefix 872, 873, and 387, provided by the client. To ensure that harder-to-reach residents were also included in the sample, each telephone number was called an average of four times (some households were attempted five times) or until the number could no longer be called due to the following reasons:

- 1) An interview was completed with a qualified respondent.
- 2) A qualified respondent refused to grant an interview.
- 3) The respondent was "screened out" of the survey because the household was not qualified to respond (e.g. was not a resident of one of the communities within the study area, etc.).
- 4) Only a partial interview was achieved (the respondent could or would not complete the entire survey).
- 5) The telephone number was inaccurate (e.g. disconnected, fax number, etc.).
- 6) A qualified respondent was not available during the scheduled fieldwork (e.g. on vacation during entire fieldwork).

Data Analysis

Meta tabulated responses using univariate and bivariate methods. Statistical tools varied depending upon the type of variable analyzed. Meta calculated frequency counts and frequency percentages. Unless otherwise noted, frequency percentages reported in this document represent *adjusted* frequencies, meaning that percentages have been adjusted to exclude any non-responses (refusals to answer the question) or non-qualified responses (questions not asked due to answers to previous questions).

Notes on descriptive statistics used:

1. The mean, median, and mode are measurements of central tendency. A mean indicates the mathematical average of all respondents. For instance, on the variable "seriousness of local transportation issues", a mean of 3 indicates that the average of all responses is 3, or "very serious" (on a three-point scale- not serious, somewhat serious, or very serious). The median is the midpoint answer of all respondents. On the same variable "seriousness of local transportation issues", a median of 2 suggests that half of the respondents gave a rating higher than 2 and the other half gave a rating lower than 2 (somewhat serious). The mode is the answer chose most often for that particular question (the highest percentage). On the variable "seriousness of local transportation issues", a mode of 2 signifies that the answer chose most often among all respondents was 2, or "somewhat serious".
2. Only variables whose measurement of central tendency has conceptual meaning are included for calculation in the following pages. For instance, if the mean rating of a question based on that same three-point scale is 3, this indicates that the average of all ratings on this question is 3 or "very serious". However, the mean rating of a question with qualitative responses or categories that cannot logically be ordered, such as, "What is the number one transportation issue in the Bishop area?" would indicate, for example, the average between "congestion on Main St/Highway 395" and "transit/bus service". This average would not be meaningful conceptually and therefore this type of variable is excluded from analysis of central tendency.

Statistical significance within crosstabulation tables was calculated using chi-square (χ^2) statistics. For a chi-square to be statistically significant, the "Asymp. Sig." value (p-value) from the SPSS output must be less than 0.05 (95% confidence level). When statistical significance is found, this means that percentages across the rows in the crosstab table are statically significantly different from each other, meaning that the two variables are related in the "population." Strength of association was calculated using phi coefficients (Φ). The phi coefficient can be either positive or negative and ranges from 0 to 1.0; the

higher the number, the stronger the relationship between the two variables. A complete statistical report, including frequencies, central tendency, and crosstabs are under a separate cover.

Caveat

The sole purpose of this report is to provide a collection and categorization of public opinion data. Meta intends no endorsement or criticism of the California Department of Transportation, their policies, or staff. The client shall be solely responsible for any modifications, revisions, or further disclosure/distribution of this report.

III. Detailed Findings

This portion of the summary is dedicated to providing the study results. This summary is organized by topic, not necessarily by order of questions addressed in the survey instrument. In the interest of brevity, this report *highlights* the study findings, rather than summarizing data of all survey response categories in narrative form. Tables and graphs are used to aid in comparison and to reduce the reliance upon text narration. Further, only notable differences among demographic groups are discussed (only statistically significant chi-square results are reported).

Sample Demographics

This section of the report specifies some of the demographic characteristics of the total sample. The sample consisted of respondents who represent a population very familiar with the Bishop area in terms of number of years lived there, with the overwhelming majority of respondents living in the area for 11 years or more (73 percent).

The Bishop area appears to be populated with educated residents. About two in five (44 percent) reported having earned a college degree and 36 percent reported having had some college or trade/vocational school education.

The majority of Bishop Area residents interviewed were of older ages. Close to half of the respondents (46 percent) were over 55 years of age. Thirty eight percent were between the ages of 35 and 54. Both the mean and median were 45-54 years old.

*Table 1: Sample Demographics by Percent**

Demographic Variable	Total Pop. (%)
<i>Length of Residency</i>	
10 years or less	27%
11+ years	73
<i>Education</i>	
High school or less	22
Some college/Vocational/Trade	36
College degree	41
<i>Age</i>	
18-34	16
35-54	38
55+	46
<i>Ethnicity</i>	
Caucasian	81
American Indian	8
Hispanic	7
Other	2
<i>Income (2002)</i>	
Less than \$25,000	21
\$25,000 to \$74,999	52
\$75,000 or more	18
<i>Gender</i>	
Female	55
Male	46
<i>Businesses</i>	
Owners/Managers	17
<i>Community of Residence</i>	
Bishop	26
West Bishop	26
Bishop Paiute Reservation	9
All Others	38

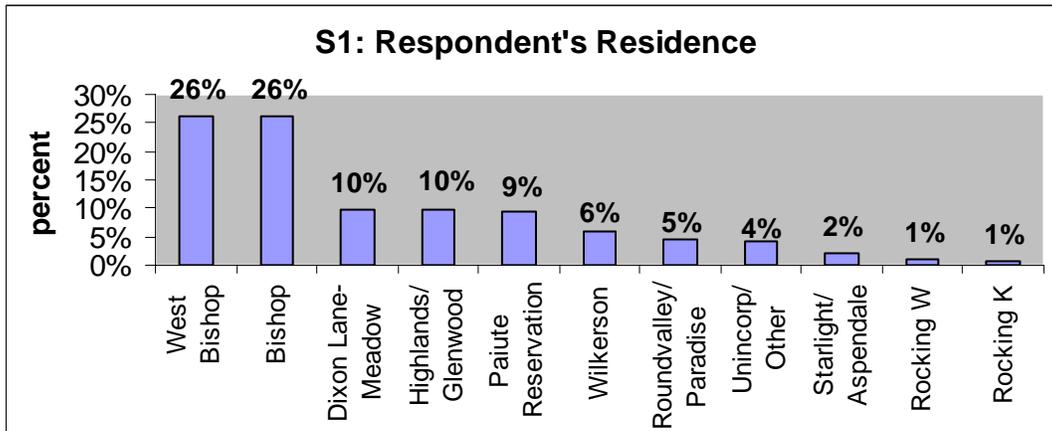
* Totals may not sum to 100 percent due to rounding and not including "undecided."

About four in five respondents were Caucasian in ethnicity (81 percent). As previously stated, a concerted effort was made to interview a representative number of Hispanic and Native American respondents for this survey. Native Americans composed 8 percent of the sample, followed by Hispanic participants at 7 percent.

The majority of interviewees (52 percent) earned between \$25,000 and \$74,999 in 2002, followed by 21 percent of respondents reporting an income of less than \$25,000. The mean and median were \$35,000 to \$49,999.

The sample of Bishop Area residents was comprised of 55 percent female and 46 percent male².

About two in five respondents (38 percent) lived in communities outside Bishop, West Bishop, or the Bishop Paiute Reservation. Twenty six percent of the sample reported Bishop as their residence and another 26 percent reported West Bishop as their residence.



Business Demographics

As previously shown in table 1, 17 percent of respondents were owners or managers of a business located in the Bishop area. Those aged 35 to 54 and those who were in the \$75,000 income category were more likely to be business owners when compared to

² No targets were established for gender.

other age and income groups as shown by a chi-square test in the crosstabulation tables.

The type of business that was the majority in the sample was “other type of business” (54 percent), followed by “professional services” (18 percent), then “other retail” at 13 percent. If a follow-up business survey is conducted, it should be more specific about identifying business types in order to provide a clear picture of the type of business in the Bishop area.

Most of the businesses surveyed were located on or near Highway 395. About one in four (26 percent) were on Highway 395/Main Street/North Sierra Highway, and a similar percentage (28 percent) were within two blocks of Highway 395, while 46 percent of businesses were located “somewhere else in the Bishop area.” Those who were in the \$35,000 to \$49,999 and \$50,000 to \$74,999 income groups were more likely to have a business on Highway 395/Main St/North Sierra Highway when compared to other income groups and businesses in other locations as shown by a chi-square test in the crosstabulation tables. This may indicate that business on Main St/Highway 395 encounter higher revenues than businesses in other locations.

Transportation Issues

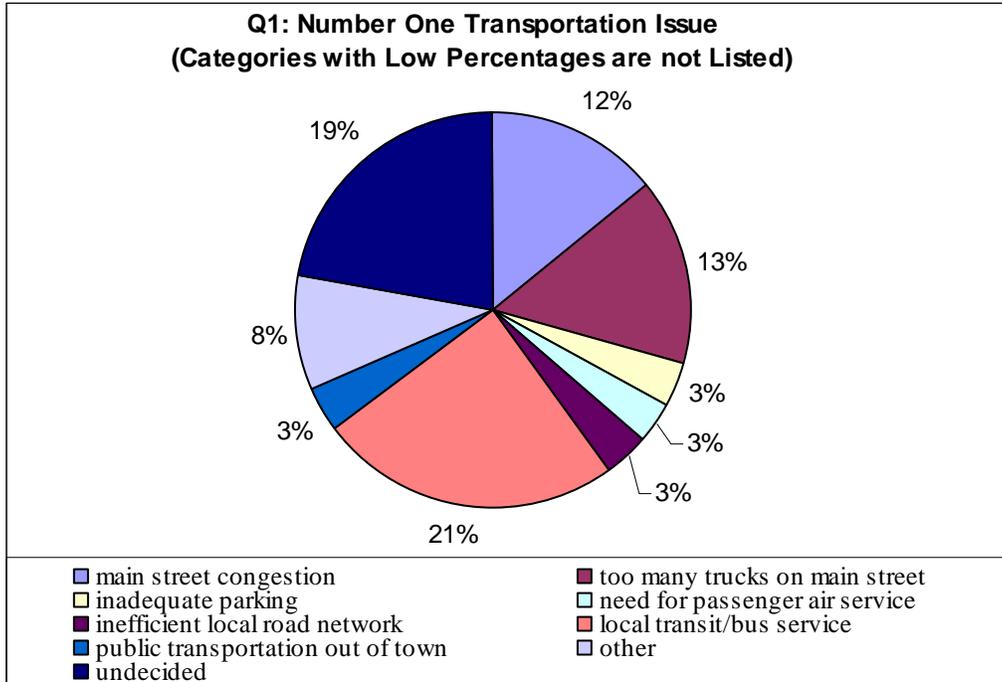
In order to measure Bishop residents’ attitudes about transportation-related issues, survey respondents were asked a series of questions about critical transportation issues and potential solutions.

Public Perception of Transportation Issues

To gauge the perceived seriousness of transportation issues in the Bishop area, respondents were asked to identify the number one transportation issue. This was asked as open-ended and responses were placed into pre-coded categories. Responses of “other” were analyzed to identify relevant categories that were not previously included in the questionnaire.

The transportation issue mentioned most frequently was “local transit/bus service” (21 percent), followed by “too many trucks on Main Street/Highway 395” (13 percent), and

“congestion on Main Street/Highway 395” with 12 percent. Combined, one in four respondents mentioned trucks or congestion on Main Street (25 percent). Almost one in four (19 percent) were undecided as to the number one transportation issue in the Bishop area. Eight percent mentioned an issue not pre-coded. These “other” responses were analyzed and new categories were added to the pre-developed categories. For specific responses remaining in the “other” category after review and recoding, please refer to the frequency tables included in the statistical report (in a separate document).

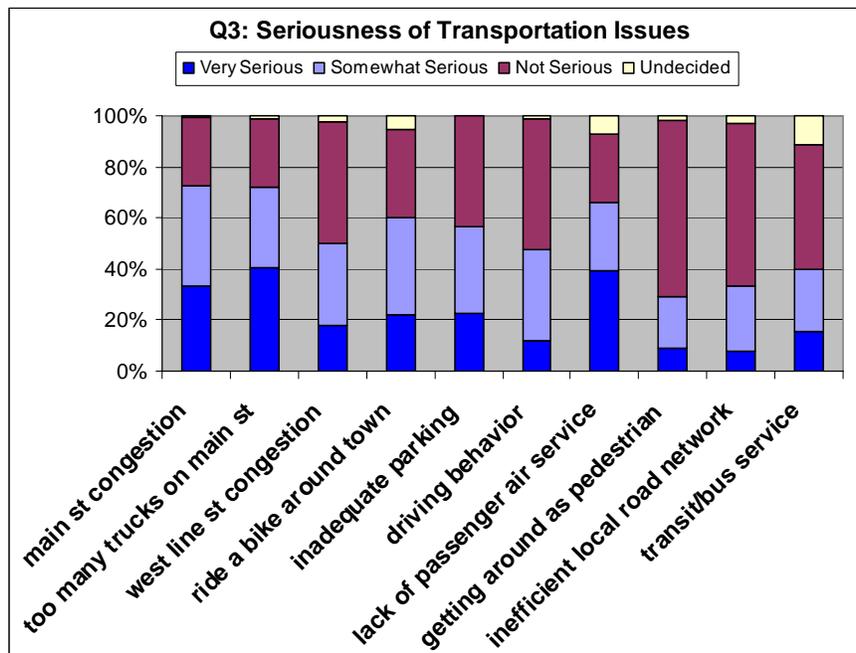


Opinions of major transportation issues tended to vary by age and income. Older residents (55 or older) were more concerned with general Main Street congestion, as were those in the \$35,000 to \$49,999 income bracket. Residents aged 18-34 and those with incomes at the \$50,000 to \$74,999 level focused on “getting around town as a pedestrian or by bicycle” as key transportation issues. Those aged 35-54 were more likely to report “inadequate parking” and “local transit/bus service” as the number one transportation issues. Those in the less than \$25,000 group were more concerned with “inadequate parking” and were also far more likely to be undecided. Respondents in the \$25,000 to \$34,999 income category focused on “local transit/bus service” as the number one transportation issue.

Respondents were also asked a prompted question rating the seriousness of local transportation issues as very serious, somewhat serious, or not serious. Issues tested were:

- Congestion on Main Street/Highway 395,
- Too many trucks on Main Street/Highway 395,
- Congestion on West Line Street/Highway 168,
- The ability to safely ride a bike around town,
- Inadequate parking,
- Driving behavior,
- Lack of passenger air service,
- Getting around town as a pedestrian,
- Inefficient local road network, and
- Transit/bus service.

The transportation issue with the highest percentage of respondents classifying it as “very serious” was “too many trucks on Main Street/Highway 395” (41 percent). Running a close second was “lack of passenger air service” (39 percent), and the third highest percentage was 33 percent with “congestion on Main Street/Highway 395.”



The issue of least concern was “getting around town as a pedestrian,” with close to seven in ten respondents (69 percent) classifying it as “not serious.” Other issues not

perceived as serious were “inefficient local road network” and “driving behavior” (64 percent and 51 percent, respectively).

When “very serious” and “somewhat serious” were combined to determine if the issue was either serious or not, “congestion on Main Street/Highway 395” and “too many trucks on Main Street/Highway 395” were considered a serious issue by about seven in ten respondents (73 percent and 72 percent, respectively). “Lack of passenger air service” was considered a serious issue by about three in five interviewees (66 percent).

*Table 2: Seriousness of Various Transportation Issues
(Combined Very and Somewhat Serious)*

Transportation Issue Read to Respondent	A Serious Issue (%)
1) Congestion on Main Street/Highway 395	73%
2) Too Many Trucks on Main Street/Highway 395	72
3) Lack of Passenger Air Service	66
4) Ability to Safely Ride a Bike Around Town	60
5) Inadequate Parking	57
6) Congestion on West Line Street/Highway 168	50
7) Driving Behavior	48
8) Transit/Bus Service	40
9) Inefficient Local Road Network	33
10) Getting Around Town As a Pedestrian	29

The average of all responses (mean) and the median (midpoint of all responses) for congestion on Main Street, too many trucks on Main Street, ability to safely ride a bike around town, inadequate parking, and lack of a passenger air service were “somewhat serious.”

The average response for driving behavior and transit/bus service was “somewhat serious” but the median was “not serious.” The average for congestion on West Line Street was “not serious” but the median was “somewhat serious.” As a result, the only

issues classified as “not serious” when measured by both the mean and median are getting around town as a pedestrian and inefficient local road network.

Younger residents (18-34) were less concerned about the congestion on Main Street/Highway 395, having too many trucks on Main Street/Highway 395, and the lack of passenger air service while concern for these issues was greatest among older respondents (55+). However, younger residents were more concerned with the local transit/bus service than older residents were.

Females were more concerned with having too many trucks on Main St/Highway 395, inadequate parking, transit/bus service, and the lack of passenger air service than were males.

Hispanic/Chicano/Latino residents were more likely to feel that getting around town as a pedestrian was a serious issue.

Those who drive with others/carpool (Q17) were more likely to be concerned with the “ability to safely ride a bike around town” and the local “transit/bus service” than those who drive alone.

Residents who do not drive on Main St/Highway 395 (reported 0 one-way trips in Q19) were more likely to be interested in the ability to safely ride a bike around town when compared to those who do typically drive on Main St/Highway 395.

When comparing the two questions asking about transportation issues, one open ended, one a scale based on the rating of seriousness, the top transportation issues do not coincide. When asked in an open-ended format, the top issues were local transit/bus service, too many trucks on Main Street/Highway 395, and congestion on Main Street/Highway 395.

However, when tested directly, “too many trucks on Main Street/Highway 395” was rated as very serious by the highest percentage of people, followed by “lack of passenger air service,” then “congestion on Main Street/Highway 395.” When “somewhat serious” and “very serious” were combined, the top issues of concern were congestion on Main

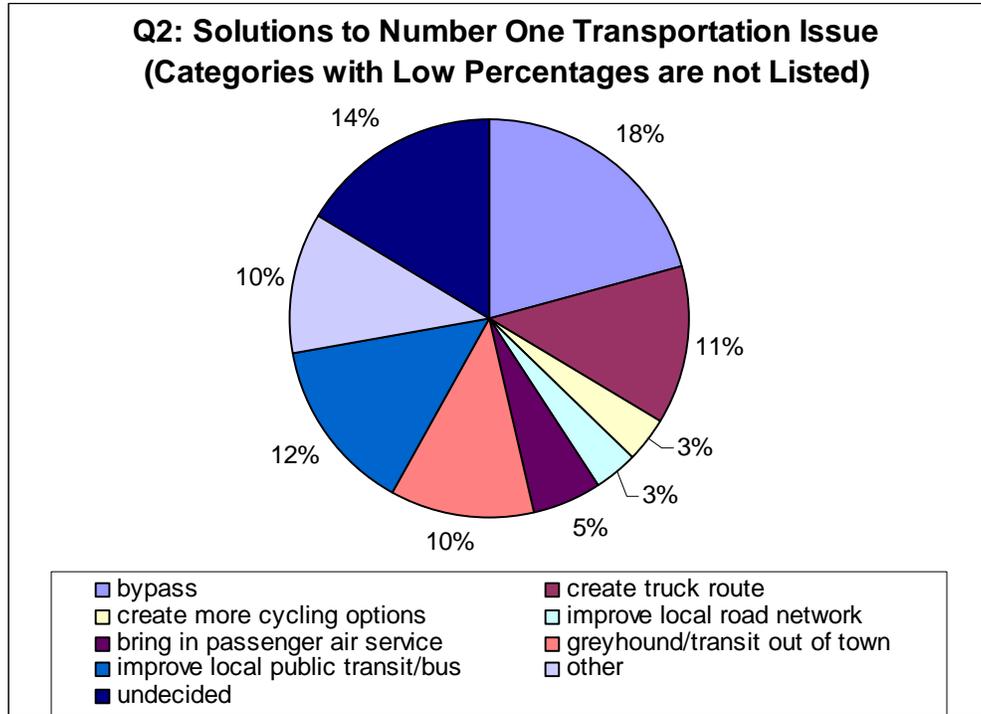
Street/Highway 395, too many trucks on Main Street/Highway 395, and lack of passenger air service.

The differences in these results could be due to the nature of the questions; one was asked open-ended (first thing that comes to mind), the other was asked as a scale and the respondent was given the list of transportation issues. In addition, the two questions asked about transportation issues in a slightly different way: the first – the number one transportation issue in the Bishop area, the other – the seriousness of each given issue. Yet another explanation is the use of the word “transportation” (which was not defined) in the open-ended question. People may be thinking about transportation in general, meaning modes of transportation (e.g. automobile, bus) whereas concepts like congestion may be “traffic specific” and may not come to mind as a “transportation issue.” Nevertheless, both measures are valid and both results should be considered. Common results that showed up between the two questions were congestion on Main Street/Highway 395 and too many trucks on Main Street/Highway 395. Local transit/bus service and lack of passenger air service are also areas that should be explored.

Public Perception of Solutions to Transportation Issues

After being asked what the number one transportation issue is in the Bishop area (open ended), respondents were then asked what solution they would suggest. This was asked as open-ended and responses were placed into pre-coded categories. Responses of “other” were analyzed to identify relevant categories not previously included in the questionnaire.

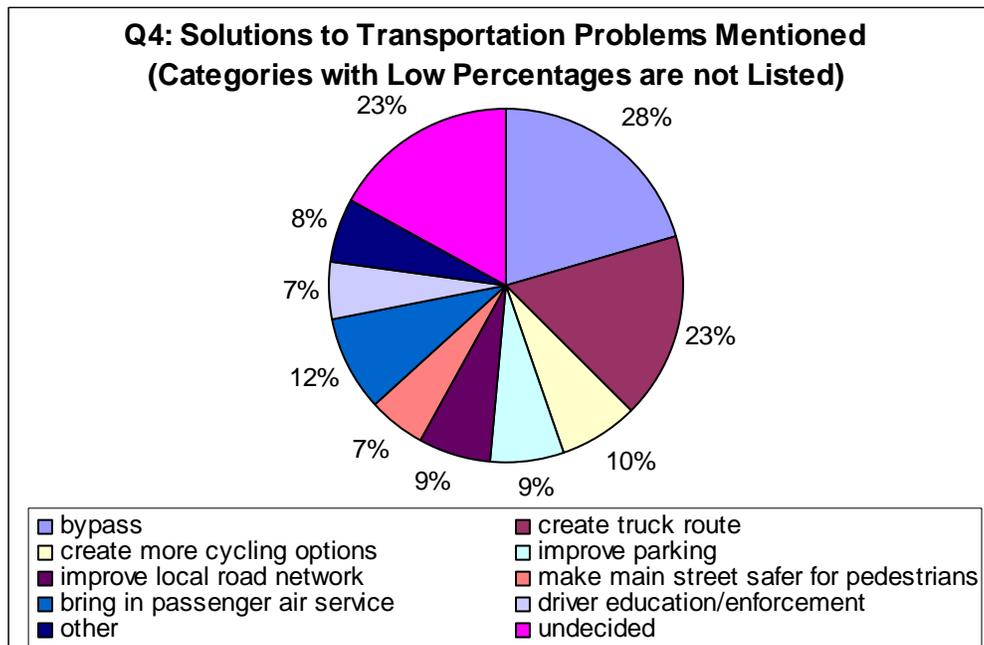
The solution mentioned most often was “bypass” (any type) (18 percent), followed by “improve local public transit/bus service” (12 percent), and “create truck route” with 11 percent. Those who answered “undecided/don’t know” as a solution to the number one transportation issue in the Bishop area measured 14 percent and those who offered a suggestion not previously categorized (“other”) were 10 percent. As previously stated, those who said “other” were analyzed and new categories were added to the frequency questionnaire along with the pre-developed categories. For specific responses remaining in the “other” category after review and recoding, please refer to the frequency tables included in the statistical report (in a separate document).



Opinions of solutions tended to vary by age, length of time lived in the Bishop Area, and income. An alternate route (bypass or truck route) was suggested by respondents who have lived in the area for more than 20 years, by older residents (55+), and by those earning \$35,000 to \$49,999. Younger residents (18-34), those who have lived in the area for five to ten years, and respondents in the \$50,000 to \$74,999 income category felt that the solution should be to make it safer for pedestrians and create more cycling options. Respondents who have lived in the area for five to ten years, those who were 35 to 54 years old, as well as interviewees earning less than \$25,000 felt that parking should be improved. Persons residing in the area for 11 to 20 years, as well as those who were 35 to 54 years old, and persons making less than \$25,000 were more likely to report “improve all public transportation” as a solution.

After being asked to rate the seriousness of various transportation issues, respondents were again asked if there were any solutions to those issues that they would suggest. This was asked as open-ended and responses were placed into pre-coded categories. Responses of “other” were analyzed to identify categories not previously included in the questionnaire.

Almost three in ten interviewees mentioned “bypass” (any type) as a solution (28 percent), followed by “create truck route” (23 percent), and “bring in passenger air service” with 12 percent. Those who answered “undecided/don’t know” as a solution measured 23 percent and those who said “other” were 8 percent. As previously stated, those who said “other” were analyzed and new categories were added to the frequency questionnaire along with the pre-developed categories. For specific responses remaining in the “other” category after review and recoding, please refer to the frequency tables included in the statistical report (in a separate document).

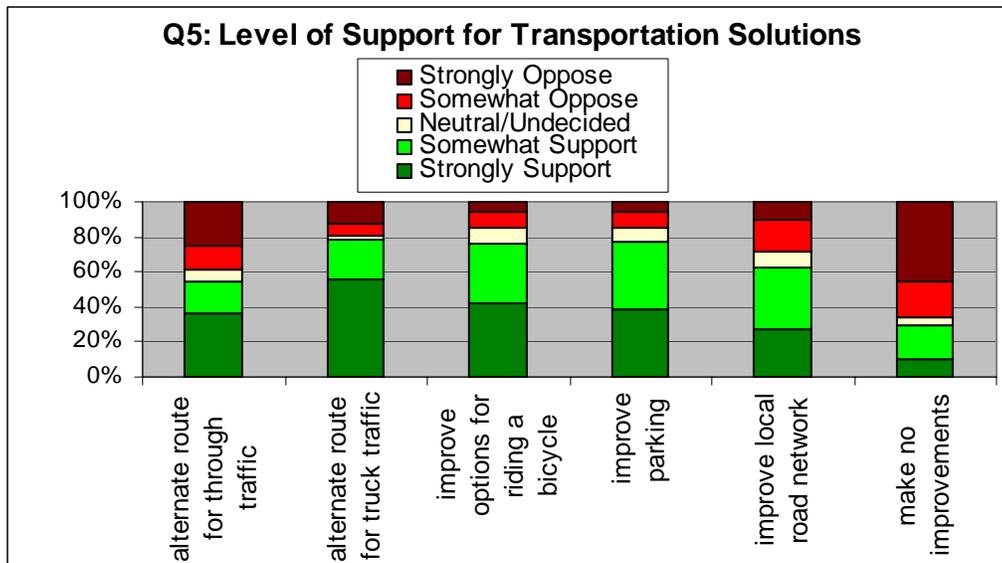


Solutions to transportation issues in the Bishop area tended to vary by area of residence, age, and length of time living in the Bishop area. Residents of West Bishop, those who have lived in the area for more than 20 years, and older residents (55+) were supportive of a bypass.

Solutions also varied by education level and number of times traveled on the highway (Q19). Interviewees in the “high school or less” group mentioned creating a truck route. Those who do not drive on Highway 395 (reported 0 one-way trips) were more likely to mention bringing in Greyhound or a train service for public transportation out of town as a solution when compared to those who do typically drive on Main St/Highway 395.

Respondents were also asked to rate their level of opposition or support of alternatives to handle local transportation issues such as: construct an alternate route for through traffic, construct an alternate route for truck traffic, improve the options for riding a bicycle, improve parking throughout the Bishop area, improve the local road network, and make no improvements.

The solution that was most strongly supported was “construct an alternate route for truck traffic” (55 percent). A distant second, although still showing strong support, was to “improve the options for riding a bicycle” (42 percent). Third in support was “improve parking throughout the Bishop area” (39 percent).



The suggested solution with the most opposition was to do nothing (“make no improvements”), with close to half the respondents (45 percent) strongly opposing this option. While not as high, strong opposition also existed for “construct an alternate route for through traffic” (25 percent), and “construct an alternate route for truck traffic” (13 percent).

When “strongly support” and “somewhat support” were combined and “strongly oppose” and “somewhat oppose” were combined to determine if the issue was either supported or opposed, the highest percentage of support was for constructing an alternate route for truck traffic (79 percent), followed by improving parking throughout the Bishop area (77 percent), and then improving the options for riding a bicycle (76 percent). The highest percentage in the opposition category was “make no improvements” (66 percent),

followed by “construct an alternate route for through traffic” (39 percent), and then “improve the local road network” at 29 percent.

*Table 3: Support or Opposition for Various Solutions to Transportation Issues**

Solutions	Support (%)	Oppose (%)
Construct and alternate route for through traffic	55%	39%
Construct an alternate route for truck traffic	78	19
Improve the options for riding a bicycle	76	15
Improve parking throughout the Bishop area	77	15
Improve the local road network	63	29
Make no improvements	29	66

** Totals may not sum to 100 percent due to rounding and not including “undecided.”*

Both the mean and median for improving the options for riding a bicycle, improving parking, and improving the local road network were “somewhat support.” The mean for constructing an alternate route specifically for truck traffic was “somewhat support,” while the median was “strongly support.” The mean for constructing an alternate route for through traffic was “neutral” but the median was “somewhat support.” Both the mean and median for make no improvements was “somewhat oppose,” which makes this the only option that did not have at least some degree of support.

Support for given solutions varied by age, race/ethnicity, gender, and those who drive alone or with others (Q17). Respondents aged 18 to 34, Hispanics/Chicanos/Latinos, and those who typically carpool were more supportive of improving the options for riding a bicycle in the Bishop area, while those aged 35 to 54, Native Americans, males, and those who typically drive alone were least supportive.

Improving parking was favored most by Hispanics/Chicanos/Latinos and by those whose primary mode of transportation was an automobile, while Native Americans favored it least. Those who typically drive alone were more likely to oppose constructing an alternate route for through traffic when compared to those who typically drive with others/carpool.

When comparing the three questions asking about solutions to local transportation issues, two open ended, one a scale based on rating of support or opposition, the top transportation issues do not coincide. When asked as open-ended the first time, respondents indicated a bypass as the number one solution, followed by improving the local transit/bus service and creating a truck route. When asked as open ended the second time, the top solution was still bypass, then the rankings changed with “create truck route” and lastly, “bring in passenger air service.”

Differences in these results could be due to the ordering of questions. The first open ended was asked in the beginning of the survey, directly after asking what the number one transportation issue was in the Bishop area (as open ended). The second time, solutions were asked in an open-ended format and were preceded by asking about the seriousness of various transportation issues that were identified to the respondent. The first open ended allows the respondent to think of the first suggestion that comes into their mind. By the time the second open-ended question is asked (about solutions), the respondent has been reminded of or various transportation issues have been suggested to him/her.

Construction of an alternate truck route was strongly favored by the highest percentage of respondents. Second in support was cycling improvements, followed by improved parking. When “somewhat support” and “strongly support” were combined and “somewhat oppose” and “strongly oppose” were combined to form two categories as those who said they either support or oppose it, most residents supported constructing an alternate route for truck traffic. Second in support was improving parking, followed by improving cycling options. Making no improvements was strongly opposed by the highest percentage of respondents, followed by constructing an alternate route for through traffic and improving the local road network.

The differences in these results could be due to the nature of the questions, two were asked open ended (first thing that comes to mind) and in different places of the questionnaire, the other was asked as a scale and the respondent was given the list of possible solutions. In addition, the two questions asked about alternative solutions to transportation issues in a slightly different way: the first two – asking the respondent to give solutions off the “top of their head,” the last – to rate their level of support to various

solutions given. Nevertheless, both measures are valid and both results should be considered. Common results that showed up between the three questions that should be addressed are a bypass – “construct an alternate route for truck traffic,” “improve the options for riding a bicycle,” and “improve parking throughout the Bishop area.” Improvement in local public transit/bus service and passenger air service are also areas that should be explored.

Results to transportation issues and solutions in the Bishop area showed that there were several options that were supported but the community is divided on which issues and solutions to pursue. The survey did not conclusively point to one solution but has created areas to explore with local governments and public stakeholders to identify workable solutions.

On that same note, participants were asked how much they think truck traffic contributes to the transportation issues and congestion in the downtown area. The majority responded, “a lot” (53 percent), followed by “a little” (39 percent), then “not at all” (8 percent). This may provide some insight as to why an alternative route for truck traffic was a popular solution due to the perceptions/opinions of local residents concerning truck traffic.

The perception of truck traffic’s contribution to congestion varied by age. Younger residents (18-34) were more likely to indicate “not a lot” and older residents (55+) were more likely to indicate “a lot” when asked if truck traffic contributes to local congestion.

Another area of concern or interest to Caltrans was to measure the tradeoff between having a pedestrian-friendly downtown and having a downtown friendly to the movement of traffic. Respondents were asked how supportive they would be if improving the movement of pedestrian travel downtown required decreasing the movement or diverting the flow of traffic through downtown (very supportive, supportive, or not supportive). Two in five (41 percent) of those who were interviewed indicated they were supportive of decreasing the movement or diverting the flow of traffic through downtown to improve pedestrian travel but about a third (35 percent) were not supportive. Combining the “supportive” and “very supportive” responses demonstrates that almost two-thirds (63 percent) have some degree of support for this action. Anglo/White respondents were

more likely to oppose this action while Hispanic/Chicano/Latino respondents were more likely to support it.

Out-of-Town Travelers

In order to gain a better understanding of residents' knowledge and perception of out-of-town travelers, respondents were asked a series of questions concerning the following:

- The importance of out-of-town travelers to the economic livelihood of the Bishop area,
- The contribution of out-of-town travelers to congestion in the downtown area, and
- The amount of weight that should be given to the opinions of out-of-town travelers on transportation issues in the Bishop area.

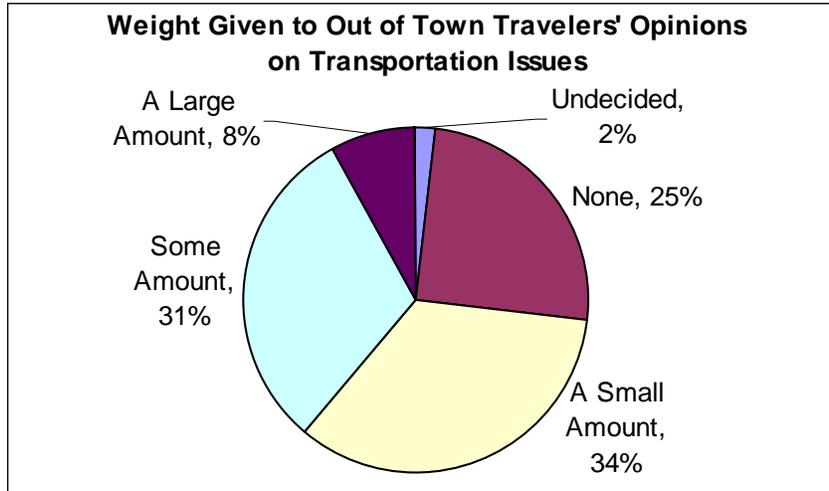
Local Residents' Opinions

First, in order to get an indication of the perception of local residents regarding out-of-town travelers, respondents were asked about the importance of out-of-town travelers to the economic livelihood of the Bishop area. The vast majority of respondents (82 percent) considered out-of-town travelers "very important" to the economic livelihood of the area. Another 15 percent viewed them as "somewhat important".

However, when asked, "How much do you think out-of-town travelers contribute to transportation issues and congestion in the downtown area", 61 percent of those who were interviewed indicated "a lot." Another 34 percent said that out-of-town travelers contribute "a little" to transportation issues and congestion downtown. Respondents with a college degree were more likely to report "not a lot," while those with trade school or a two-year college degree were more likely to report "a lot."

Most residents felt that there should not be a large amount of weight given to the opinions of out-of-town travelers in the decision-making process on highway transportation issues in the Bishop area. One in four said that no weight should be given to the opinions of out-of-town travelers. About a third (34 percent) felt that "a small amount" of weight should be given to their opinions and those who said "some amount" of weight should be given was 31 percent. When combining all categories where a respondent mentioned that *any* weight should be given, 74 percent felt that the opinions of out-of-town travelers should have a

voice in the decision-making process on highway transportation issues in the Bishop area (to various degrees). Based on these results, a small amount of weight given to out-of-town travelers' opinions in the decision making process on highway transportation issues should be accepted by local residents.

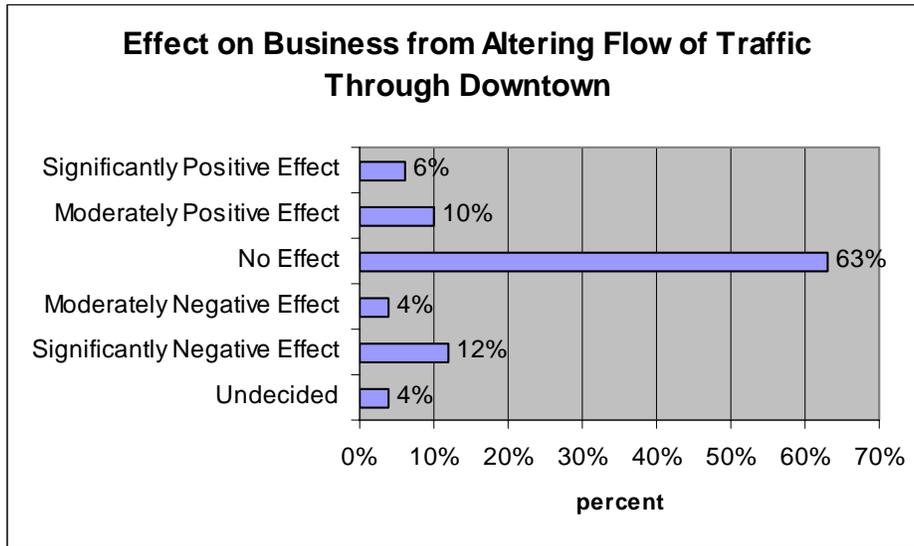


Local Businesses' Opinions

Two questions were asked of businesses only; one regarding out-of-town travelers and one regarding the idea of diverting traffic from downtown. The first, "How dependent is your business on out-of-town travelers, such as truck traffic and recreational through traffic?" resulted in 60 percent (+/- 12%) of interviewees stating that their business was not dependent on out-of-town travelers. In contrast, 21 percent (+/- 10%) indicated their business was very dependent on out-of-town travelers and another 20 percent (+/- 9%) were somewhat dependent. The percentages reported above do not reflect a +/- 5% standard error since the sample size of businesses was very small (68). Confidence intervals for proportions were hand calculated for this question to more accurately reflect the population of businesses and are reflected in the parentheses above.

A separate survey of 400 businesses in the area is suggested to obtain results at the 95 percent confidence level. Furthermore, it may be interesting to separate dependence on truck traffic and dependence on recreational through traffic on a separate business survey or discussion at a town meeting since creating an alternate route for truck traffic was a solution strongly proposed and supported.

Businesses were mixed in their opinions of how altering the flow of traffic through downtown would affect their business. The most popular view (63 percent, +/- 11%) was that altering the flow of traffic through downtown would have no effect on their business. The next highest percentage was 12 percent (+/-8%) with a “significantly negative effect,” followed by “moderately positive effect” at 10 percent (+/- 7%). Relatively few (4 percent) were unsure as to the potential effect. When “significantly” and “moderately” were combined for both negative and positive, the division was evenly split. Those who said it would have a negative effect were 16 percent and those who said it would have a positive effect were 16 percent. The percentages reported above do not reflect a +/- 5% standard error since the sample size of businesses was very small (68). Confidence intervals for proportions were hand calculated for this question to more accurately reflect the population of businesses and are reflected in the parentheses above.



The effect on business from altering traffic varied by area of residence, primary mode of transportation, and location of business. Respondents who lived on the Bishop Paiute Reservation had strong feelings about the effect on their business from altering the flow of traffic through downtown. Of businesses who said it would have a negative effect, the highest percentage was from those who lived on the Bishop Paiute Reservation (33.3 percent). Of businesses who said it would have a positive effect, the highest percentage was from those who lived on the Bishop Paiute Reservation (50 percent). Respondents who lived in other areas (in the Bishop area) were more likely to report no effect or be undecided. Residents who typically drive an automobile felt that altering traffic would have either a negative effect or no effect/undecided, while residents who typically use

other forms of transportation felt it would have a positive effect. Businesses on Highway 395/Main St/North Sierra Highway were more likely to oppose improving pedestrian travel by diverting traffic from downtown when compared to businesses in other locations. However, businesses within two blocks of Highway 395/Main St were more likely to be supportive of this action.

Typical Transportation Habits

The great majority of those who were interviewed use an automobile as their primary mode of transportation (94 percent). Only 2 percent use a bicycle and another 2 percent use public transit/bus. Over half of respondents are solo drivers (64 percent). When asked if they ever use any other form of transportation, over half (52 percent) answered in the negative. Other transportation methods used (allowing for multiple responses) were biking (22 percent), and walking (21 percent).

Primary mode of transportation tended to vary by area of residence. West Bishop residents typically use an automobile. City of Bishop residents were more likely to use “all other” modes of transportation. Residents of all other areas (the smaller communities named in the questionnaire) do not use any other forms of transportation (Q18i); the same is true for older residents (55+).

Whether respondents typically drive alone or with others varied by age. Older residents (55+) more typically drive alone and younger residents (18 to 34) more typically drive with others or carpool.

Respondents were asked, “In a typical weekday, how many times do you travel on Main Street/Highway 395 in the Bishop area?” The interviewer was to enter the number of times the respondent travels on Highway 395 in one direction/one-way. About one in four respondents (27 percent) travel on the highway 2 one-way trips per weekday. The second most popular answer was 17 percent with 1 one-way trip per weekday, followed by 4 one-way trips per weekday at 14 percent. Over half of all interviewees (65 percent) travel on Highway 395 between 1 and 4 times (one-way). The mean number of one-way trips is 4.3 with a standard deviation of 4.5, a median of 3, and a mode of 2 one-way trips.

IV. Appendices

Appendix A: Frequency Questionnaire

Bishop Area Access & Circulation Study
Community Survey
Frequency Questionnaire

Field Dates:	Methods: <ul style="list-style-type: none">• Pretest: December 15, 2003• Field Dates: December 16-22, 2003
Sample Size:	• 407 completed interviews with Bishop Area residents
Sampling Error:	• +/- 4.9% (calculated at 95% confidence level)
Unit of Analysis:	• Household
Population:	• Adult residents of Bishop in area code 760, prefixes: 872, 873, & 387
Screening:	• Resident of the study area for the Bishop Area Access & Circulation Study
Sampling Frame:	• Random-digit-dialing telephone sample
Average Length of Interview:	• 10:45 minutes

NOTE: This frequency questionnaire serves as only a preliminary report. Frequency percentages reported in this document represent adjusted frequencies, meaning that, unless otherwise indicated, percentages have been adjusted to account for any non-responses or not-applicable responses. Due to rounding, the totals of these percentages may be slightly above or below 100%.

• REQUEST •

Hello, my name is _____ from Meta Research. We are interviewing Bishop Area residents about transportation issues in your area for the California Department of Transportation. Your opinions on these issues are very important to Caltrans and the Bishop community.

Would you have about 11 minutes (depending upon your answers) now for a brief confidential interview?

[IF NECESSARY, CONTINUE WITH: This is a public opinion survey, NOT SALES. Your answers will be summarized with other peoples' answers; results will not be reported individually.]

- 01) Yes {BEGIN SURVEY}
- 02) No {ARRANGE FOR A CALLBACK TIME}
- 99) Refusal {THANK & TERMINATE}

This call may be monitored for quality control purposes.

• SCREENING QUESTIONS •

[ASK ALL RESPONDENTS]

S1: What community do you live in, in the Bishop area? [READ LIST BELOW]

	Of all respondents
01) Bishop Paiute ("Pie-Yoot") Reservation	9.3
02) West Bishop	26.3
03) Dixon Lane-Meadow Creek	9.8
04) Rocking K	0.7
05) Rocking W	1.2
06) Starlight/Aspendale	2.0
07) Wilkerson	5.9
08) Highlands/Glenwood Mobile Home Park	9.6
09) Roundvalley/Mustang Mesa/Paradise	4.7
10) (The) City of Bishop (within the city boundaries), OR	26.3
11) (The) Unincorporated area of Inyo County (please specify)	4.2

S2: CODED, NOT ASKED: Interviewers Check Racial/Ethnic Targets

	Of total sample
01) Total Hispanic respondents needed: 28 (7%)	6.6
02) Total Native American respondents needed: 32 (8%)	7.6
03) Total Business respondents needed: 40 (10%)	16.7

S3: CODED, NOT ASKED: Interview language

	Of all respondents
01) English	100.0
02) Spanish	0.0

• TRANSPORTATION RELATED ISSUES •

First...

[ASK ALL RESPONDENTS]

01. What would you say is the number one transportation issue in the Bishop area?
 [PSEUDO OPEN ENDED: ASK AS OPEN-ENDED; CODE FIRST RESPONSE INTO APPROPRIATE CATEGORY; DO NOT PROMPT]

CATEGORIES FOR CODING:

	Of all respondents
01) Congestion on Main Street/Highway 395	11.8
02) Too Many Trucks on Main Street/Highway 395	13.1
03) Congestion on West Line Street/Highway 168	1.2
04) Ability to Safely Ride A Bike Around Town	1.0
05) Inadequate Parking	3.2
06) Driving Behavior	1.5
07) Need for Passenger Air Service	3.4
08) Getting Around Town as a Pedestrian	1.5
09) Inefficient Local Road Network (poor circulation/road connections)	2.5
10) Local Transit/Bus Service	20.7
11) Public Transportation Out Of Town	3.0
12) Getting Out Of Town/To Other Cities/Getting Into Town	2.0
13) Tourists	1.0
14) Poor Condition of Roads	1.5

15) Traffic Signals (too long of wait or lack of...)	1.2
16) Traffic	1.5
17) Dial-A-Ride	1.0
18) Safety	0.7
19) No Problems	1.7
50) Other (please specify)	7.6
97) Undecided/Don't Know [VOLUNTEERED; SKIP NEXT QUESTION]	19.0

[ASK ALL RESPONDENTS]

02. Thinking about the [insert answer from previous question] issue, what, if any, solution would you suggest? [PSEUDO OPEN ENDED: ASK AS OPEN-ENDED; CODE FIRST RESPONSE INTO APPROPRIATE CATEGORY; DO NOT PROMPT.]

CATEGORIES FOR CODING:

	Of all respondents
01) Bypass (any type)	17.9
02) Create Truck Route	10.9
03) Create More Cycling Options Throughout the City	3.0
04) Improve Parking Throughout the City	1.8
05) Improve the Local Road Network	2.7
06) Make Downtown/Main Street Safer For Pedestrians	1.8
07) Bring In Passenger Air Service	5.2
08) Driver Education/Enforcement	2.4
09) Traffic Calming	0.9
10) Expand Use Of/Improve Dial-A-Ride Services	1.8
11) Bring In Greyhound or Train Service/Pub Transit Out Of Town	9.7
12) Improve Local Public Transit/Bus Service (routes, schedules)	11.5
13) Repair/Maintain Roads	0.9
14) Taxi-Service	1.5
15) More Traffic Signals/Stops	2.4
16) No Changes/No Problems	1.5
50) Other (please specify)	9.7
97) Undecided/Don't know [VOLUNTEERED]	14.2

[ASK ALL RESPONDENTS]

03. I'm going to read you a list of transportation issues. Please rate the seriousness of each issue in the Bishop area as Very serious, Somewhat serious, or Not serious.

	Of all respondents			
	Not Serious	Somewhat Serious	Very Serious	Undecided/Don't Know
a. Congestion on Main Street/Highway 395	26.8	39.3	33.2	0.7
b. Too Many Trucks on Main Street/Highway 395	27.3	31.0	40.8	1.0
c. Congestion on West Line Street/Highway 168	47.7	32.4	17.7	2.2
d. Ability to Safely Ride A Bike Around Town	34.4	38.3	22.1	5.2
e. Inadequate Parking	43.0	33.9	22.9	0.2
f. Driving Behavior	51.4	35.6	12.0	1.0
g. Lack of Passenger Air Service	26.5	27.0	39.3	7.1
h. Getting Around Town as A Pedestrian	68.6	20.6	8.8	2.0
i. Inefficient Local Road Network	63.6	25.6	7.6	3.2
j. Transit/Bus Service	49.1	24.6	15.2	11.1

[ASK ALL RESPONDENTS]

04. What, if any, solutions to these issues would you suggest? [ASK AS OPEN-ENDED; CODE INTO APPROPRIATE SOLUTION] Anything else?
 Of all respondents

	Mentioned
a. Bypass (any type)	27.5
b. Create Truck Route	22.9
c. Create More Cycling Options Throughout the City	9.8
d. Improve Parking Throughout the City	8.6
e. Improve the Local Road Network	9.1
f. Make Downtown/Main Street Safer For Pedestrians	6.6
g. Bring In Passenger Air Service	11.8
h. Driver Education/Enforcement	6.9
i. Traffic Calming (trees pulled out, streetscape, traffic circles...)	2.7
j. Widen Roads/More Lanes	2.7
k. Bring In Greyhound or Train Service/Pub Transit Out Of Town	2.2
l. Improve Local Public Transit/Bus Service (expand routes, schedules)	4.4
m. More Traffic Signals/Stops	2.7
n. No Changes/No Problems (1 st response)	1.0
j. Other (please specify)	8.4
k. Undecided/Don't know [VOLUNTEERED] (only code if 1 st response)	23.3

[ASK ALL RESPONDENTS]

05. Several alternatives can be considered as a way to handle local transportation issues in the Bishop area. Please tell me if you Strongly Oppose, Somewhat Oppose, Somewhat Support, or Strongly Support each of the following:
 Of all respondents

	Strong. Oppose	Some. Oppose	Neutral	Some. Support	Strong. Support	Undec./ Don't Know
a. Construct an Alternate Route For Through Traffic	24.6	14.3	3.4	18.7	36.4	2.7
b. Construct an Alternate Route for Truck Traffic	12.8	6.4	1.5	23.1	55.3	1.0
c. Improve the Options for Riding A Bicycle	5.4	9.8	4.7	34.6	41.8	3.7
d. Improve Parking Throughout the Bishop Area	5.7	9.6	5.4	38.3	38.8	2.2
e. Improve Local Road Network (add to & connect roads)	10.3	18.4	5.7	34.9	27.8	2.9
f. Make No Improvements	45.0	20.9	2.9	19.2	10.1	2.0

[ASK ALL RESPONDENTS]

06. If improving the movement of pedestrian travel downtown required decreasing the movement or diverting the flow of traffic through downtown, how supportive would you be? [READ CATEGORIES BELOW]
 Of all respondents

01) Not Supportive	34.5
02) Supportive	41.1
03) Very Supportive	21.7
97) Undecided/Don't know [VOLUNTEERED]	2.7

[ASK ALL RESPONDENTS]

07. How important do you think out-of-town travelers are to the economic livelihood of the Bishop area? Very, Somewhat, or Not important?
 Of all respondents

01) Not Important	2.2
-------------------	-----

02) Somewhat Important	14.5
03) Very Important	82.3
97) Undecided/Don't know [VOLUNTEERED]	1.0

[ASK ALL RESPONDENTS]

08. How much do you think truck traffic contributes to the transportation issues and congestion in the downtown area? [READ CATEGORIES BELOW]

Of all respondents

01) Not At All	7.6
02) A Little	38.8
03) A Lot	53.1
97) Undecided/Don't know [VOLUNTEERED]	0.5

[ASK ALL RESPONDENTS]

09. How much do you think out-of-town travelers contribute to the transportation issues and congestion in the downtown area? [READ CATEGORIES BELOW]

Of all respondents

01) Not At All	4.2
02) A Little	34.4
03) A Lot	61.2
97) Undecided/Don't know [VOLUNTEERED]	0.2

[ASK ALL RESPONDENTS]

10. How much weight should be given to the opinions of out-of-town travelers in the decision-making process on highway transportation issues in the Bishop area? [READ CATEGORIES BELOW]

Of all respondents

01) None	24.6
02) A Small Amount	34.2
03) Some Amount	31.4
04) A Large Amount	8.4
97) Undecided/Don't know [VOLUNTEERED]	1.5

Changing subjects slightly...

[ASK ALL RESPONDENTS]

11. Are you an Owner or a Manager of a business located in the Bishop Area?

Of all respondents

01) Yes [CONTINUE]	16.7
02) No [SKIP TO NEXT BLOCK]	83.3
97) Undecided/Don't know [VOLUNTEERED, SKIP TO NEXT BLOCK]	0.0

[ASK OF BUSINESSES]

12. What is the type of business? Is it a ... [READ LIST BELOW]

Of all respondents

01) Hotel or Motel	0.0
02) Restaurant	4.5
03) Fast Food	0.0
04) Gas Station	3.0
05) Sporting Goods	0.0
06) Other Tourist or Recreation Business	7.5
07) Other Retail	13.4

08) Professional Services, OR	17.9
09) Other Type of Business	53.7
97) Undecided/Don't know [VOLUNTEERED]	0.0

[ASK OF BUSINESSES]

13. Where is your business located? [READ LIST BELOW]		Of all respondents
01) On Highway 395 (Highway Service)/Main Street	23.5	
02) On 395 North Sierra Hwy	2.9	
03) Within Two Blocks of Highway 395	27.9	
04) Somewhere Else In the Bishop Area	45.6	
97) Undecided/Don't know [VOLUNTEERED]	0.0	

[ASK OF BUSINESSES]

14. How dependent is your business on out-of-town travelers, such as truck traffic and recreational through traffic? [READ LIST BELOW]		Of those responding
01) Not Dependent	60.3	
02) Somewhat Dependent	19.1	
03) Very Dependent	20.6	
97) Undecided/Don't know [VOLUNTEERED]	0.0	

[ASK OF BUSINESSES]

15. Do you think altering the flow of traffic through downtown on Main Street would have a Negative effect, a Positive effect, or No effect on your business? [IF HAVE EITHER NEGATIVE OR POSITIVE EFFECT, FOLLOW UP WITH, "Would that be a Significant or Moderate effect?"]		Of those responding
01) Significantly Negative Effect	11.8	
02) Moderately Negative Effect	4.4	
03) No Effect	63.2	
04) Moderately Positive Effect	10.3	
05) Significantly Positive Effect	5.9	
97) Undecided/Don't know [VOLUNTEERED]	4.4	

• TRANSPORTATION HABITS •

Now I'm going to ask you some questions about your typical transportation habits...

[ASK ALL RESPONDENTS]

16. What is your primary mode of transportation?		Of all respondents
01) Automobile	93.9	
02) Motorcycle/Moped [SKIP NEXT QUESTION]	0.0	
03) Bike [SKIP NEXT QUESTION]	2.2	
04) Walking [SKIP NEXT QUESTION]	1.2	
05) Public Transit/Bus [SKIP NEXT QUESTION]	2.0	
50) Other (please specify)	0.5	
97) Undecided/Don't know [VOLUNTEERED; SKIP NEXT QUESTION]	0.2	

[ASK OF AUTOMOBILE USERS]

17. Do you typically drive alone or with one or more other people?	Of those responding
01) Drive Alone	63.8
02) Drive with Others/Carpool	34.6
97) Undecided/Don't know [VOLUNTEERED]	1.6

[ASK ALL RESPONDENTS]

18. Do you ever use any other form of transportation? (IF YES, Which?)	Of all respondents
	Mentioned
a. Automobile	3.2
b. Motorcycle/Moped	2.0
c. Bike	22.1
d. Walking	21.4
e. Public Transit/Bus	7.6
f. Dial-A-Ride	1.0
g. Airplane	2.0
h. Other (please specify)	1.5
i. No; Do Not Use Any Other Form Of Transportation	52.3

[ASK ALL RESPONDENTS]

19. In a typical weekday, how many times do you travel on Main Street/Highway 395 in the Bishop area?	
[NOTE TO INTERVIEWER: If respondent answers anything over "0" say: "We're looking for each time you travel on Main Street in one direction. So, would that be (INSERT NUMBER) one-way trips or (INSERT NUMBER) round-trips?"]	
	Of all respondents
01) 0 (one way trips)	3.4
02) 1-4 (one way trips)	65.4
03) 5-9 (one way trips)	19.5
04) 10-14 (one way trips)	7.1
05) 15+ (one way trips)	3.6
97) Undecided/Don't know [VOLUNTEERED]	1.0

• DEMOGRAPHICS •

Just a few more questions for statistical purposes. [IF NECESSARY, CONTINUE WITH: All responses are kept confidential. All government entities are legally required to gather this data to show that they are serving the public equitably].

[ASK ALL RESPONDENTS]

20. How long have you lived in the Bishop area? [READ LIST BELOW, IF NECESSARY]	Of all respondents
01) Less Than 1 Year	3.4
02) 1 - 4 Years	11.3
03) 5-10 Years	12.1
04) 11-20 Years, OR	23.9
05) More Than 20 Years	49.3

97) Undecided/Don't know [VOLUNTEERED] 0.0

[ASK ALL RESPONDENTS]

21. Please stop me when I read the category that contains the highest level of education you have completed. . . . [READ CATEGORIES BELOW]

	Of all respondents
01) High School or Less	22.2
02) Some College	29.4
03) Trade or Vocational School	6.9
04) Two-Year College Degree	9.6
05) Four-Year College Degree	19.8
06) Post Graduate Degree	11.4
97) Undecided/Don't know [VOLUNTEERED]	0.7

[ASK ALL RESPONDENTS]

22. Please stop me when I read the category that contains your age... [READ CATEGORIES BELOW]

	Of all respondents
01) 18-24	6.4
02) 25-34	9.4
03) 35-44	17.3
04) 45-54	20.8
05) 55-64	17.8
06) 65 and up	28.0
97) Undecided/Don't know [VOLUNTEERED]	0.2

[ASK ALL RESPONDENTS]

23. What is your racial or ethnic background? [READ CATEGORIES BELOW]

	Of all respondents
01) Anglo/White	80.7
02) Hispanic/Chicano/Latino	6.9
03) American Indian/Native American	8.0
04) African American/Black	0.0
05) Asian/Oriental/Pacific Islander	0.3
50) Other	2.1
97) Undecided/Don't know [VOLUNTEERED]	2.1

One final question...

[ASK ALL RESPONDENTS]

24. Please stop me when I read the category that best describes your total household income from all sources before taxes in 2002... [READ CATEGORIES BELOW]

	Of all respondents
01) Less than \$10,000	3.4
02) \$10,000 to just under \$25,000	17.3
03) \$25,000 to just under \$35,000	17.6
04) \$35,000 to just under \$50,000	14.5
05) \$50,000 to just under \$75,000	19.4
06) \$75,000 to just under \$100,000	10.9
07) \$100,000 or more	7.2
97) Undecided/Don't know [VOLUNTEERED]	9.8

That's the end of our survey. This has been a confidential interview conducted by _____ at Meta Research. Someone may call you from Meta to verify that this interview was conducted. May I please have just your first name? Thank you very much for your time and have a good evening

25. Gender (NOT ASKED; CODED BY OBSERVATION)

- 01) Female
- 02) Male

Of all respondents
54.5
45.5

Appendix B: Research Methods

RESEARCH METHODS

JOB TITLE: Bishop Area Access and Circulation Study Public Opinion Survey
DATE: January 2004 (Calls Made in December of 2003)

Description of Project:

The California Department of Transportation, District 9, aims to improve the circulation and safety for all modes of transportation in the downtown area. This study was designed to evaluate people's awareness and perceptions of the project as well as provide an indication of their current transportation habits relative to the areas of interest.

Meta conducted research to address the following issues:

- Assess the public awareness/opinion of transportation issues and solutions in the Bishop area, concentrating on Main Street/Highway 395.
- Determine local residents' opinions of out-of-town travelers and their contribution to the local economy and to transportation issues.
- Assess the dependence of local businesses on out-of-town travelers and the potential effects on their business if traffic was diverted from downtown.
- Identify typical transportation habits of local residents.
- Ensure that business owners or managers, Hispanic respondents, and Native American respondents were accurately represented in the sample.

Method

To meet these objectives, Meta Research worked collaboratively with Caltrans staff to define the sampling regime and the questionnaire simultaneously. One survey was used for all residents and information was collected on two separate issue areas:

- Transportation Related Issues
- Transportation Habits

The questionnaire included questions that address the written objectives for the study. Most of the questions were asked in a closed-ended format. Four questions were asked in an open-ended format, for which verbatim responses were captured and categorized for quantitative analysis. Transcripts of the verbatim responses are provided in the final

statistical report (under a separate cover).

All telephone interviews were conducted using a computer-assisted telephone interviewing (CATI) system.



Memo: Call Center Protocol

TO: Caltrans District 9, Bishop, CA

FROM: Meta Research, Sacramento, CA

DATE: February 2, 2004

SUBJECT: Call Center Protocol

U.S. Field Research was contracted by Meta Research for data collection on the Bishop Area Access and Circulation Study. Caltrans, Jones & Stokes, and Meta Research collaborated on how targets could be met to obtain a representative sample of Hispanic, Native American, and business owners or managers for this study without creating a perceived injustice by screening other qualified respondents from taking the survey. The decision was made to over-sample if targets for these groups were low rather than using race/ethnicity as a screening question. The purpose of this was to allow all potential respondents the chance to share their input about local transportation issues and not "turn anyone away." It was felt by Caltrans that the potential negative consequences of "screening someone out" would be detrimental to their community outreach efforts.

As the data collection was nearing completion, it became apparent that Hispanic and Native American respondents were lacking in number. U.S. Field Research made an executive decision to move the race/ethnicity question from the demographics section of the questionnaire to create a second screening question at the beginning of the questionnaire so that the targets could be met.

At the beginning of the evening on Monday, December 22, 2003, the call center had completed 369 interviews, including 11 Hispanic and 24 Native American (the targets had been 400 complete interviews, including 28 Hispanics and 32 Native Americans). Response from Native Americans was slightly low but Hispanic response was very low. The call center began calling as directed using the random digit dialing of the last four digits of the telephone number and *without* any screening for race/ethnicity until they reached 395 completed interviews.

At that time, in an effort to reach the targets, they moved the race/ethnicity question (Q23) up to the front and used it as a screening question. It was placed after the introduction and before the community of residence screening question (S1). After going through the introduction, *both* the race/ethnicity screen and the community of residence screen were asked. If it was determined that the interviewee did not fit the profile needed to reach the desired target, they were politely thanked and the interview was terminated. The script used to decline an interview was, "We very much appreciate your time and participation. However, due to our research protocol, our target for this category has been filled. Thank you."

The typical screening procedure is to ask at least two screening questions prior to terminating. In this case, with the disqualifying ethnicity screen placed before the community residence screen, respondents probably assumed that they were disqualified due to their residence. The intent is that one cannot be certain which question disqualified them. After U.S. Field Research began using the race/ethnicity screen, another 21 interviews were completed to meet the targets. The final count was 416 total interviews completed, including 28 Hispanics and 31 Native Americans.

The call center is not able to state exactly how many calls were attempted after implementing the screening question. Therefore, there is no way to know how many people were screened from taking the survey. U.S. Field Research said that the pace was such that they probably screened out two to three people for each complete interview. Consequently, it is our best estimate that between 42 and 63 people were screened out to complete the process.

In assessing the actions taken by U.S. Field Research, Meta Research and Jones & Stokes have discussed what might have been done differently to prevent this from occurring: 1) Meta Research to maintain tighter control over U.S. Field Research – checking in with them as the survey drew closer to completion to confirm that they would continue to implement the call center protocol and; 2) Jones & Stokes to check in with Caltrans as it became clear that the targets were not going to be met to confirm that the protocol should be continued or modified.

Meta Research has subsequently had discussions with US Field Research management and both firms have agreed to implement stricter protocols. While procedural protocol was not followed exactly as Caltrans had desired, the result is statistically valid and therefore can be used to make generalizations to the entire Bishop Area population. In fact, a superior sample was attained compared to if the call center had over-sampled and still not met the targets. It is statistically better to have a sample size of at least 400 for a 95 percent confidence level that includes a representative sample of Hispanic and Native American respondents. These groups were shown to have low response rates as of December 22, 2003, so increasing the sample size to include more of these types of respondents still would not change their percentage within the total sample. These groups, as shown by 2000 census data, are the second and third largest population of residents in the Bishop area and therefore are very important to the decision making process on transportation issues.

Field Dates

- Training & Pretesting: December 15, 2003
- Telephone Fieldwork: December 16- December 22, 2003

Client Contact³

- Forest Becket
California Department of Transportation, District 9
500 S. Main Street
Bishop, CA 93514
(760) 872-0735

Client Contact

- Melinda Posner
Jones and Stokes
(916) 737-3000 voice
(916) 737-3030 fax
mposner@jsanet.com

Meta Research, Inc. Contacts

- Stephen Murrill, Principal
(916) 325-1223 voice; (916) 325-1224 fax

Client Responsibilities

- Provided input for sampling design
- Provided input for questionnaire design
- Approved questionnaire

Meta Research, Inc. Responsibilities

- Developed research design
- Designed questionnaire
- Prepared questionnaire for fieldwork
- Conducted computer analysis
- Prepared final statistical report
- Prepared written summary

Population

- Bishop area residents

Screening Criteria

- Adults who live in the Bishop area communities of: the Bishop Paiute Reservation, West Bishop, Dixon Lane-Meadow Creek, Rocking K, Rocking W, Starlight/Aspendale, Wilkerson, Highlands/Glenwood Mobile Home Park, Roundvalley/Mustang

³ Contact person refers to the person who had the authority to sign off on any and all changes in the questionnaire and project specifications.

Mesa/Paradise, Bishop, and other areas of Inyo County within the study area boundaries

Sampling Frame

- Random-digit-dial (RDD) telephone sample (last 4 digits of telephone number) of residents of the Bishop area in area code 760 with prefix 872, 873, and 387

Sample Size & Sampling Error

- 416 interviews were completed with residents of the Bishop area, 407 interviews were used for analysis
- The target for the following groups were: business respondents – 40, Hispanic respondents – 28, and Native American respondents – 32
- Sampling error was +/- 4.9% (at the 95% confidence level)

Questionnaire

- Interview length across the RDD sample and volunteers averaged 10:45 minutes
- Not all questions were asked of all respondents
 - 1 screening question was asked
 - 24 survey questions asked
 - 2 questions coded by computer
 - 1 question was coded by observation
 - 28 total questions
 - 4 questions asked in an open-ended format

Client Identification During Interview

Meta identified the client at the beginning of the survey as the California Department of Transportation

Meta Staff Assigned to Project:

- Stephen Murrill, Principal
- Shannon Wheelan, Research Analyst
- Patricia Jenkinson, Senior Research Consultant
- Trained interviewers and supervisors

Data Analysis

- Univariate analysis for all questions
- Bivariate and multivariate analysis used for some questions
- Data analysis with SPSS software

Report

- Written summary of results (with graphics)
- Questionnaire with frequencies
- Frequency tables
- Crosstabulation tables
- Open-ended transcript report
- Description of research methods

Preservation of Data

- Raw data will be saved on computer tape for a one (1) year period.
- Statistical tables will be saved on computer tape for thirty (30) days for replication purposes.
- Hard copy of data (response sheets, etc.) will be destroyed after ninety (90) days unless client requests otherwise in writing.
- Meta Research, Inc. files (i.e. documents, papers, records, etc.) will be maintained for thirty (30) days unless client requests otherwise in writing. If additional maintenance is requested, a storage fee will be assessed.
- Meta Research, Inc. recognizes that all sampling frames (lists) are the property of client and will not be used for any purpose other than as noted in this document. Meta Research, Inc. will destroy sample within thirty (30) days unless client requests otherwise in writing.
- Meta Research, Inc. will retain one (1) hard copy of final report binder.
- Under no circumstances will Meta Research, Inc. violate respondent confidentiality by providing data that could positively link individual answers with individual respondents.
- Copies of original documents will be supplied to client at an additional cost. Meta Research, Inc. will maintain original documents in its files.

Data Release

- Meta Research, Inc. will release only to contact person(s). No exceptions will be made without prior written notification from contact person(s).
- Inquiries from press and/or other organizations will be referred to client. However, Meta Research, Inc. reserves the right to acknowledge that a survey was or is being conducted. If requested (orally or in writing), Meta Research, Inc. will be available for press conferences and/or interviews.
- Meta Research, Inc. reserves the right, however, to publicly correct any misrepresentation, misinterpretation, or fabrication of results.

Caltrans District 9 Bishop Area Access and Circulation Study (BAACS) Meeting Recap Public Workshop – January 15, 2004

Public Workshop Overview

On January 15, 2004, Caltrans District 9 hosted a public workshop to share and obtain information about BAACS. At least 130 people signed the voluntary sign-in sheet, which included representation from:

- Bishop area residents
- Local businesses
- Inyo County
- Local Transportation Commission
- City of Bishop
- Local Media

For a complete list of meeting participants, see attachment 1.

Project Team Attendance:

- Brad Mettam, Caltrans
- Forest Becket, Caltrans
- Donna Holland, Caltrans
- Melinda Posner, Jones & Stokes
- Maurice Chaney, Jones & Stokes
- Chuck Anders, Strategic Initiatives

Katy Walton, Deputy District Director of Planning & Programming, also attended the meeting.

Melinda Posner began the meeting by reviewing the agenda and ground rules. Brad Mettam was introduced and explained the purpose of the meeting in more detail and introduced the local government agencies that are involved in the study. Brad provided background information including:

- History of study
- Current status
- Study objectives
- Study area
- Truck traffic
- Community average annual daily traffic
- Tri-County Fair results

Meeting Demographic Information

Chuck Anders of Strategic Initiatives was then introduced. Chuck explained that CoNexus Interactive Polling Technology is an effective tool to gather information at one time from a large group of people and it also assists in productive discussions on key community issues. He stated that while the collective voting percentages are important and interesting, the

Caltrans District 9

Bishop Area Access and Circulation Study (BAACS) Meeting Recap

Public Workshop – January 15, 2004

subsequent discussions about why the community votes the way it does is even more important in identifying community concerns and opinions.

Using CoNexus Interactive Polling Technology, demographic information was obtained from those who were in attendance and participated in the polling session. Approximately 117 out of 130 attendees participated in the polling. Here is a summary of results from the demographic polling:

- Fifty-nine percent of meeting participants were male and 41 percent were female
- Forty percent of the meeting participants lived in West Bishop, 34 percent lived in the incorporated portion of Bishop and the remaining 26 percent lived in Rocking K, Starlight, Wilkerson, Round Valley, the county or other. (“West Bishop” is defined as Dixon, Highlands/Glenwood, and Meadow Creek communities.)
- Forty-eight percent have lived in the Bishop area for more than 20 years and 25 percent have lived in the Bishop area between 11 and 20 years
- Twenty-nine percent of attendees had at least a four-year college degree
- Ninety percent of attendees were 35 years of age or older
- Eighty-three percent of meeting participants were of Anglo/White descent
- Household income was widely distributed among meeting participants

For additional demographic results, see attachment 2.

Prioritization of Study Objectives

In 2002, the Local Transportation Commission – with support from the city of Bishop and Inyo County – identified the following study objectives for BAACS:

- A. Improve the circulation and safety for all modes of transportation in the downtown area
- B. Accommodate commercial truck traffic for US 395 and US 6
- C. Plan for downtown improvements (i.e. landscaping, parking, pedestrian facilities, etc.) along with the rerouting of truck traffic
- D. Facilitate ground access improvements to the airport and its associated development improvements
- E. In order to encourage potential downtown commerce visitation, keep services in Bishop visible for through traffic on any route and have easy on/off connections

CoNexus was used to gather information from the public about the importance of each objective. The prioritization of the study objectives involved employing a relative ranking technique in which meeting participants were asked to rank each objective against each of the other objectives. This technique provides more information than merely prioritizing the five objectives in order of importance. Through each comparison, respondents had to pick the most important of the paired study objectives.

Caltrans District 9 Bishop Area Access and Circulation Study (BAACS) Meeting Recap Public Workshop – January 15, 2004

The relative importance of the study objectives was broken down for all participants, female, and male participants.

Meeting participants	Rank Order
All participants	A, C, B, E and D
Female participants	C, A, E, B and D
Male participants	A, C, B, E and D

Objectives A and C were consistently ranked among the top two important study objectives in all groups. All of the highly selected objectives have internal circulation components associated with them.

Information about the prioritization of the study objectives relative to all meeting participant demographics can be found in attachment 2.

Community Values

A portion of the meeting was devoted to obtaining and ranking meeting attendees' community values. Participants were asked what values were important in prioritizing/ranking the study objectives.

(Team, these noted as expressed by the community. We may want to revise and make consistent—verbs, etc.)

Objective	Values
A	<ul style="list-style-type: none"> • Reduces/Minimizes noise • Safety • Improves air quality • Accommodates bikes (including improvements) • More pedestrian friendly • Minimizes disruption in residential community • More scenic downtown • More parking • Supports bike travel • Improves safety for kids on bikes and scooters – compatibility of bikes and traffic • Public restrooms
B	<ul style="list-style-type: none"> • Truck access to downtown businesses...accommodation for truck traffic rather than a bypass (maintain economic benefit from truck traffic by maintaining access to downtown business and services) • New legislation may require truck drivers to take more breaks • Move hazardous traffic out of town

Caltrans District 9

Bishop Area Access and Circulation Study (BAACS) Meeting Recap

Public Workshop – January 15, 2004

- Truck rest stop
- C
- Move trucks out of downtown
 - Encourage business
 - Aesthetics – beautifications for downtown
 - Create a positive community experience
 - Safety for all modes of transportation
 - Quality of life
 - Attracts people to the community
 - Revitalizes downtown area
 - Keeps downtown vibrant
- D
- Objective D might be important if city had air service
 - Commercial use development
 - Is Bishop Airport going to be a backup to Mammoth?
 - Supporting airport means supporting commercial development
 - Current safety issues getting to the airport
 - Makes sense to have an airport access route South and north airport access
 - Encourages commercial development near airport
- E
- Minimize impact to businesses in Bishop
 - Downtown businesses will be adversely affected by bypass
 - Important that there is directional signage and ramps back to downtown if there is a bypass
 - Provide rest stops for all modes of traffic
 - Business sales will decrease
 - Tourist dollars have to be considered
 - Safety beautification, etc. is very important
 - Recognize the strong employment base downtown

Once the comments were captured, they were then presented back to the meeting participants for ranking. Meeting participants ranked the community values on a nine-point scale from “Critically Important” to “Not at all Important.”

Top community values: (in order of highest number)	
Safety for kids	7.9
Quality of life	7.8
Minimize hazardous traffic downtown	7.4
More pedestrian friendly downtown	6.9
Accommodate truckers needs/parking and rest areas	6.7

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Revitalize downtown/attract people and tourists	6.6
Respond proactively to change	6.6
Minimize impacts to downtown Bishop businesses	6.5
Sense of community	6.5
Encourage downtown business	6.4
Accommodate bikes downtown/improve safety	6.0
Minimize noise	5.7
Bishop as a destination	5.6
Improve air quality	5.1
Encourage commercial development near airport	5.0

Survey Results

Melinda provided meeting participants a summary of the preliminary results from the telephone survey that was conducted in December 2003. The presentation highlighted key preliminary findings:

- **Top transportation issues.** Survey results identified that Bishop area residents' top transportation issues (54 percent) were "other," congestion on Main Street, and too many trucks on Main Street.
- **Top transportation solutions.** Survey results identified that Bishop area residents' top transportation solution (59 percent) were "other," a bypass and/or truck route.
- **Truck traffic.** Survey results indicated that more than 52 percent of Bishop area residents and businesses said truck traffic contributes to transportation issues and congestion in the downtown area.
These findings will be further analyzed to determine what "other:" mean.
- **Main Street one-trip traffic.** Sixty-five percent of those surveyed said that they take one to four one-way trips on Bishop's Main Street on a typical weekday and 20 percent said they take approximately five to nine one-way trips.
- **Economic dependency on out-of-town travelers.** Forty percent of those surveyed said that their business was somewhat to very dependent on out-of-town travelers.

For a summary of preliminary survey results including a list of "other" responses, see attachment 3.

General Comments

During the community values portion of the meeting, meeting participants expressed various comments and asked questions about existing truck traffic and a potential bypass. Their comments are noted below.

Truck Concerns

- Need truck bypass and a truck stop...no place to park for the truckers
- Bypass will lead truck traffic out of town
- Trucks stop if it is convenient and out of necessity (to get food, etc.)

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- Other towns, you have to plan where you are going to stop...is there parking? If not, can wait until the next town...rest areas?
- The space needed is beyond the real estate Bishop has – a rest area is ideal
- Truck route state laws...only trucks can come if delivering?
- Before a bypass, safety is top priority both within and outside the study area
- Highway 6 is horrible
- Supportive of four lane highways
- Can there be a truck only bypass?

Bypass Concerns

- Are bypass studies available?
- Communities that respond proactively to change are more likely to be successful. Those that are not proactive do not fair well comparatively
- Businesses will move out near a potential bypass?

Carryover Questions and Answers

Before the open house, meeting participants were given the opportunity to comment and ask questions. Some of the questions asked at the time of the meeting, but not answered are below with inserted answers.

Q: Why don't they have a crossing guard on Main Street?

A: Crossing guards are not provided by Caltrans, but are something the School District must initiate.

Q: What percentage is truck traffic versus regular car traffic [on Main Street](#)?

A: In town on Main Street [4-6 percent](#) of the total volume of traffic is truck traffic. [This is the best figure we can come up, until more definitive data on classification of vehicles is collected in the City.](#)

Q: If there is a bypass, will Mammoth folks be considered?

A: Yes.

Q: What percentage of traffic is going through Bishop and what percentage of people come in for commercial related business?

A: The best knowledge we have of this would be identified in Caltrans District 9 Year 2000 Orientation and Destination Study. This is a survey done about every 10 years that surveys the traveling public entering and leaving the Eastern Sierra Region. [This last survey was done in February, March, and August of 2000. The survey locations were oriented such that most all motorists coming into or going out of Inyo and Mono Counties were captured.](#)

Some key highlights from the study are as follows:

- Average occupancy per vehicle was 2.18

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- Autos and Sport Utility Vehicles (SUV's) made up 54 percent of the vehicles surveyed
- 11.5 percent of the vehicles [coming into and going out of the Inyo/Mono region](#) were commercial trucks
- RV's made up 3.2% of the vehicle mix
- Recreation was given as the main purpose of the trip by 55% of the respondents
- ~~42~~Forty-two percent of the overnight visitors were staying in a motel or hotel versus 37% staying in a campground

- Nevada accounted for 24 percent of the vehicles coming into the Eastern Sierra
- ~~36~~Thirty-six percent of the vehicles came from Southern California
- ~~4~~One percent of the travelers came from out of the country
- Germany was number one foreign country of origin
- ~~60~~Sixty percent of the people named Inyo or Mono County as their destination
- ~~40~~Forty percent of the travelers were driving through the Eastern Sierra to reach their final destination without staying overnight
- Mammoth lakes was the number one destination at 41% of the visitors staying in Inyo and Mono Counties
- The majority (69 percent) of overnight visitors stayed in Mono County
- ~~72~~Seventy-two percent of the visitors staying in Inyo and Mono Counties were going to stay one to three nights, with the majority of visitors staying one night
- ~~34~~Thirty-one percent of the traveling public said they always stop in small communities for services other than gas
- ~~48~~Forty-eight percent said they sometimes stop, while 21 percent said they never stop

Q: Can you move red curbs and decrease speed limits?

A: Red curbing is set either by Caltrans guidelines concerning sight distance at driveways, intersections, etc. or by a County or City ordinance process involving the CHP and Caltrans to set enforceable “no parking” zones. General speed limits are basically set by the driving public, through a process specified in the California Vehicle Code. The Vehicle Code procedure for setting speed limits is mandated by law to follow a very specific process of surveying speeds and finding speed which the 85th percentile of people are driving a particular section of road. The speed limit is then set within 5 miles per hour of this 85th percentile speed, while also considering other roadway conditions.

Q: Will a less “cluttered” appearance increase tourism?

A: Many community planning and downtown revitalization efforts are taking place in communities all across the country. One of the initial efforts that these towns are doing to increase tourism, community identity, and make a desirable destination is to remove billboard signs and other clutter.

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Q: Is Caltrans definitely doing a bypass?

A: No. This workshop is one step in the study to determine if a bypass is wanted and/or what other transportation and circulation solutions make sense to improve transportation issues in Bishop.

Open House

An open house followed the formal meeting presentation where project representatives provided additional information about BAACS. Graphic boards were displayed depicting information relative to the study, including:

- Goals and objectives
- Study timeline
- Tri-County Fair results
- Telephone survey results
- Accident results

Additionally, one station provided information about proposed study alternatives. While comments at this station were not recorded, the following general comments/questions were captured:

- Meeting participants were concerned about the proximity of any alternate route to residential areas
- Meeting participants wanted to know the location of alternatives relative to the canal west of Bishop
- Meeting participants were generally more interested in examining potential routes to the east of Bishop

Comment Cards

Twenty-nine comment cards were received at the meeting. Comments ranged from general comments about meeting format and effectiveness, to specific comments and questions that focused on circulation, downtown beautification and a bypass. Below are the comments from the comment cards organized in the follow categories:

- Meeting format
- Truck traffic
- Bypass
- Transportation/circulation improvements
- Study alternatives
- Other

Caltrans District 9
 Bishop Area Access and Circulation Study (BAACS) Meeting Recap
 Public Workshop – January 15, 2004

Topic	Comment Card Responses	Name
Meeting Format/CoNexus Polling		
1.	<p>Very fine and well organized presentation. The digital input and subsequent results was very enlightening. It's too bad a larger cross-section of the townspeople wasn't here to offer their input.</p> <p>I do believe those present expressed honest feelings and provided good input into the Caltrans effort to connect many difficult problems.</p> <p>Thanks for the effort on Bishop's behalf.</p>	Bob Unkrich
2.	<p>Questions needed for CoNexus:</p> <ul style="list-style-type: none"> • Did the issues to be voted on decisively establish our transportation issue? • Would dollar amounts (cost) of each alternative help shape the outcome? 	Jon Patzer
3.	<p>During the time tonight that you ran over the objectives and took comments, it was hard to hear the comments being made. The feedback – reading off the flipcharts went on too long and was redundant.</p>	No name
4.	<p>Had great trouble hearing comments from the floor...it was helpful having the comments rephrased so we could hear. Also...black type font (survey "pie") was nearly impossible to read.</p>	Kennedy

Caltrans District 9 Bishop Area Access and Circulation Study (BAACS) Meeting Recap Public Workshop – January 15, 2004

5. The wireless voting technology was brilliant. Everyone was involved and the energy was up. Susan Powell

Comments on values started to drag and then review of comments on flipchart moved into the “grueling” phase.

I thought providing the data straight away via CoNexus was useful. Hearing about the phone survey was good.

Seemed odd that Brad said he hadn’t looked into bypass affected towns...

Logistics seemed pretty smooth

Good use of audio/visual

Thanks for not too many paper handouts

Truck traffic

1. Unfortunately, this was my first public meeting on this matter. The general consensus was the concern about trucks on Main Street. This misconception must be from the lack of the truck drivers input. Actually the problem arises from too many auto drivers. Not more than two weeks ago there were two pedestrians hit in the same crosswalk (on two different nights) by autos– not trucks! What makes Bishop different from other towns like: L.P., Big Pine, Independence, Bridgeport? Or even Carson City? There trucks are required to stay in the left lane through town. The congestion is minimized because autos can make right hand turns without causing the trucks to stop and slowly return to the speed limit of 25 MPH...minimize traffic signals. Brian Berner
2. Service for trucks in Bishop non-existent. Build a large truck stop on the north end of town. Charles Hopewell
3. Trucks must be eliminated around Bishop – (illegible) – life in downtown. James Godbe

Truckers need to be accommodated with a truck stop with access to downtown by public transportation.

Caltrans District 9 Bishop Area Access and Circulation Study (BAACS) Meeting Recap Public Workshop – January 15, 2004

Bypass

1. A bypass would decrease retail business significantly. To keep downtown businesses, restrict any retail other than in town. Our tax dollars would be better spent putting in four-lanes in the dangerous two lane areas from the south of Lone Pine to the south end of Olancho. Ken Sample
2. If this community – at least the business community is proud of what it is, and wishes to attract visitors, it will have create intelligent signs on a bypass highway, which make stopping in Bishop as a tourist, hard not to do. Such accurate and careful signage could have saved many small towns from decay. Genrose Brockman
3. Good luck – as you unravel the pros and cons! I support a truck/car bypass with perhaps a commercial truck stop (new business) and airport development. Helen Eilts
4. Long term: [US 395](#) freeway bypass. Jerry Gabriel
5. A bypass by airport is best. James Godbe
6. Some businesses have survived and prospered through the years, regardless of average daily traffic. What can we learn from their success to assist the Bishop business community to prosper if a bypass is constructed? Andy Boyd
7. Any bypass, no matter what you call it, will steer travelers around town and result in decreased business, number of jobs, revenue to city, etc. A bypass is the least preferred alternative. Bill McMullin

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8. A bypass on the east side of town is the most feasible alternative of any. If the town were to regain parking on Main Street it would be a benefit to the businesses but not necessarily to the consumer or tourist as Main Street would likely lose through-traffic capacity and become clogged.
- No name

I see the airport as a great industrial and commercial opportunity for the county and the city of Bishop if growth coincides with the mobility a bypass would offer. Providing an opportunity to bypass the town is a wonderful idea if the option lies close to the downtown center. The close proximity allows the motorist the perception of not losing any time if they stop and are in a hurry.

Transportation/Circulation Improvements

1. Design, designate, and build bicycle paths through and around Bishop and environment. Improve circulation around/in vicinity of the elementary schools. Facilitate pedestrian (child) access from east of 395 to the schools. Bus service for older children to schools. Do not pave the dirt road along the canal east of the Bishop city limits. Study bypass/alternate access routes both west and east of Main Street. Any bypass to the east should be placed away from residential areas; east of Johnston Street, for example.
- No name
2. Develop Wye Road
- Ed
Himelhock
- Allows better access to airport
 - Allows northern access to alt. Route
 - Allows access to proposed light industrial park
- Develop southern access to airport
- Allows better access to airport
 - Allows southern access to alt. Route
 - Allows access to proposed light industrial park
- Alt. Route (where ever located) should be:
- Attractive for trucks
 - Unattractive to tourists

Caltrans District 9 Bishop Area Access and Circulation Study (BAACS) Meeting Recap Public Workshop – January 15, 2004

3. To increase safety on Main Street (short-term)
 - Eliminate all uncontrolled marked crosswalks
 - Install news signals at Academy and East Elm
 - Establish bike lanes from Elm Street to Wye Rd.Jerry Gabriel

4. Never threaten to take our crosswalks away again – the white lines must stay. Include in truck problems are large moving vans that sometimes need to stay a night after unloading and nowhere to park. I use to spend more time and money downtown before Redlining on Main took place and truck traffic increased. Also trucks are larger than earlier times. Main Street is not so pleasant and feels more dangerous. Jean Miller

5. Improve sidewalks by removing obstructions in middle of sidewalks. Handicap pedestrians cannot stay on sidewalks with motorized wheelchairs because of inadequate space between light standards and business buildings. Better making for downtown crosswalks – most people driving through do not see the crosswalks because of poor visibility. Darlene Nichols

6. Remove power poles and other obstructions from sidewalks on Main Street. David Miller
 - Provide parking and services for trucks outside of city.
 - Provide sidewalks on Home Street.
 - Improve crossing safety on Main Street.
 - Relocate post office and provide more convenient mail drops (from drivers side).
 - Short term: move trucks to center lanes like Carson City, Minden, etc.)
 - Improve the intersection at Wye Road and Hwy 6.

Caltrans District 9 Bishop Area Access and Circulation Study (BAACS) Meeting Recap Public Workshop – January 15, 2004

7. Can there be any accommodations for and encouragement of use of NEVs (Neighborhood Electric Vehicles) with 25 MPH speed in the downtown area – and to downtown to West Bishop? Kerry C. Smith

West Line Street is the only connecting route, but under present conditions NEVs would not be permitted on ITAs auto traffic. Can NEVs use bike lanes or can a legal route be provided to encourage the use of small, clean, quiet, vehicles for use by those who cannot use bicycles?

NEV parking could use much less space.

8. Besides bicycles, how about scooters? Thank you, please help us. Emily Roddy

A path from the senior Sunrise park to Vons and Kmart...the sidewalks are terrible – safety for older senior citizens that have scooter...to dangerous along highway.

They're getting more scooters in town, and if you are on the Hwy, those big trucks are dangerous. They just about blow you over.

9. Thank you for the forum to talk and listen to ideas. Safe routes to and from school are important at before school times and dismissal times. Few, if any, alternatives exist currently for parents, buses or foot traffic. A possible back entry to Elm/Pine Street schools with north and south entry would help with both daily traffic and emergency evacuation needs. Howard Lehwald

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 Bishop Area Access and Circulation Study (BAACS) Meeting Recap
 Public Workshop – January 15, 2004

- | | |
|--|-----------------------------------|
| <p>10. I cross the intersection of Line/Warren at least four times a day for work. The eastern crosswalk of this intersection was removed and has increased the danger of using this intersection dramatically. It is highly used, but has been safer to jaywalk when the opportunity is there. Without this crosswalk, my chance of getting hit has been increased 200 percent – due to where I can park. Ironically, it is in front of the police station, but all cars speed there to make the light at Line/Main. Please bring back crosswalk!!</p> <ul style="list-style-type: none"> • Crosswalks should be marked by pedestrian signs that blink (they have these in many parts of L.A.) and out weather, congestion is worse in downtown. • Besides bringing my crosswalk back, prioritize the safety on Highway 395 with four lanes at all times. My crosswalk will not matter if I'm dead. • Beautify Bishop with parks, trees, and greenery – thanks for the meeting! • Bike path around town will contribute to making Bishop a destination for folks of all ages. • Parking—police station has asked for more spots and those should be taken out of the lot of spaces on the west side of the fire station that are never used. | <p>Lori
 Constan</p> |
| <p>11. Try to accommodate more Bishop area vehicles to utilize alternate roads rather than Main Street.</p> | <p>Bill
 McMullin</p> |
| <p>12. Dealing with local traffic than building an alternate route.</p> | <p>Verbal Q.</p> |
| <p>13. Develop Warren for pedestrian and bikes.</p> | <p>Verbal Q.</p> |
| <p>14. Perhaps develop an alt. Route for “locals” to bypass Main Street, i.e. develop Sunland Lane (past hospitals/school) through to North 395 (with signal at 396).</p> | <p>Ed
 Himelhock</p> |

Caltrans District 9 Bishop Area Access and Circulation Study (BAACS) Meeting Recap Public Workshop – January 15, 2004

Study Alternatives

1. I've looked at all routes displayed – A through H. None of them seem to help all issues. I realize that there is a safety/accident issue on 395 North of town. But...if trucks were brought to the Y from north 395 and 6 then routed to the airport on to the south by Amerigas (395), traffic could easily choose to drive through town – they would be permitted to see downtown, as well as forced to slow down before choosing. All other routes take traffic far too outside of town. This route accommodates trucks and businesses. James Godbe

Other

1. Please do not include Dixon Lane with West Bishop. Howard Gaines
2. Please find a way to put utilities underground...a beautiful Bishop will attract people and encourage business. James Godbe

Is it possible to plant trees in islands and accommodate turning from the center lane? Trees and landscaping in downtown Bishop are essential.

3. A strong community is essential for our young people. I used to work in Mammoth (town) and the lack of central “gathering place” for large community activities was glaring. Susan Powell

In my experience, people who find Bishop love it and they always return – at some point- and they tell their friends. I think we needn't worry too much about a by-pass.

Good point about four-lane highway.

What is the population of Bishop? (More than city limits)

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Bishop Area Access and Circulation Study (BAACS) Meeting Recap

Public Workshop – January 15, 2004

- | | |
|---|------------------|
| 4. I feel it is important to realize there are a lot of residents in Bishop who divide the town into areas they frequent, and don't frequent. In particular, in talking with people and pointing out where in town they can find a product or service, which they are seeking, I have been stunned by a large number who refuse to cross Main Street for any reason. Any changes to Main Street should be aimed at reversing this trend. | Bob Woodson |
| 5. Reduction of traffic will assist with the enhancement of public transportation. | Verbal Q. |
| 6. consider moving underground utilities to make for more room. | Verbal Q. |
| 7. (Drawn out map, see comment card) | Elvie Henderson |
| 8. See to it that it is a pleasant experience to be in the town of Bishop once a visitor comes. One big comfortable coffee shop/restaurant outside of town would make truckers happy (and locals, too!) | Genrose Brockman |
| 9. It seems to me too much emphasis and time spent on beautification of downtown. This should be a separate community issue. I don't really understand why this should be a Caltrans problem. We could make downtown nicer if we choose, and not do anything about the traffic at all. The issue should be about routing traffic and safety and efficiently from point A to point B. That is a Caltrans challenge. It sounds like the Ford dealer would make more money by converting his property to a truck stop. | N. Parchman |
| 10. I would like to be a part of ongoing discussion/work on downtown revitalization planning and issues. | Lynne Almeida |

Also, will I be able to get copies of the results of your Access and Circulation Study, telephone survey, etc.?

Would you consider forming an advisory panel comprised of businesses/residents in the downtown core area?

Thanks for hosting this discussion – it was interesting and informative.

Caltrans District 9 Bishop Area Access and Circulation Study (BAACS) Meeting Recap Public Workshop – January 15, 2004

For copies of the comment cards from the public workshop, see attachment 4.

Media Coverage

In preparation for the public workshop, media relations were conducted to garner public participation, including:

- Preprinted newspaper advertisements were inserted in the *Inyo Register* the Saturday prior to the meeting, reaching more than 6,000 households
- Radio advertisements in English and Spanish were purchased on KDAY and KIBS/KBOV (30-second spots twice to three times per day)
- News release distributed to all media outlets in the Bishop area

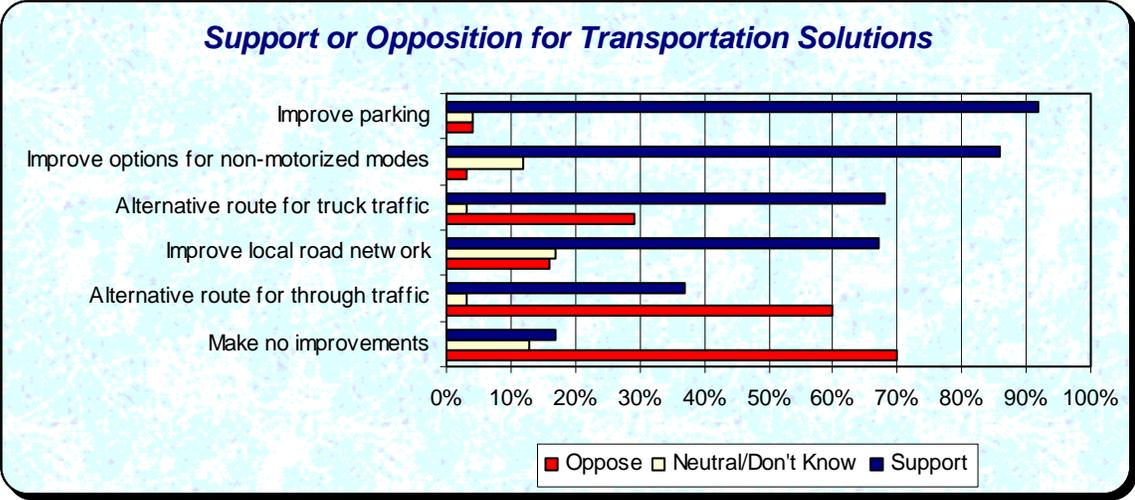
Coverage of the study and public workshop included two stories in the *Inyo Register* – one prior to the meeting on January 13, 2004, and a follow-up story on January 17, 2004, as well as a story in the *Sierra Reader*. In addition, KDAY television and radio interviewed Forest Becket and meeting participants at the public workshop. (For newspaper articles, see attachment 5.)

Subsequent media inquires have been made to Caltrans since the workshop.

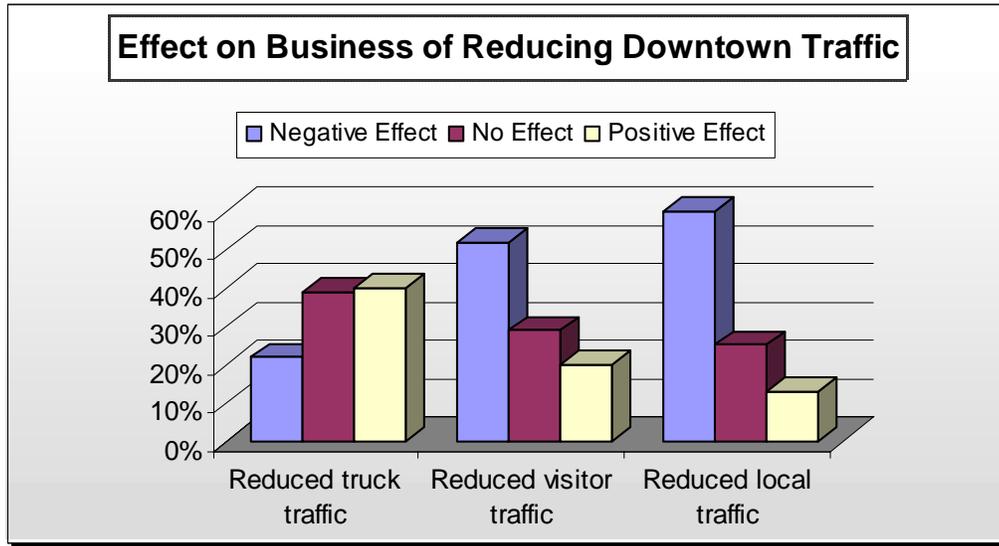
Bishop Area Access and Circulation Study of Businesses
June 2004 – DRAFT 3

Salient Results & Recommendations

- When asked top-of-mind what the number one transportation issue is in Bishop, the top two responses were not enough parking (39%) and too many trucks on Main Street (18%). Solutions to the number one transportation issue that received the highest percentage of responses were creating an alternate route specifically for truck traffic (38%) and creating more parking (20%).
- Solutions to transportation issues that have the most support are improving parking, improving the options for using non-motorized modes of transportation, creating an alternate route specifically for truck traffic, and improving the local road network by adding to and connecting existing roads.



- The strongest opposition to transportation solutions (other than making no improvements) was creating an alternate route for through traffic (60%). Creating an alternate route specifically for truck traffic was supported by most businesses (68%) and the majority said it would either have a positive effect (40%) or no effect on their business (39%)



- Most business that responded were interested in improving the look and feel of downtown Bishop and felt that streetscape improvements would have a positive impact on their business (76%). However, only about half would be supportive of helping to pay for improvements.

Statistically Significant Crosstabulations

- Businesses on Highway 395/Main Street were more likely than businesses in other locations to indicate that reduced visitor traffic would have a *negative* effect on their business and that reduced truck traffic would have a *positive* effect on their business.
- While most respondents indicated that reduced local traffic would have a negative effect on their business, this consequence was more likely to be mentioned by businesses on Highway 395/Main Street.
- The higher the percentage of business from out-of-town travelers, the more the company was opposed to constructing an alternate route for truck traffic. They were also more likely to indicate that reduced visitor traffic and reduced truck traffic would have a negative effect on their business.

- Reduced truck traffic seemed to have no effect on companies with zero to 20 percent out-of-town customers, a negative effect on companies with 40 to 60 percent of out-of-town customers, and a positive effect on companies with 80 to 100 percent of out-of-town consumers. **These results may be indicative of the type of business (i.e. restaurant vs. tourist related business).**
- Enterprises with either less than six employees or more than twenty employees were more concerned with adding parking as a benefit to their business.
- Businesses with 11 to 15 employees were most supportive of helping to pay for improvements of the look and feel of downtown Bishop.
- Companies on Highway 395/Main Street were more likely than companies in other locations to have more customers (100 or more) each week and to have a higher percentage of business (40% or more) from out of town travelers.
- The number of customers that visit an enterprise each week increased with the number of employees (full and part-time) at the enterprise.
- Tourist related and retail businesses were more likely to be located on Highway 395/Main Street.

Bishop Area Access and Circulation Study of Businesses
Frequency Questionnaire

Methods:	
Field Dates:	• Field Dates: June 4 – June 29, 2004
Sample Size:	• 79 businesses
Sampling Error:	• +/- 9.7% (calculated at 95% confidence level) with a population of 325
Unit of Analysis:	• Business Owner or Manager
Population:	• Businesses in Bishop, CA on the questionnaire mailing list
Sampling Frame:	• Paper questionnaire to be mailed to businesses in Bishop on or near downtown/Main Street and North Sierra Hwy
Budgeted Length of Questionnaire:	• 1 page, front and back

NOTE: This frequency questionnaire serves as only a preliminary report. Frequency percentages reported in this document represent adjusted frequencies, meaning that, unless otherwise indicated, percentages have been adjusted to account for any non-responses or not-applicable responses. Due to rounding, the totals of these percentages may be slightly above or below 100%. Questions allowing for multiple responses will not add to 100%.

The **mean, median, and mode** are measurements of central tendency (the statistical reports are included in a separate cover). A mean indicates the mathematical average of all respondents. For instance, on the variable "number of customers per week" (Q13), a mean of 4 indicates that the average of all responses is "200 to 500 customers" (on a six-point scale). The median is the midpoint answer of all respondents. On the same variable "number of customers per week," a median of 4 suggests that half of the respondents gave a rating higher than 4 and the other half gave a rating lower than 4 ("200 to 500 customers"). The mode is the answer that was chosen most among respondents. In other words, it is the category with the highest percentage.

• Paper Questionnaire •

01. What would you say is the number one transportation issue that affects your business in the Bishop area?

	Of all respondents
1) Parking	38.6
2) Congestion	3.5
3) Too Many Trucks	17.5
4) No Problems	8.8
5) Other	31.6

02. What, if any, solution would you suggest to the number one transportation issue?

	Of all respondents
1) Bypass for Trucks	37.8
2) More Parking	20.0
3) Nothing/Don't Know	6.7
4) Other	35.6

03. Several alternatives can be considered as a way to handle local transportation issues in the Bishop area. Please tell me if you support or oppose each of the following.

	Of all respondents				
	Strongly Oppose	Somewhat Oppose	Somewhat Support	Strongly Support	Neutral/ Don't Know
a. Construct an alternate route for through traffic	52.6	7.7	12.8	24.4	2.6
b. Construct an alternate route specifically for truck traffic	17.7	11.4	13.9	54.4	2.5
c. Improve the options for riding a bicycle, walking, and other non-motorized modes	1.3	1.3	31.2	54.5	11.7
d. Improve parking	1.4	2.7	20.3	71.6	4.1
e. Improve the local road network by adding to and connecting existing roads	9.2	6.6	19.7	47.4	17.1
f. Make no improvements	54.9	15.5	15.5	1.4	12.7

04. Is the existing supply of parking adequate for your business needs?

	Of all respondents
1) Yes	55.1
2) No	44.9

05. What would most benefit your business?

	Of all respondents
1) More Parking	31.5
2) Shorter Parking Time Limits/Faster Turnover	0.0
3) Less through truck traffic on Main Street	15.1
4) Less congestion on Main Street	8.2
5) Streetscape enhancements	19.2
6) No Changes/None of the Above	15.1
7) Other (please specify)	11.0

06. What effect would reducing the volume of current traffic through downtown on Main Street have on your business?

Of all respondents

	Significantly Negative	Moderately Negative	No Effect	Moderately Positive	Significantly Positive
a. Reduced visitor traffic	39.0	13.0	28.6	10.4	9.1
b. Reduced truck traffic	9.0	12.8	38.5	11.5	28.2
c. Reduced local traffic	38.2	23.7	25.0	10.5	2.6

07. Please indicate your opinions on improving the look and feel of downtown Bishop on Main Street.

Of all respondents

	Yes	No
a. Interested in the improvement of the look and feel of downtown	76.3	23.7
b. Improving downtown would have positive impact on business	67.6	32.4
c. Supportive of helping to pay for downtown visual improvements	51.5	48.5

08. Where is your business located?

Of all respondents

1) On Highway 395/Main Street	59.5
2) On 395 North Sierra Hwy	10.8
3) Within two blocks of Highway 395	23.0
4) Somewhere else in the Bishop area	6.8

09. How many years have you been in business?

Of all respondents

1) Less than 16	42.0
2) 16-30	36.0
3) 31-45	10.5
4) 46 or more	12.0

Mean = 21 years
Median = 19 years
Mode = 3 years

10. How many total (full and part time) employees are currently employed with your business?

	Of all respondents
1) Less than 6	46.5
2) 6 to 10	13.3
3) 11 to 15	13.3
4) 16 to 20	12.0
5) 21 to 25	2.6
6) 26 or more	11.7

Mean = 14 employees

Median = 7 employees

Mode = 2 employees

11. What is the type of business?

	Of all respondents
1) Hotel or Motel	5.5
2) Restaurant	9.6
3) Fast Food	4.1
4) Gas station/Automotive Related Business	8.2
5) Sporting goods	6.8
6) Entertainment (ex: movie theater)	1.4
7) Government Agency (please specify)	2.7
8) Quasi-governmental (ex: library, school)	0.0
9) Social Service (ex: mental health, seniors)	1.4
10) Medical/dental	4.1
11) Professional services (please specify)	8.2
12) Other retail (please specify)	32.9
13) Other tourist or recreation business (please specify)	4.1
14) Other type of business (please specify)	11.0

12. Approximately, what percentage of your business is from out-of-town travelers, such as truck traffic and visitor through traffic (compared to customers who live in Bishop)?

	Of all respondents
1) 0% out-of-town travelers	17.8
2) 20% out-of-town travelers	28.8
3) 40% out-of-town travelers	9.6
4) 60% out-of-town travelers	19.2
5) 80% out-of-town travelers	20.5
6) 100% out-of-town travelers	4.1

Mean = 40% out-of-town travelers

Median = 40% out-of-town travelers

Mode = 20% out-of-town travelers

13. In an effort to determine traffic generated by local businesses, please estimate how many customers visit your location per week, on average?

	Of all respondents
1) 1 to 50	18.4
2) 50 to 100	15.8
3) 100 to 200	13.2
4) 200 to 500	21.1
5) 500 to 1000	14.5
6) 1000 +	17.1

Mean = 200 to 500 customers
Median = 200 to 500 customers
Mode = 200 to 500 customers

Caltrans District 9 Bishop Area Access and Circulation Study July 15, 2004 Public Workshop Recap August 12, 2004

Meeting Attendees

Sixty-eight community members attended the Bishop Area Access and Circulation Study public workshop on July 15, 2004 (see attached for complete list of attendees). The workshop included representation from:

- Bishop residents
- City of Bishop
- Los Angeles Department of Water and Power
- Local media
- Bishop Chamber of Commerce
- Local businesses
- Bishop Indian Tribal Council
- Inyo County
- Bishop Airport

Project Meeting Team Attendees

- Brad Mettam, Caltrans
- Forest Becket, Caltrans
- Donna Holland, Caltrans
- Bryan Winzenread, Caltrans
- Ryan Dermody, Caltrans
- Bart Dela Cruz, Caltrans
- Jeff Jewett, Inyo County
- Melinda Posner, Jones & Stokes
- Maurice Chaney, Jones & Stokes

Public Workshop Purpose

The purpose of the meeting was to provide an update on the current status of the study and to obtain input about what should be considered in Caltrans' evaluation of project alternatives. Key agenda items included:

- Overview of the study's purpose and history
- Results from the business mail survey conducted in June
- Status and future of Bishop Airport planning efforts
- Potential study alternatives and status of analysis
- Facilitated discussion to identify additional considerations for study alternatives
- Study Alternatives Breakout Stations

Welcome/Meeting Format

Melinda Posner welcomed everyone to the meeting and introduced the project team, Project Development Team member's present and elected officials who were in attendance.

Melinda looked for a show of hands of those who attended the public workshop in January; more than a third indicated that they did attend. Melinda also asked for a show of hands for how many attendees were residents and how many were business owners. The majority of meeting participants were residents; however, there were at least ten business owners in the audience.

Melinda reviewed the agenda and went over the ground rules. She also assured meeting participants that they would have a chance to provide comments during the facilitated discussion regarding the considerations of the study alternatives, on comment cards and at the study alternatives stations.

Formal Presentations

Project Background

Brad Mettam began the presentation by providing a quick overview and status of the study including:

- Study goals and objectives
- Public participation milestones
- Bishop traffic data
- Accident history

Airport Development Plans

Jeff Jewett from the Inyo County Public Works Department provided information about the potential commercial and industrial development at the airport. Jeff indicated that the county's airport master plan proposes a new terminal and additional business park land uses to accommodate future growth in airport services.

Traffic Modeling

Ryan Dermody was introduced to talk about the traffic model to be used for this study, as well as for future transportation planning efforts. Though still in the development stage, the model will be able to simulate existing traffic flows and patterns and assist in the evaluation of potential transportation solutions.

Truck Traffic and Business Survey

Brad discussed the issue of truck traffic in Bishop and, more specifically, along the US 395/Main Street corridor. Brad provided information about average daily truck movement in the Bishop area.

Brad then provided a brief summary of results from the business survey that was conducted in June. The survey is a follow-up to a public opinion survey directed at Bishop residents that was conducted late last year. The business-specific survey was designed to capture the specific interests of businesses along the corridor. More than 75 surveys were received from approximately 300 that were distributed via mail to businesses. Key findings include:

- **Top of mind transportation issue.** When asked their number one transportation issue, 39 percent of businesses indicated parking, followed by too many trucks (18 percent).

- **Top of mind transportation solution.** The most cited transportation solutions included improved parking, better options for non-motorized modes of transportation, development of a truck route, and improved local road network with additional connecting routes.
- **Strongest opposition to transportation solutions.** More than 50 percent of the businesses that responded indicated that they are opposed to an alternate route for through traffic. *(Brad indicated that any alternate route that is constructed might be designated (through the use of signs) as a truck route and require that through trucks utilize it; however, Caltrans cannot prohibit passenger vehicles from using it.)*
- **Downtown improvements.** Seventy-six percent of businesses are in favor of improving the look and feel of downtown, and about half would be supportive of paying for such improvements.

Alternatives Under Consideration

Brad provided information on the proposed study alternatives. The first step in the development and analysis of alternatives has been a review and “screening” by the Project Development Team. Caltrans has also been actively sharing and obtaining input about the proposed study alternatives with other key stakeholders such as the school district, tribal government, City of Bishop, Inyo County and others. Through this review, several early alternatives have been eliminated. He then mentioned some key considerations in the analysis that Caltrans has been using so far:

- Ability to meet study objectives
- Environmental impacts
- Cost
- Efficiency
- Land ownership and use
- Constructability

He reminded the meeting attendees that the key purpose of the meeting is to hear from the community about any additional considerations that should be evaluated through the study alternatives analysis.

Facilitated Discussion of Considerations Related to Study Alternatives

Melinda began the facilitated discussion to identify additional alternative considerations. Meeting attendees also shared questions and comments about other aspects of the study. The following are the comments and questions. They have been categorized by the following topics: bypass/alternate truck route, local circulation, streetscape enhancements and other.

(Q: Question, C: Comment, A: Answer)

Bypass/Alternate Truck Route

Brad reminded the group again that it is not possible to create a “trucks-only” route. However, there are measures that can be taken to discourage travel on the alternative route by non-trucks.

C: Don’t make it too easy for tourists to use bypass.

C: High community impact if there is a western bypass.

- C:** Look at further bypassed community cases/need for additional bypass studies in California to see what impacts resulted after a bypass was constructed.
- C:** Reroute trucks east toward airport.
- C:** Signage is important (if alternate route were constructed). For example, “Truck Route.” Signage to advertise local businesses in town is also important.
- C:** Western route goes through bird watching territory.
- C:** Western alignments do not address US 6 or airport access.
- C:** Western alignments increase noise near equestrian center.
- C:** Western alignments are attractive to bypass the community because they represent a shorter distance.
- C:** Western alignments offer the possibility for development in underdeveloped area.
- C:** Limit development/restrict land uses along alternate route/bypass to preserve downtown business district.
- C:** Do not want to see decreased business in downtown core. Business has decreased in Mojave/Blythe where bypass was constructed.
- C:** Conversely, economic studies should not be of similar communities, but should be completed for Bishop specifically.
- C:** Caution while comparing to other bypassed communities.
- C:** Less wear and tear for trucks if there were a bypass.
- Q:** How do you enforce trucks to take a bypass?
- A:** It is not possible to create a “trucks-only” route. However, there are measures, including signage, which can be taken to encourage truck travel on the alternative route. Likewise, signage can be used to discourage use of the truck route by non-trucks. Disincentives, such as the absence of services can be communicated to travelers.
- Q:** If a bypass were constructed, how would you address trucks needing to fuel?
- A:** Any truck needing fuel would enter town for such services, with no restrictions.

Q: Why is a bypass needed?

A: At this point a bypass is not needed. However, this study is intended to examine future traffic conditions over the next 20 years. We expect that some type of alternate route and associated improvements to the local road network may be needed in the future. A critical consideration for a future alternate route is to preserve right-of-way in advance of the need.

Q: What is the impact on the local economy if a bypass were implemented? Would like to see additional studies, including comparison of communities similar to Bishop.

A: If a bypass were constructed, there is potential for some impacts to the economy. There have been studies conducted to determine the economic impacts of alternative routes. However, no such studies have been conducted for this project. Caltrans plans to research this issue as well as review other studies that have been conducted to provide as much information about potential economic and other impacts as a result of the construction of an alternate route. One such study, conducted by the United States Chamber of Commerce, suggested that – overall – a bypass has little effect on a community, if the need for a bypass is warranted.

Q: How much positive economic impact do trucks bring to the economy?

A: We do not have information referring to truckers stopping in the community and spending money. However, considering the lack of parking opportunities in town, it is likely insignificant. There is certainly a deep economic dependence on trucks in Bishop concerning merchandise and goods that we require from elsewhere.

Local Circulation

C: Bottleneck at Wye Rd.

C: Decrease speed limits (to 25 MPH) from Brockman to Gherkin. (Similar to Minden/Garnerville).

C: Don't want to see speeds increase with the decrease in traffic volume (if a bypass was constructed and presence of trucks was decreased on Main Street).

C: Need for improved local circulation.

C: Need for safety at Brockman and Highway 395 – install flashing light to decrease speed.

Q: Can trucks be slowed down while going through town by speed enforcement, stoplights, etc.?

A: Yes, enforcement plays a large role in speed compliance for all vehicles. The look and feel of a transportation corridor (particularly Main Streets) also can transmit a subliminal message to the motorist to slow down. Although at this point, truck speeds have not been identified as an issue.

Q: Can residential streets become major streets if alternatives were made?

A: This is something Caltrans' is evaluating as it studies the proposed alignments and city circulation.

Streetscape Enhancements

C: Less congestion will enable community to be more attractive.

Q: Is it possible to have trees and other landscaping on Main Street? If not, why?

A: The City can apply for grant funding for landscaping projects and submit preliminary plans/designs for Caltrans review. However, with the current Main Street configuration there is insufficient space to plant trees or make any significant changes along the corridor.

Other

C: Bishop is a road town.

C: “Improved circulation” (as stated as a goal/objective) is too vague.

C: Some alternatives were not shown to reservation representatives.

Q: Truck counts from US 395 Reno down and back up US 6 – has it increased? Is there comparative data from past years?

A: We are not sure if this is an actual circuit used by trucks. Classification systems or technologies that differentiate types of vehicles are fairly new to this District. The information presented at the public meeting is some of the most accurate truck data we have. Unfortunately, specific truck data history is rarely available.

Informational Stations – Alternatives, Local Circulation, Traffic Modeling

Following the facilitated discussion, meeting attendees were encouraged to visit the five information stations including information on proposed alternatives, local circulation and traffic modeling. The booths were staffed with Caltrans representatives, complete with detailed display maps and other presentation materials to encourage a detailed review and provision of comments to the project team about study alternatives. Each station was equipped with flip charts and comment cards to record meeting participant input.

Comment Cards

Comment cards were received at the meeting, via first class mail, and through email.

Comments received as of July 27, 2004.

General

- The extension of Sierra Street to See Vee Lane would make a great improvement in access to the downtown area.
- Improvements within Bishop city limits, increasing traffic circulation should be completed in the near future. The bypass can be allowed a longer time frame. But 20 years is too long in any case.

- While some downtown merchants doubtless continue to oppose any sort of bypass, an accident in the downtown could easily force the closure of US 395 for an extended period and force a bypass.
- For safety reasons semis should not go through downtown Bishop. Safety should be primary. While some business would be lost as passenger vehicles also would take a bypass overall safety would be improved, traffic would be lighter and the downtown area would be both safer and quieter.
- Most of the people with negative comments will be dead (due to age) by the time we complete environmental studies on the possible routes!!!
- The Main Street experience in this town is horrible – the bypass is needed.
- I do think consideration should be given to the future tourist. Railroad between Laws and Bishop and avoiding grade crossings and all those complications. That railroad will probably enter Bishop at some point near Wye Road and Spruce Street.
- I strongly favor a truck bypass around Bishop which also RV trailers, etc. could use when they have no intention of stopping in Bishop. This would make stopping at businesses in Bishop easier, more pleasant and safer. Also the town would be more pedestrian friendly. One truck may have a traffic impact of several cars, same impact for pickups with trailers, RVs, etc. If DWP sells a conservation easement, you may be precluded from potential routes in the future.
- Great job. Very informative. I support all ideas that will improve traffic circulation and safety – even if it means more traffic on Keough Street! The best alternative would be to allow expansion of business areas to the alternate routes – competition for the downtown businesses.
- Your meeting was very interesting and well planned. I enjoyed hearing all the different questions and answers about the alternate truck route. At the next meeting will you please have more data about the truck counts both at night and daytime? Possibly at Wye Road and US 395 and US 6. Would it be possible to have the camera going 7 days a week, 24 hours a day? What is planned for Wye Road leading into the airport in the next year or so? Thank you!
- After attending Caltrans' second meeting, I must tell you that in 20 years into the future the same negative feedback from local business owners will be the same; fear from the loss of car traffic through the downtown area. The solution would be for Caltrans to go ahead with the bypass regardless of those who keep progress from Bishop and keep it a "road town."

Western Alternatives

- All western alignments meet traffic need if north connector or west bypass for US 6 is also constructed.

- Keep a western alignment viable even if it's not a preferred alternative – things may change later. I stop in Placerville every trip and so do tons of other travelers – the town is booming.
- Any alignment that does not address north Sierra Highway won't work.
- No way on the west route.
- Is it possible to open Warren Street for more local downtown traffic?
- Neither alignment addresses the issues (airport and Highway 6). (1W, 2W)

Eastern Alternatives

- I favor an eastern alignment for a truck route bypass of downtown Bishop. This would aid in serving future industrial development in the airport area as well as provide a more direct and efficient route for truckers to access US 6.
- Go for the eastern alignment with the blue route. (3E)
- Easterly bypasses will meet traffic needs if north connector or west bypass is also constructed.
- Route 3E would be best to relieve traffic downtown. Route 4E would be second choice. Route 5E and 6E would cause a slow down for through traffic to make a short turn. Both west routes should be eliminated to assist business in town by cutting off a shortcut around town. Hope there is a way to solve this problem in less than 10 years.
- I feel the truck route should definitely go east to the airport. It would be nice if some (not greedy) businessperson would put a truck fuel stop out that way.
- In my opinion the two bypass options on the eastside are clearly preferred. They give enhanced access to the airport, easy bypass around Bishop for trucks and would be unattractive to cars because it would be a longer commute.
- The best place to locate a truck route around Bishop is east of town. Tourists would still drive down Main Street and very likely stop. Truck access to the airport would be improved.
- First of all I wish to thank you and your team for an excellent presentation last Thursday evening regarding the traffic situation in Bishop and the alternative truck routes. It is very gratifying that you involve the community as you have.

I prefer the alternate route to the east and would like to put forth some reasons why the western alternative would not be a wise choice. First and foremost, the open area around South Barlow, Reata Rd., the equestrian center, and Mummy Lane is a quiet area used for walking, jogging, and biking by many, many people. It is an area we all use to renew ourselves and should not be disturbed by the roar of trucks passing by. Also, if

this western route is chosen, the north and southbound skiers will soon discover this speedy shortcut that eliminates the Main St. slowdown. They will certainly use it and bypass all the merchants in town. Not a desirable situation.

You mentioned that with our current budget situation it could possibly be some 20 years before some "truck route" is actually developed. I propose an idea that could give us a certain amount of relief immediately. You stated that the right lane or outer lane is 12 feet wide and the left lane or inner lane is 10 feet wide. This encourages the trucks to use the outer lane and creates a loud noise for folks on the sidewalk and in the stores. There is also more danger of a pedestrian-truck accident. If this situation is reversed with the inner lane being 12 feet and the highway is signed "Trucks use left lane", the noise and the danger of the trucks is moved farther away from the sidewalks. It would in fact be shielded and lessened by the automobiles in the outer lane. The "canyon effect" we currently have would be decreased. This method of moving traffic is now used very effectively by the communities of Gardnerville and Minden, NV. Hwy 395 is their main street also, but even worse than ours since it has two sharp turns and a school in the middle of town. They have more local traffic and a much longer main street business area. They seem to move trucks very effectively with this method. Have you given this method any thought for Bishop?

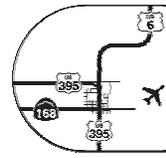
I trust you will continue to keep us posted as new considerations for the study alternatives arise. Thank you for having an open ear and mind.

Next Steps

Input received from the public meeting, comment cards, maps, etc. will be fully considered through Caltrans' analysis of the proposed study alternatives. Caltrans will be conducting a future public meeting to present the draft study conclusions and obtain comments on the preferred alternatives sometime early next year.

Attachments

List of meeting attendees.



2004 Tri-County Fair BAACS Comments (cards received)

1. I support alternative 4-E. Keep it east of town.
2. Signatize MacGregor!
While – Not Catrans authority the County (or DWP) can not allow any commercial zoning along any of the alternative routes – even for gas stations.
3. Please send BAACS map full size, like one at fair.
4. Pro: Alternative 3-E truck bypass to HWY 6
Pro: Alternative 2-W without access to hwy
5. As a tourist to the area, traffic in town is atrocious!! Most people are traveling to Mammoth and anything that bypasses Bishop to the west is the way to go. You must travel a state highway to go from Bishop to West Bishop and that needs to be changed.
6. Keep all routes and bypasses West of Bishop already highly disturbed areas and more residents live west of Bishop to be better served.
7. Keep all alterntives west of Bishop. The east side of Bishop has a poorer population and are already forced to deal with crowded living conditions and noise. Title VI and EJ prohibits that area from receiving further degradation. That is why all western choices should be pushed through (Alt. 1-W, Alt. 2-W) and have fewer environmental impacts to wetlands and agriculture. Must also improve circulation within the City.
8. Lots of trucks and cars use Hanby Ave. to get around downtown and to fuel stations. We need another stop sign to slow traffic and a bypass would be great, thank you.

BAACS

Highlights of the Bishop High School Senior Class Survey

Many of the student results mirrored the larger Public Survey results, such as: how often they drive Main Street; vehicle and particularly truck congestion as a primary concern; and the need for an alternate route to alleviate congestion.

- 145 surveys were completed
- The majority of the students drive a car (67%) to and from school. The second highest percent walk (11%).
- 80% noted that they leave campus for lunch almost every day, of which 65% drive somewhere.
- Interestingly, one-third (33%) go home for lunch, while the majority visit a Main Street establishment (51%).
- After school, most students go home and/or to work.

Caltrans District 9 Bishop Paiute Tribe BAACS Involvement & Caltrans assistance

BAACS Tribal Participation

- April 2004 – Met with Tribe staff and some council members on BAACS at Council Chambers to discuss study.
- Telephone survey met targeted sample of Native American residents.
- Since study inception in 2003 we have had numerous one on one discussions with Tribal staff and administration explaining the study components, process, and need for Tribal input.
- Invited Tribal representation on Project Development Team (PDT) many times. We have had Tribal representation at two PDT meetings.
- We sent three letters to Tribal Chair to initiate Government to Government consultation.
- We had Tribal representation on our Bishop Business Focus Group session.
- We have been working closely with designated Tribal Liaison on all related issues in the last year.

Other Related Caltrans Assistance/Services Provided Recently

- Worked closely with the Tribe in 2003 to gather the information necessary to develop and deliver a comprehensive Traffic Circulation Report, which can be used for transportation and economic planning, and programming of projects.
- Lent traffic counting devices to the Tribe and provided training and assistance in gathering, organizing and compiling traffic data for Casino / Gas station area.
- Sponsored two Headquarters Native American Liaison Branch transportation training sessions in Bishop. One which took place at the Bishop Tribal Council Chamber.
- Provided consultation on tribal involvement in local transportation.
- Assisted Tribal staff with Environmental Justice Transportation Planning Grant application. The Tribe has been successful in this application and has recently been awarded just over \$73,000.

Bishop Area Access and Circulation Study

Preliminary Community Impact Assessment (PCIA) Results

May 18, 2005

Melinda Posner & Jack Ottaway



**Bishop Area Access
and Circulation Study (BAACS)**



BAACS Goals

- Improve circulation and safety for all modes of transportation in the downtown area
- Accommodate commercial truck traffic on U.S. 395 and U.S. 6
- Plan for downtown improvements, such as landscaping, parking, and pedestrian facilities, along with the rerouting of truck traffic
- Facilitate ground access improvements to the airport and its associated developments
- Keep services in Bishop visible for through traffic on any route, with easy on/off connections



BAACS Progress

- On-going alternatives analysis
- Traffic model development and analysis
- Preliminary community impact assessment
- Environmental analysis
- Feasibility study complete ??



BAACS Community Outreach

- **Initiated in early 2003**
- **Series of public meetings**
- **Study newsletters**
- **Survey of transportation concerns**
- **Outreach to stakeholder groups**
- **Coordination with the LTC and PDT**
- **Additional research for PCIA**
- **Next public meeting in June 2005**



Preliminary Community Impact Analysis

- Describes the relationship between the proposed alternatives under consideration and the surrounding community
- Evaluates potential economic and community impacts of proposed study alternative routes
- Issues examined include land use and planning; farm land and agriculture; population and housing; community services and public facilities; business and economic conditions



Community & Economic Impacts

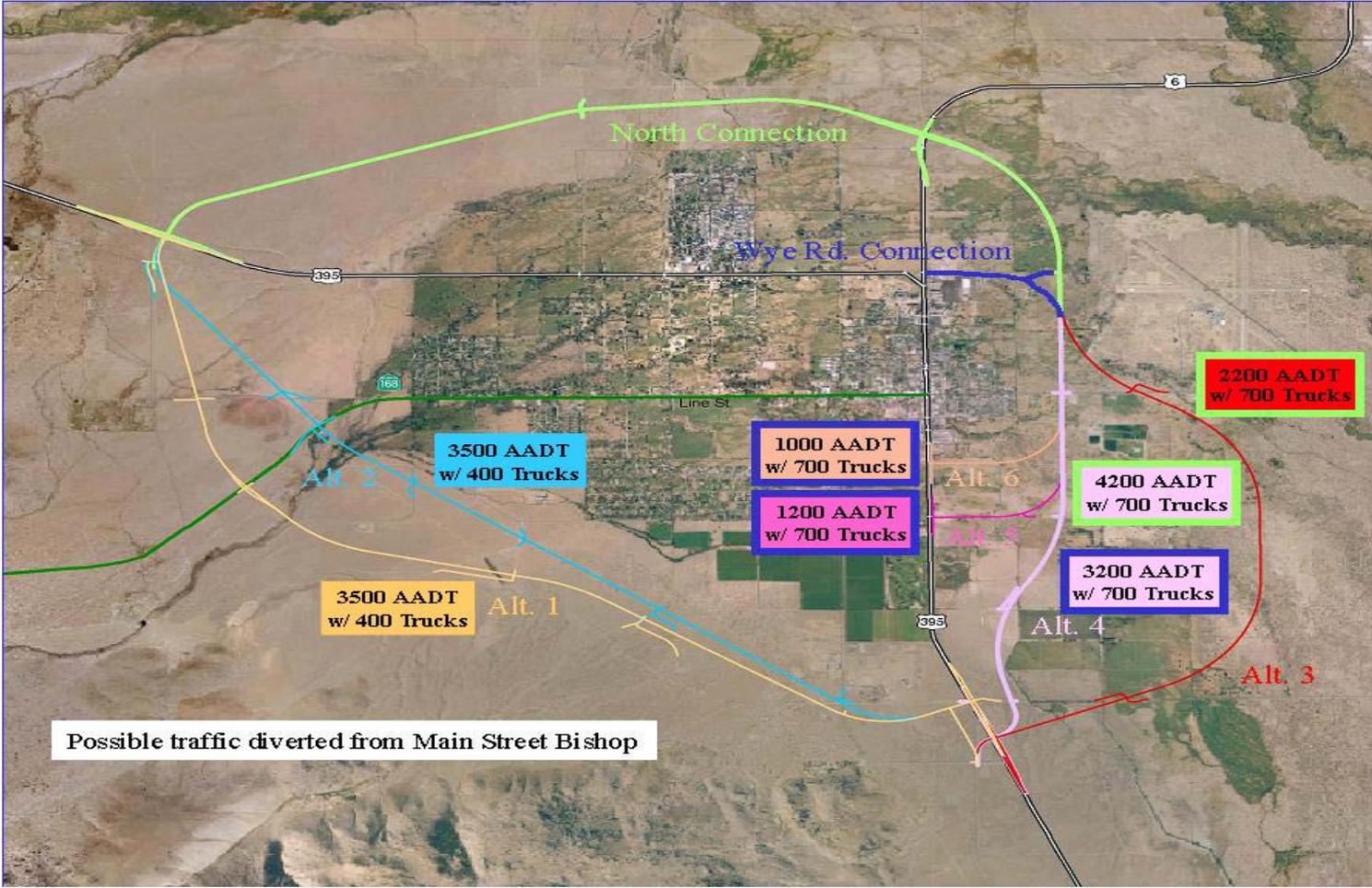
- Land Use & Planning – most land affected by alternative routes would be publicly-held LADWP properties leased for agricultural use; may require additional coordination between Caltrans, LADWP, and local agencies
- Population & Housing – growth remains constrained in Inyo County due to large public land holdings; however, growth in neighboring Mono County areas could contribute to some traffic demand
- Community Services & Public Facilities – alternative routes would have no substantial effects on police/sheriff, fire/EMS, schools, libraries, or other public services and facilities

Businesses Most Likely to be Affected by Alternatives

Business Type	Number Verified	Total Employees	Payroll (\$ million)
Gasoline Service Stations	8	77	1.1
Eating and Drinking Places	33	582	6.5
Hotels and Motels	21	231	3.7



Average Annual Daily Traffic and Truck Traffic for Each Alternative



Percent of Traffic Affected by Alternatives

Alternative	Percent Total Traffic Diverted	Percent Truck Traffic Diverted
Western Alternatives 1 and 2	47	39
Alternative 3 w/ North	30	68
Alternative 4 w/o North	43	68
Alternative 4 w/ North	57	68
Alternative 5 w/o North	16	68
Alternative 6 w/o North	14	68



Potential Economic Effects

- Effects Would be Felt Most During Winter Months
- Reductions in Business Revenue, Sales Tax Revenue, Employment, and Disposable Income
- Reductions Proportional to Alternatives Diverting the Higher Percentages of Traffic
- Indirect Economic Impacts to Businesses Supplying Goods to Directly Affected Businesses
- Indirect Impacts to Government Through Decrease in Tax Revenue



Economic Mitigation

- Interchange Design
- Interchange Location
- Interchange Landscaping
- Interchange Signage
- Visitor Center
- Business Relocation
- Encourage Truck Services



Interchange Design, Location, Landscaping, Signage Mitigation

- Mitigation Used to Encourage Auto Traffic and Discourage Truck Traffic Through Downtown
- Several Interchange Factors Can Affect Traveler's Decisions
- Example: Visibility of Bishop from Interchange Can Affect Traveler's Decision to Stop
- Interchange Factors Are Caltrans' Responsibility



Visitor Center As Mitigation

- Encourage Travelers to Visit Downtown
- Appeal to Bishop's Amenities and as Gateway to Sierra Nevada
- Location of Center an Important Consideration
- Responsibility of City of Bishop and/or Bishop Chamber of Commerce

Mitigation to Prevent Business Relocation

- Mitigation to Prevent Businesses from Relocating along the Alternative Route
- Example: Caltrans Preventing Additional Interchange Construction or City/County Zoning Regs to Prevent Development
- Encourage Additional Truck Services on Alternative Route to Encourage Truck Use

Additional Research

- Focus group of Bishop Businesses
- Survey of Mammoth bound travelers



Questions Posed

- Alternate route impacts to local businesses
- Preferred alternate routes
- Downtown Bishop improvements
- Purpose of traveler stops in Bishop
- Alternate route implications to Mammoth bound travelers



Business Focus Group Overview

- 10 businesses from Main Street Bishop
- One tribal representative
- Held over lunch at Whiskey Creek
- Very cooperative and informative participants

Key Focus Group Results

- Over past five years, businesses experienced an increase in business growth
- Truck traffic does not represent a significant positive impact to business sales; however, all noted the importance of truck traffic to their business
- Airport access favorable over diverting truck traffic
- Alternate routes on the east side favored – and recommended for Caltrans consideration



Key Focus Group Results

- Local circulation improvements necessary to improve congestion and circulation in Bishop's downtown
- Vibrant and healthy downtown dependent on through traffic
- Streetscape and pedestrian enhancements identified as key downtown improvements
- Noted that the city of Bishop will need to play a significant role in downtown improvements
- Interest and willingness by several businesses to support downtown improvement programs
 - Downtown parking district
 - Improved signage



Focus Group Results

- Lack of customer and employee parking
- Summer months most critical for business sales
- Suggestions to improve downtown circulation
 - Divert local traffic from Main Street
 - Divert truck traffic through airport access route
 - Alternate airport access route combined with local circulation improvements is necessary



Mammoth Bound Survey – Overview

- Gathered information and data from travelers stopping/passing through Bishop to Mammoth
- Distributed to 10 hotel/condominium properties
- 45 completed questionnaires over a three week period (Mid February 2005 to early March 2005) – very limited response – not statistically significant
- Most of respondents were traveling from southern California

Key Results

- Most respondents (76%) always or sometimes stop in Bishop when traveling to Mammoth
- Top reasons for stopping in Bishop – to fill up for gas (85%) and to stop for food (78%)
- More than half indicated they would either sometimes or always bypass downtown to get to Mammoth if an alternate route were implemented



Key Results

- Top reasons to continue to stop in Bishop with a bypass – gas (90%), food (77%) and to take a break (26%)
- Nearly 50% indicated they would take an alternate route to bypass Bishop, even if it was longer in time and distance

Next Steps

- Finalize PCIA
- Public meeting in June to present study updates and PCIA results
- Study completion and final report anticipated in December 2005



Caltrans District 9 Bishop Area Access and Circulation Study June 23, 2005 Public Meeting/Open House Recap

Meeting Attendees

Sixty community members attended the Bishop Area Access and Circulation Study public meeting and open house on June 23, 2005. The workshop included representation from:

- Bishop residents
- City of Bishop
- Local media
- Local businesses
- Bishop Indian Tribal Council

Project Meeting Team Attendees

- Brad Mettam, Caltrans
- Forest Becket, Caltrans
- Donna Holland, Caltrans
- Ryan Dermody, Caltrans
- Bart Dela Cruz, Caltrans
- Maurice Chaney, Jones & Stokes

Public Meeting/Open House Purpose

The purpose of the final public meeting/open house was to provide an update on the study, including study conclusions and proposed recommendations. Key Agenda items included:

- Welcome and introductions;
- Review of meeting format, agenda and ground rules;
- Presentation on the Access and Circulation Study;
- Questions and comments; and
- Open house.

Welcome/Meeting Format

Brad Mettam welcomed everyone to the meeting and introduced the project team. He indicated that this is the final public meeting on the study. Forest Becket was introduced and provided a quick overview of the meeting format. Forest mentioned that the meeting was geared to provide an update on the latest developments of the study, and that everyone would have an opportunity to provide comments during the formal presentation and during the open house.

Open House

During the meeting format review, Forest indicated that subsequent to the formal presentation, an open house would convene to provide detailed information related to the study. The purpose of the open house was to provide a comprehensive look at the study since its inception in 2003, as well as to talk one-on-one with project representatives. Information stations were available and focused on the following:

- **General information** – information related to the study, including the study’s background, goals and objectives, purpose and timeline;
- **Public participation and involvement** – information related to public outreach and involvement efforts, including public opinion research results and recaps to previous meetings;
- **Traffic data** – information on local road counts;
- **Traffic modeling** – model to simulate existing traffic flows and patterns and assist in the evaluation of potential transportation solutions;
- **Truck routes** – map with all alignments considered;
- **Local circulation** – information on various local circulation concepts still under consideration;
- **Feasibility study** – information on the study and how a project gets built; and
- **Bishop transportation since the 1960s** – highlights from current study and a similar study completed in the 1960s.

Formal Presentation

Brad Mettam’s presentation focused on the following:

- Background of the study, including its history and goals and objectives;
- Truck route and local circulation alternatives still under consideration. Eastern route alternatives coupled with local circulation improvements will continue to be studied and recommended in the final report;
- Wye Road interchange concepts. With an eastern alternative, a Wye Road connection will be likely;
- Preliminary Community Impact Assessment (PCIA). It was noted that Caltrans completed a PCIA for purposes of analyzing the impacts associated to the proposed alternatives. The PCIA is not an environmental document but preliminarily assesses the potential social, economic and land use impacts of the project. The PCIA report will be available in the study’s final report; and
- Report availability. The study and final report will be available at the end of the year.

Question and Answer

Following Brad’s presentation, meeting attendees had the opportunity to ask questions. Meeting participants were to visit the information stations to obtain further clarification

on specific topics related to the study. Below is a summary of the facilitated discussion session. (*Q: question, C: comment, R: response*)

- Q:** Is there a possibility of a rest stop at Wye Road, particularly for truck use?
- R:** As part of the study objective – to improve the movement of traffic and particularly truck traffic – this could be a viable option. However, rest areas are only developed between communities; Wye Road is too close to Bishop for a rest stop. Funding is also an impediment. However, there is an idea to have a potential truck stop/storage area near the airport.
- Q:** What are the future plans for the airport? What will be the traffic impacts associated with development of the airport?
- R:** There are plans for airport development and expansion in the future, which is outlined in the county’s airport master plan. Regional traffic could potentially be affected, and will be studied using the traffic model.
- Q:** Have you thought about an over/underpass at Wye Rd.?
- R:** Caltrans has looked into that. It would take up tremendous space to allow for the proper grades and is not a viable option.
- C:** Bishop has reached its capacity. All Bishop traffic should be the city of Bishop’s concern.
- C:** Wye Road is not the solution for transportation issues in Bishop.
- C:** The main issue is to move traffic out of town. The transportation issues now will be irrelevant in the future.
- C:** Any alternate route will have negative economic impacts to the city.
- Q:** Will the proposed truck route be exclusively for truck use?
- R:** No, all vehicles would be able to use it but it would be “signed” as a truck route to make it less attractive for cars. Because Caltrans cannot build parallel facilities, the alternate route would be an access road.
- Q:** Have you considered a bypass route for Route 6? Seems to be an increase in traffic.
- R:** Yes, there seems to be an even split of traffic between U.S. 395 and 6. There are ideas to extend Route 6.
- C:** If there aren’t tourist areas or services on a bypass, Bishop will still be a stopping point.
- R:** As part of the PCIA, a survey was conducted to gauge behaviors from Mammoth bound travelers. In general, people would continue to stop in Bishop to utilize gas and food services. If a route were constructed, restrictions on land use and access could limit development.
- Q:** How can we deal with accidents on U.S. 395?

- R:** Caltrans can address issues related to accidents on U.S. 395 in other efforts; however, that is not a part of this study.
- C:** There seems to be a false assumption that people will come into town if an alternate route were built. People are driven by convenience. For example, my business at my Bishop store has been affected by the operation of my Lone Pine store. An alternate route will lead to economic impacts.
- C:** People drive based on habit, and with a bypass people will eventually stop in Lone Pine.
- Q:** Is there data on the Mojave bypass?
- R:** In terms of comparison to Bishop – Bishop is a destination versus a “pit stop” town. Folks in Mojave built an alternate route in an effort to move from a pit stop to more of a community.
- C:** The core of Bishop is its downtown. Businesses cannot relocate near potential alternate routes.
- Q:** Are impacts to residential property values identified in the PCIA?
- R:** No, that is not addressed specifically– the parameters and data collected are broader in terms of economic impacts. These issues would be a part of the analysis if a project were initiated.
- Q:** What is the distance of alternate route 4?
- R:** 4.8 miles
- Q:** Is there any way to have bike parking downtown?
- R:** That is a likely option. The first objective is to reduce traffic. From there, other improvements, including bicycle improvements, can be made.
- Q:** Could a stoplight be installed at North Sierra Highway and SeeVee Lane?
- R:** There is one alternative for signalization at that intersection. However, this will likely be addressed before any alternate route is constructed.
- Q:** Can you construct a truck bypass and charge automobiles a toll to use it?
- R:** No, because an alternate route would be built using highway funds and taxpayer dollars.
- Q:** What is the speed limit for Alternative 4?
- R:** The alternative will be built at a full designed speed (60mph). At Wye Road the speed limit would be reduced down to 25 mph.
- C:** Need to examine car and truck issues on any alternate route.

Comment Card Response

- Eliminating the north connector is a big mistake! That puts traffic through Meadow Farms, the area with the worst safety history for the next 50 years. Also, without it the proposals to connect US 6 are a joke. Without the north connector, you haven't met the study objectives -- safety and truck impacts are not improved. No at grade rail crossing, that would be a disaster!
- I'm interested in joining a group or effort to improve the bicycle routes in the Bishop area.
- We need bike racks located throughout the city so I can shop and take things home. This saves fuel and gives me good exercise.
- Any opening from See Vee to Main Street would reduce the traffic on W. Line and North Sierra Highway. This would not address the bypass, but would reduce traffic on Main.
- Good job guys!

Next Steps

Caltrans will be working to complete the feasibility study, which is scheduled to be complete at the end of this year. Input received from the previous public participation efforts has been used to develop study elements and inform the overall document. Once the feasibility study is final, it will be presented to key decision makers, including the city of Bishop, Inyo County and the Tribal Government as well as made available to the public.

Preliminary Community Impact Assessment

BISHOP AREA ACCESS AND CIRCULATION STUDY

Bishop, California

prepared by

Jones & Stokes

June 2005

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EXECUTIVE SUMMARY

The Preliminary Community Impact Assessment (PCIA) was developed to supplement the Bishop Area Access and Circulation Study (BAACS). The purpose of the BAACS is to identify traffic and circulation concerns; look at ways to potentially improve the movement of through traffic in Bishop's downtown area, particularly trucks; and improve safety and access for all modes of transportation in Bishop.

This PCIA describes the relationship between the proposed alternatives under consideration for the BAACS and the community surrounding the study area.

Key Findings

- The PCIA finds that in the areas of land use and planning, population and housing, and community facilities and services no significant adverse impacts would be likely to result from the proposed BAACS alternatives.
- The PCIA economic analysis suggests that proposed alternate routes have the potential to have direct effects on businesses, employees, and government agencies (through reduced sales tax revenue). Those businesses dependent on highway through traffic for a large percentage of their revenue would be most directly affected by an alternate route. A summary of impacts is listed below.
 - With one exception, the two western alternatives could result in the greatest amount of traffic diverted around downtown Bishop, resulting in approximately 20 percent of all traffic being diverted.
 - Alternative 4, with the North Connection, could result in the largest percentage of diverted traffic, approximately 24 percent of total traffic volume.
 - Alternative 5, without the North Connection, and Alternative 6, without the North Connection, could divert the lowest percentage of traffic, approximately seven percent and six percent, respectively.
 - The western alternatives could possibly divert about 39 percent of all truck traffic, while the eastern alternatives could possibly divert approximately 67 percent of truck traffic.
 - The economic impacts of the alternatives are directly related to the amount of traffic diverted. By diverting traffic around Bishop, the alternatives could reduce business revenue, forcing businesses to cut back on employees. Other economic impacts include reduced sales tax revenue and reductions in personal income.

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- Indirect economic impacts could occur as primary businesses reduce spending, resulting in downstream effects on secondary businesses that supply goods and services to primary business. Reduced tax revenues could affect local government operations.
- The economic impacts of any of the alternatives would be most pronounced during the winter months, when Bishop becomes less of a tourist destination.
- Several mitigation measures are proposed to limit the economic effects of the proposed alternatives. Those measures are designed to encourage non-truck traffic to travel through downtown Bishop while encouraging trucks to take the alternate route. Some of these measures would be Caltrans' responsibility, while others would require action by the town of Bishop, Inyo County, or the local chamber of commerce. Those measures are grouped into the following categories: at-grade intersection or junction location and design, the establishment of a visitor center, prevention of business relocation along the alternative route(s), and actions to encourage truck services along the alternate route.

The economic impacts could be lessened by implementing one or more of the following recommendations, many of which are based on the results of previous economic studies of alternate routes:

- limit the amount of developable land on the proposed alternate route and/or limit water and sewer hookups to prevent businesses from relocating, which could hurt the business climate along Bishop's central business district;
- carefully consider the design of the alternate route junction so that it encourages truck usage and discourages automobile usage;
- design the alternate route junction in such a way that the City of Bishop is visible prior to or at the at-grade intersection or junction;
- erect signs on the approach to the alternate route, alerting travelers to the retail opportunities within Bishop's business district; and
- construct a tourist information center south of Bishop on U.S. 395 that encourages people to stop and shop within the central business district.

1-INTRODUCTION

This PCIA describes the relationship between the proposed alternatives under consideration for the BAACS (feasibility study) and the community surrounding the study area. The PCIA has been prepared in accordance with *Caltrans Environmental Handbook Volume 4 – Community Impact Assessment* (1997).

2-STUDY DESCRIPTION/ALTERNATIVES

The purpose of the BAACS is to identify traffic and circulation concerns; look at ways to potentially improve the movement of through traffic, particularly trucks, in Bishop’s downtown area; and improve safety and access for all modes of transportation in Bishop (see Figures 1 and 2).

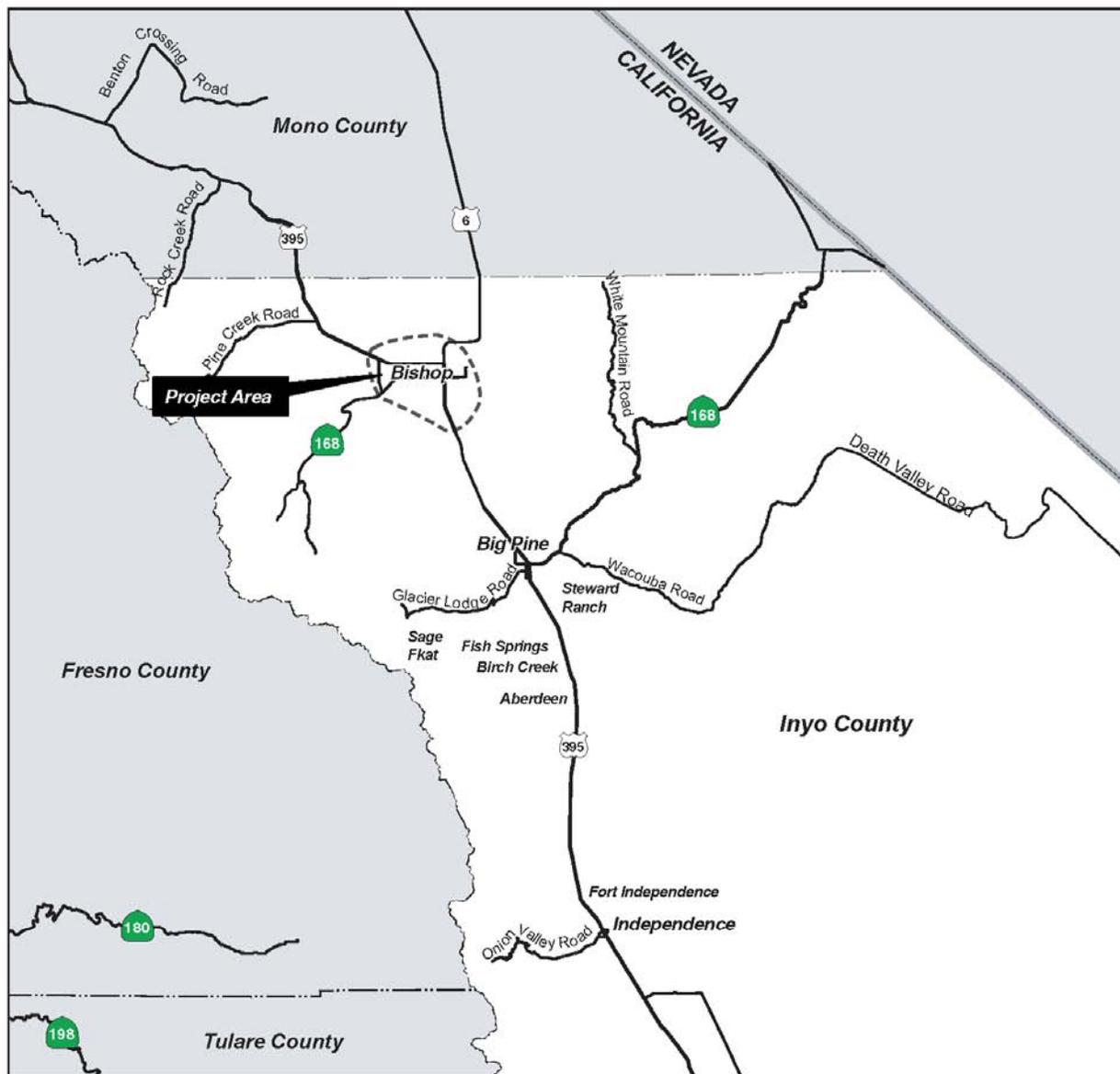
In an attempt to address these issues, in 2002, the Inyo County Local Transportation Commission, with support from the City of Bishop and Inyo County, requested that Caltrans study the downtown Bishop area traffic. As a result, Caltrans began work on the BAACS. The goals of the study are to examine alternatives that would:

- improve circulation and safety for all modes of transportation in the downtown area;
- accommodate commercial truck traffic on U.S. 395 and U.S. 6;
- plan for downtown improvements, such as landscaping, parking, and pedestrian facilities, along with the rerouting of truck traffic;
- facilitate ground access improvements to the airport and its associated developments; and
- keep services in Bishop visible for through traffic on any route, with easy on/off connections.

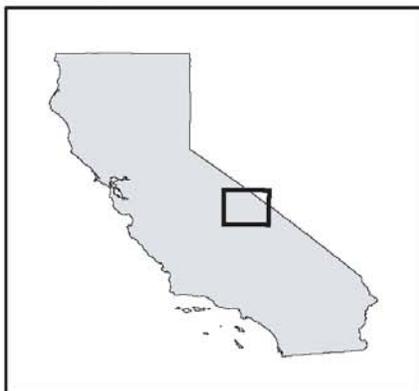
A public participation program was implemented in 2003 to engage the Bishop community in local transportation issues. A variety of efforts, including public workshops, resident and business surveys, and stakeholder and public involvement opportunities, were used to solicit input.

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Figure 1: Regional Location

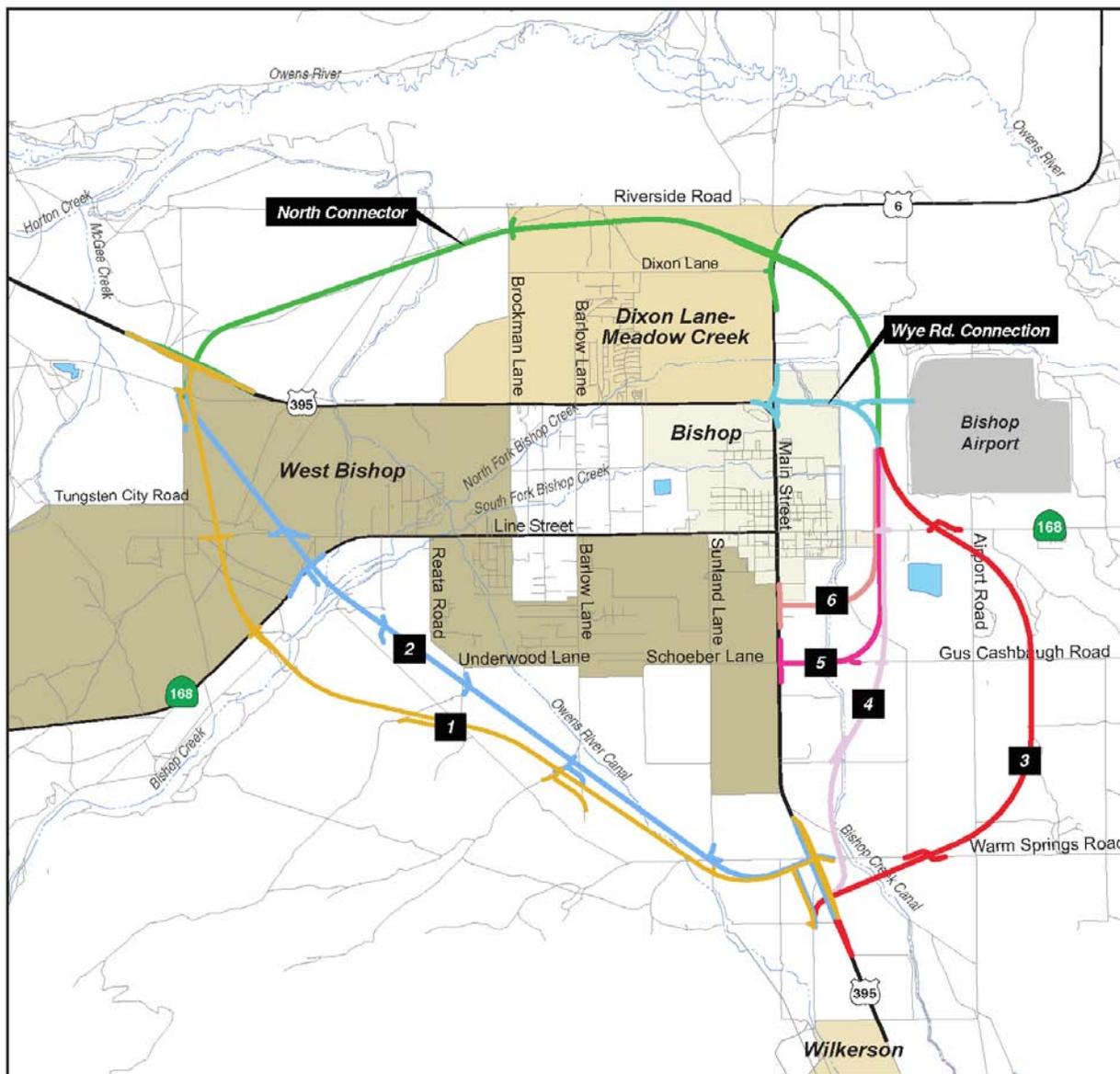


Source: US Census TIGER Data, 2000; Jones & Stokes, 2005



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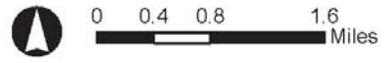
Figure 2: Study Vicinity and Proposed Alternate Routes



Source: US Census TIGER Data, 2000; Jones & Stokes, 2005



KEY	
	Alternate Route 1
	Alternate Route 2
	Alternate Route 3
	Alternate Route 4
	Alternate Route 5
	Alternate Route 6
	Wye Road Connection
	North Connector



3-COMMUNITY PROFILE

The following sections describe the existing land use and planning, population and housing, community facilities and services, and economic characteristics in the proposed study area.

3-1 LAND USE AND PLANNING

A land use study area has been defined to include the community within about a ½-mile radius of the proposed alternatives. The study area is intended to encompass an area where the potential land use impacts from construction and operation of the proposed study, if any, would be reasonably foreseeable.

3-1.1 Existing Land Use

Inyo County is the second-largest county in California in terms of land area, with 6.5 million acres and a sparse population of only 17,945 persons. The county is well known for its recreational opportunities, national parks and forests, and topographical diversity, including both Death Valley National Park and Mount Whitney (in the Inyo National Forest). U.S. 395 is the county's main transportation corridor, providing north-south access through the center of the county through Owens Valley. No western access routes exist over the Sierra Nevada from this region that are not affected by winter closure. Thus, development and population has concentrated along the U.S. 395 corridor, with over half of the county's population centered in the Bishop area.

The majority of land in Inyo County is currently under public ownership as either open space or wilderness (shown as SFR, State and Federal Land, and NR, Natural Resources, in the Inyo County General Plan).¹ Only 1.9 percent of the total land area is under private ownership, which significantly limits opportunities for growth and development in the Owens Valley and particularly in the Bishop area. Though it is neither private nor public land, the Bishop Paiute Reservation is developable land in the Bishop area and adjacent to the City's western boundary. The Tribe does have future development plans and will likely play a major role in the areas growth.

The proposed alternate routes would be constructed in the vicinity of Bishop, mostly on parcels currently owned by the Los Angeles Department of Water and Power (LADWP). Land use within these parcels is largely agricultural. Under the proposed study, six alternate routes and two proposed connection routes are currently under consideration. The following descriptions include current Inyo County General Plan land use designations.

Alternative 1: A new full speed two-lane roadway, an alternate route 395 that is west of Bishop, west of Red Hill Road and east of Rocking K. Beginning at the south end at existing U.S. 395

¹ Inyo County General Plan, Land Use Element. December 2001. Diagram 1.

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near Gerkin Road and connecting back to existing U.S. 395 easterly of Ed Powers Road and westerly of the Bishop Gun Club facility. Signage would be placed on U.S. 395 directing U.S. 395 through trucks along this new route. This alternative passes mostly over land currently owned by the LADWP. This land is mostly designated “NR,” Natural Resources, with some “A,” Agricultural, designations.

Alternative 2: A new full speed two-lane roadway, an alternate route 395 that is west of Bishop and east of Red Hill. Beginning at existing U.S. 395 near Gerkin Road and connecting back to existing U.S. 395 easterly of Ed Powers Road and westerly of the Bishop Gun Club facility. Signage would be placed on U.S. 395 directing U.S. 395 through trucks along this new route. Underlying this alternative is land designated “NR” and “A”; all of Alternative 2 would be constructed over land currently owned by the LADWP.

Alternative 3: A new full speed two-lane roadway, east of the wastewater facility and west of the airport. Beginning at the south end at existing U.S. 395 near Gerkin Road and curving back in westerly at the north end to connect at the Wye Road / U.S. 6 intersection area. This alternative would bisect LADWP-owned land currently designated “A” for agricultural uses.

Alternative 4: A new full speed two-lane roadway that is east of Bishop, west of the wastewater facility, east of Johnston Drive and west of the airport. Beginning at the south end of the alignment at existing U.S. 395 near Gerkin Road and curving back in westerly at the north end to connect at the Wye Road / U.S. 6 intersection area.. This alternative would bisect LADWP-owned lands designated “A.”

Alternative 5 would extend east from U.S. 395 at Schober Lane, then curve north, following alternative 4 and terminating at the North Connection or Wye Road Connection terminus. Alternative 5 would pass over LADWP-owned land currently designated “A.”

Alternative 6 would extend east from U.S. 395 (Main Street) south of Jay Street, and curve north, connecting to both the North Connection or Wye Road Connection. This alternative would bisect currently designated “A” for agricultural uses.

The North Connection would extend north from Wye Road at the termination points of Alternatives 3, 4, 5, and 6, turning west and going around the Dixon Lane-Meadow Creek community to the north, then turn southwest, connecting with U.S. 395 northwest of Bishop. This connection alternative would bisect LADWP-owned lands designated “A.”

The Wye Road Connection would extend between U.S. 395 and Alternatives 3, 4, 5, and 6 at Wye Road and would cross LADWP-owned land designated “A” under the Inyo County General Plan.

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Much of the irrigated agricultural lands within Inyo County exist adjacent to the county's major highways (U.S. 395, U.S. 6).² According to the 2002 United States Census of Agriculture,³ there were approximately 12,093 acres of total cropland and 23,201 acres of irrigated land in Inyo County. At present, Inyo County has not been mapped by the Farmland Mapping and Monitoring Program (California Department of Conservation, Department of Land and Resource Protection); thus, data pertaining to farmland classifications (Prime Farmland, Farmland of Statewide Importance) are not available.

The agricultural land in Inyo County is primarily irrigated pasture utilized for cow and calf production. Beef is the county's primary commodity, followed by field crops (alfalfa, onions, carrots, etc.). The agricultural lands adjacent to the proposed study alternatives (in the vicinity of Bishop) are owned by the LADWP and leased short term (3- to 4-year renewable leases) to private ranchers. The majority of these lessees are descendants of the original landowners and have leased and worked the same land for nearly a century.⁴

3-1.2 Land Use Plans and Policies

a. Inyo County General Plan

The Inyo County General Plan Land Use Element (December 2001) identifies goals, policies, and implementation measures designed to encourage and allow appropriate development with the adequate provision of public services and utilities. The Land Use Element discusses some of the land use issues facing Inyo County, particularly the lack of private land holdings in the county and specifically within and adjacent to existing communities, and the limitations this places on community expansion and development. It further states that land transfer programs are needed to acquire public land located within or adjacent to established communities through sale or trade. Such programs or land transfers would allow the county to realize its land use and development goals.

The specific goals and policies presented relate to well-planned community expansion, commercial and industrial growth, and realization of land use designations through the transfer of community-adjacent public lands. Those goals relevant to the proposed study, as summarized below, are designed to:

- create opportunities for the reasonable expansion of communities while avoiding environmental impacts and infrastructure costs and providing adequate public services and utilities;

² Inyo County General Plan, Land Use and Conservation /Open Space Elements. Diagram 30.

³ National Agricultural Statistics Service, United States Department of Agriculture. 2002. Census of Agriculture.

⁴ George Milovich, Agricultural Commissioner for Inyo and Mono Counties. Personal communication via telephone. March 29, 2005.

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- assure that residential development is well-planned, adequately served by utilities, and directed toward existing developed areas; and
- provide appropriate public facilities and services that adequately serve the existing and future needs of the community and conserve natural and managed resources.

The Inyo County General Plan shows that the proposed alternatives would be constructed on parcels currently designated for agricultural uses.

b. Bishop General Plan

The Bishop General Plan Land Use Element establishes a framework to direct the physical development of the city and outlines the city's long-range intentions. The Land Use Element identifies specific land use needs and sets forth goals, policies, and actions that will help meet those needs.

The City of Bishop faces similar land use constraints to those in Inyo County, namely, development hindered due to limited private land. The majority of land within the Bishop planning area is controlled by public agencies (primarily LADWP). The Land Use Element states that LADWP's current ownership and policy for land parcels within the city limits "precludes the physical expansion and development of the City of Bishop" but that many LADWP-controlled parcels throughout the city are developable and those opportunities should be pursued.

Aside from the need for public land conversion, the land use needs presented that relate directly to the U.S. 395 alternate route study include keeping the downtown core a viable business center, having direct involvement/input in transportation plans presented for U.S. 395, and increasing the role of Bishop Airport and surrounding land to stimulate business development.

The goals and policies relevant to the proposed study, summarized below, are designed to:

- encourage LADWP to coordinate a long-term land development plan in the Bishop planning area that will allow needed commercial, residential, and industrial development to take place; and
- retain/enhance Bishop's role as the major commercial center in Inyo County and the regional recreational economy.

c. Other Plans and Policies

Regional Transportation Plan for Inyo County

The Regional Transportation Plan (RTP) was prepared by the Inyo County Local Transportation Commission in December 2001. The RTP identifies the transportation needs of Inyo County and defines a course of action that the county should take to achieve a balanced transportation system

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for both people and goods. The RTP serves as a 10- to 20-year planning guide. It is intended to serve as a policy guide for local, state, and federal agencies charged with providing quality transportation services to Inyo County.

The RTP discusses U.S. 395 as an important Rural Principal Arterial and its role as the major transportation corridor for regions east of the Sierra Nevada. The RTP identifies the need to widen U.S. 395 from two lanes to four in order to improve traffic flow, safety, and meet projected transportation needs.

The RTP sets forth the following goals, objectives, and policies relevant to the proposed study (summarized):⁵

- Goal: Improve capacity on state routes and routes in and surrounding Inyo County.
- Objective: Improve U.S. 395. Provide a four-lane facility for U.S. 395 by 2014.
- Policy: Improve U.S. 395 in sections. Improve U.S. 395 as funding allows.
- Objective: Improve state routes. Add additional capacity to other routes in order to achieve concept Level of Service (LOS).
- Policy: Improve state routes as necessary. Improve state routes as funding allows.
- Objective: Improve county routes.
- Policy: Support roadway improvements to optimize public safety. Improve county roads as necessary to provide alternative emergency routes.
- Policy: Improve county routes as necessary. Improve county routes as funding and needs are identified.

Other more specific items in the Inyo RTP include the following (summarized):

- Under the headings Needs and Actions and Long-Range Project and Program Priorities: Develop a U.S. 395 long-range study, including a City of Bishop truck bypass with an extension of U.S. 395. The same item is mentioned in both sections of the RTP.
- Study and Program Priorities, City Streets (Bishop), Short Range: This section notes the need to find means of accommodating increased traffic along the major arterials while providing for the safest, most efficient means of travel through the city.
- County Roads and Bishop Airport Access Road, Long-Range: The county plans construction of alternative access routes to the Bishop Airport.”

⁵ Department of Public Works (Inyo County Local Transportation Commission). December 2001. Regional Transportation Plan for Inyo County.

3-2 POPULATION AND HOUSING

A population and housing study area has been defined to include the 2000 Population and Housing (2000 U.S. Census) census tracts located adjacent to the proposed alternatives. The study area is intended to encompass an area where the potential population and housing impacts, such as construction and operation of the proposed study, would be reasonably foreseeable (see Figure 3, Population and Housing Study Area). In addition to the demographic data provided for the study area, demographic data are provided for the County of Inyo and the City of Bishop.

The proposed study alternatives are all located near the City of Bishop in the outlying, unincorporated greater Bishop community area of northern Inyo County. Because of the sparse population of Inyo County, the study area census tracts encompass very large land areas and thus extend far beyond the immediate study area. However, the majority of persons residing within these census tracts are concentrated near the City of Bishop, and thus, the study area reflects, for the most part, demographics in the vicinity of the study (see Figure 5, Population and Housing Study Area).

3-2.1 Regional Demographics

a. Existing Regional Population and Housing

The total population in Inyo County as reported in the 2000 U.S. Census was 17,945 persons. Of the total population, the largest group was composed of persons identifying themselves as White, 74.4 percent, while persons of Hispanic/Latino origin composed the next largest group, 12.6 percent, and persons of American Indian and Alaskan Native origin composed 9.4 percent. The remaining percentages, in order of descending proportions, were Multi-racial, Asian, Other, Black, and Native Hawaiian/Pacific Islander.

The City of Bishop had a population of 3,575 persons in 2000, with the largest group being persons identifying themselves as White, 77.4 percent. Hispanic/Latino persons were the next largest group, 17.4 percent of the total population. The remaining percentages, in order of descending proportions, were Multi-racial, Native American, Asian, Black, Other, and Native Hawaiian/Pacific Islander (see Table 1, Existing Regional and Study Area Population Characteristics—Race/Ethnicity (2000)).

Of those residing within Inyo County, 24.4 percent of the population was under 18 years of age in 2000, while 19.1 percent were 65 years of age and over. The City of Bishop had a similar distribution for persons under 18 years of age and 65 years of age and over, at 24.2 percent and 19.2 percent, respectively (see Table 2, Existing Regional and Study Area Population Characteristics—Age (2000)).

According to the 2000 U.S. Census, the total number of housing units in Inyo County was 9,042. Of the total housing units, 85.2 percent were occupied and 14.8 percent were vacant. Of the total occupied housing units, 65.9 percent were owner-occupied and 34.1 percent were rented.

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The City of Bishop had a total of 1,867 housing units in 2000. Of the total, 90.2 percent of the housing units were occupied and 9.8 percent were vacant. Owner-occupied housing units composed 41.6 percent of the total, and 58.4 percent were renter-occupied (see Table 3, Existing Regional and Study Area Housing Characteristics—Type (2000); Table 4, Existing Regional and Study Area Housing Characteristics—Occupancy (2000); and Table 5, Existing Regional and Study Area Housing Characteristics—Tenure (2000)).

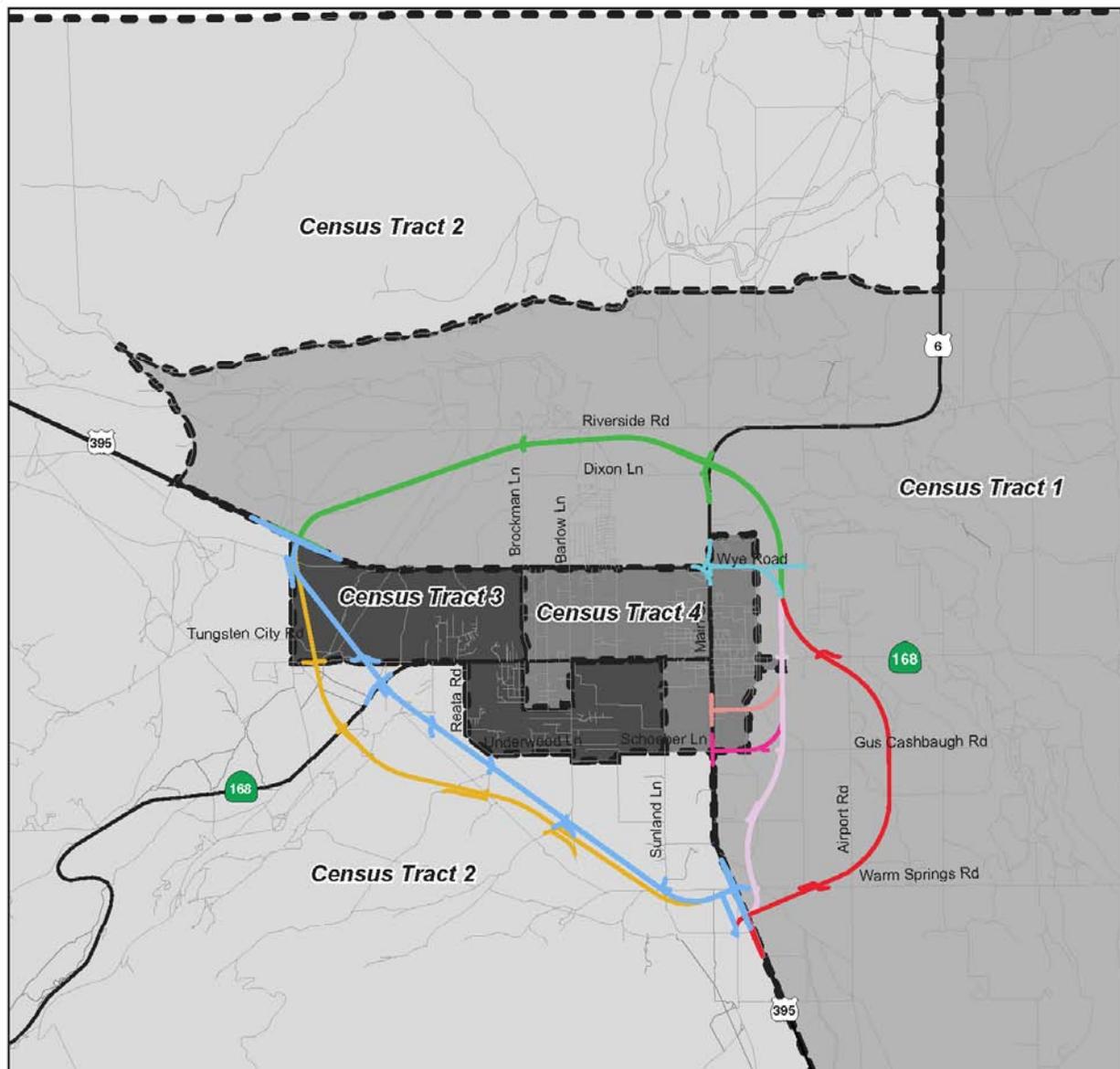
b. Projected Regional Population and Housing

According to the Inyo County Local Transportation Commission (LTC) 2001 RTP, the current population growth rate of Inyo County is less than 1 percent per year. Per the RTP, the county has seen limited growth over the last 30 years; in the 1980s it increased by only 386 people, and between 1990 and 2000 it actually declined by 390 individuals (although the Housing Element of the Inyo County General Plan states that as of 2003 the county has nearly regained that lost population). Differences between the RTP and General Plan in projected population growth are likely due to different assumptions employed by the respective agencies (i.e., the LTC and the County of Bishop).

Though Inyo County is the second-largest county in California, only 1.9 percent of the total land area is held in private ownership. The remaining 98.1 percent is owned by various public agencies (federal, state, LADWP, and other local/county agencies), resulting in a very limited amount of land available for private development and a subsequent shortage of housing. This contributes substantially to the county's overall slow growth rate. Consequently, assuming that current land ownership patterns continue, the county's population is not projected to grow significantly over the next 20 years, according to the 2001 RTP. The number of households in Inyo County is similarly projected to increase only minimally as a result of the slow population growth rate.

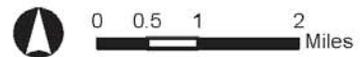
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Figure 3: Population and Housing Study Area



Source: US Census TIGER Data, 2000; Jones & Stokes, 2005

KEY	
	Alternate Route 1
	Alternate Route 2
	Alternate Route 3
	Alternate Route 4
	Alternate Route 5
	Alternate Route 6
	Wye Road Connection
	North Connector



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Table 1: Existing Regional and Study Area Population Characteristics—Race/Ethnicity (2000)

Area	Total Population	White	%	Hispanic/Latino	%	Native American	%	Asian	%	Black	%	Native Hawaiian/Pacific Islander	%	Other Race	%	Two or More Races	%
Inyo County	17,945	13,352	74.4%	2,257	12.6%	1,678	9.4%	158	0.9%	20	0.1%	15	0.1%	23	0.1%	442	2.5%
City of Bishop	3,575	2,768	77.4%	621	17.4%	58	1.6%	44	1.2%	7	0.2%	1	0.0%	6	0.2%	70	2.0%
Study Area¹	12,216	9,328	76.4%	1,412	11.6%	1,058	8.7%	117	1.0%	14	0.1%	5	0.04%	12	0.1%	270	2.2%
Census Tract 1	2,812	2,424	86.2%	276	9.8%	32	1.1%	19	0.7%	5	0.2%	0	0.0%	0	0.0%	56	2.0%
Census Tract 2	1,627	1,416	87.0%	115	7.1%	34	2.1%	21	1.3%	1	0.1%	1	0.1%	4	0.2%	35	2.2%
Census Tract 3	2,612	2,353	90.1%	169	6.5%	28	1.1%	28	1.1%	1	0.0%	0	0.0%	2	0.1%	31	1.2%
Census Tract 4	5,165	3,135	60.7%	852	16.5%	964	18.7%	49	0.9%	7	0.1%	4	0.1%	6	0.1%	148	2.9%

¹ Study area consists of the census tracts adjacent to the alignment alternatives (see Figure 1).

Sources: U.S. Census Bureau, Census of Population and Housing, Summary File 1 (2000); Jones & Stokes (2005).

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Table 2: Existing Regional and Study Area Population Characteristics—Age (2000)

Area	Total Population	Age			
		Under 18	%	65 and Over	%
County of Inyo	17,945	4,376	24.4%	3,429	19.1%
City of Bishop	3,575	864	24.2%	688	19.2%
<i>Study Area¹</i>	12,216	3,078	25.2%	2,244	18.4%
Census Tract 1	2,812	708	25.2%	665	23.6%
Census Tract 2	1,627	391	24.0%	234	14.4%
Census Tract 3	2,612	595	22.8%	516	19.8%
Census Tract 4	5,165	1,384	26.8%	829	16.1%

Notes:

¹The study area consists of the four census tracts adjacent to the study area (see Figure 5).

Sources: U.S. Census Bureau, Census of Population and Housing, Summary File 1 (2000); Jones & Stokes (2005).

Table 3: Existing Regional and Study Area Housing Characteristics—Type (2000)

Area	Total Units ²	Single Family	%	Multi-Family	%	Other ³	%
County of Inyo	9,042	5,447	60.2%	1,081	12.0%	2,443	27.0%
City of Bishop	1,867	837	45.1%	657	35.4%	361	19.5%
<i>Study Area¹</i>	5,756	3,368	58.5%	786	13.7%	1,594	27.7%
Census Tract 1	1,271	487	38.3%	14	1.1%	770	60.6%
Census Tract 2	871	672	77.2%	13	1.5%	184	21.1%
Census Tract 3	1,119	993	88.7%	36	3.2%	86	7.7%
Census Tract 4	2,495	1,216	48.7%	723	29.0%	554	22.2%

Notes:

¹The study area consists of the four census tracts adjacent to the study area (see Figure 5).

²Total housing units for this data set are from Summary File 3, which uses a population sample. Thus, the total units shown here do not correspond to the total units reported in the Summary File 1 data sets.

³"Other" units include mobile homes, recreational vehicles, vans, campers, tents, etc.

Sources: U.S. Census Bureau, Census of Population and Housing, Summary File 3 (2000); Jones & Stokes (2005).

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Table 4: Existing Regional and Study Area Housing Characteristics—Occupancy (2000)

Area	Total Units	Occupied	%	Vacant	%	Persons Per Household
County of Inyo	9,042	7,703	85.2%	1,339	14.8%	2.31
City of Bishop	1,867	1,684	90.2%	183	9.8%	2.08
<i>Study Area¹</i>	5,756	5,172	89.9%	584	10.1%	2.38
Census Tract 1	1,271	1,192	93.8%	79	6.2%	2.36
Census Tract 2	871	670	76.9%	201	23.0%	2.43
Census Tract 3	1,119	1,059	94.6%	60	5.4%	2.46
Census Tract 4	2,495	2,251	90.2%	244	9.8%	2.26

Notes:

¹ The study area consists of the four census tracts adjacent to the study area (see Figure 5).

Sources: U.S. Census Bureau, Census of Population and Housing, Summary File 1 (2000); Jones & Stokes (2005).

Table 5: Existing Regional and Study Area Housing Characteristics—Tenure (2000)

Area	Occupied Units	Owner-Occupied Units	%	Renter-Occupied Units	%
County of Inyo	7,703	5,076	65.9%	2,627	34.1%
City of Bishop	1,684	701	41.6%	983	58.4%
<i>Study Area¹</i>	5,172	3,470	67.1%	1,702	32.9%
Census Tract 1	1,192	1,013	85.0%	179	15.0%
Census Tract 2	670	486	72.5%	184	27.5%
Census Tract 3	1,059	925	87.3%	134	12.7%
Census Tract 4	2,251	1,046	46.5%	1,205	53.5%

Notes:

¹ Study Area consists of the four census tracts adjacent to the study alignment (see Figure 5).

Sources: U.S. Census Bureau, Census of Population and Housing, Summary File 1 (2000); Jones & Stokes (2005).

3-2.2 Study Area Demographics

a. Existing Local Population and Housing

The total population of the census tracts comprising the study area was 12,216 in 2000. Of the total population in the study area, white persons accounted for 76.4 percent, persons of Hispanic/Latino origin totaled 11.6 percent, and Native American persons totaled 8.7 percent. The proportion of persons of Hispanic/Latino origin was slightly less than both the City of Bishop and Inyo County. The proportion of Native Americans was similar to that of Inyo County but significantly greater than in Bishop. This is due to the fact that the Bishop Indian Reservation is located in Census Tract 4, within the study area (see Table 1, Existing Regional and Study Area Population Characteristics—Race/Ethnicity (2000)).

The study area population under 18 years of age was 25.2 percent, while 18.4 percent were 65 years of age and older. The study area had slightly more people under the age of 18 and slightly fewer people age 65 and older than the City of Bishop and County of Inyo (see Table 2, Existing Regional and Study Area Population Characteristics—Age (2000)).

According to the 2000 census, the total number of housing units in the study area in 2000 was 5,756. Of the total housing units, 89.9 percent were occupied and 10.1 percent were vacant. Of the total occupied housing, 67.1 percent were owner-occupied and 32.9 percent were rented, closely resembling the housing tenure characteristics for the County of Inyo (see Table 3, Existing Regional and Study Area Housing Characteristics—Type (2000); Table 4, Existing Regional and Study Area Housing Characteristics—Occupancy (2000); and Table 5, Existing Regional and Study Area Housing Characteristics—Tenure (2000)).

b. Projected Study Area Population and Housing

Currently, population projections are not available for the study area, but very little growth is expected. As was discussed above, the limited amount of private land in Inyo County has impeded development, resulting in very little growth over the last 20 years and a current growth rate of less than 1 percent per year. Due to these factors the projected population increase within the county is not expected to be substantial. In the absence of data pertaining directly to the study area, and based on population projections for the county, it is expected that the study area will similarly experience minor but insignificant population growth. It should be noted, however, that growth in neighboring areas of Mono County may not be as constrained as in Inyo County. Assuming, then, that some portion of the Mono County population drive to and from the Bishop area to use services and businesses in Inyo County, and will continue to do so at a rate proportional to growth in Mono County, then some additional growth in traffic could be expected in Inyo County generally and the study area in particular.

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3-2.3 Income and Poverty Status

To determine the income and poverty characteristics for the study area, data were obtained from the 2000 census at the census tract level. These data indicate that per capita incomes for the study area population were for the most part higher than in either Inyo County or the City of Bishop. In three of the four census tracts within the study area (i.e., Tracts 1, 2, and 3) per capita incomes were higher than in the City of Bishop and County of Inyo, at \$21,187, \$23,250, and \$27,557 per year, respectively. The exception was Census Tract 4 in which the per capita income was lower, at \$15,670.

Data on the numbers of persons below the poverty threshold in the study area similarly indicate one census tract with a disadvantaged population. Of the four census tracts comprising the study area, only one, Census Tract 4, had a greater proportion of persons below the poverty threshold (18.1 percent) than the proportions reported for either Inyo County or the City of Bishop (12.6 percent and 16.3 percent, respectively). (Note: The 1999 poverty threshold used for the 2000 data, as defined by the U.S. Census Bureau, was \$8,501 for an individual and \$17,029 for a family of four.) The other three census tracts located within the study area (Tracts 1, 2, and 3) had proportions of persons below the poverty threshold that were noticeably less than the City of Bishop and County of Inyo proportions (see Table 6, Existing Regional and Study Area Population Characteristics—Income/Poverty (2000)).

Table 6: Existing Regional and Study Area Population Characteristics—Income/Poverty (2000)

Area	Total Population	Per Capita Income (\$)	Persons Below Poverty Threshold	Percentage ²
County of Inyo	17,753	\$19,639	2,237	12.6%
City of Bishop	3,466	\$17,660	565	16.3%
<i>Study Area¹</i>	12,125	\$21,916	1,176	9.7%
Census Tract 1	2,801	\$21,187	255	9.1%
Census Tract 2	1,620	\$23,250	118	7.3%
Census Tract 3	2,609	\$27,557	112	4.3%
Census Tract 4	5,095	\$15,670	922	18.1%

Notes:
¹ The study area consists of the four census tracts adjacent to the study area (see Figure 5).
² Percentages are based on total number of persons over age 16 for whom poverty status could be determined.

Sources: U.S. Census Bureau, Census of Population and Housing, Summary File 3 (2000); Jones & Stokes (2005).

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3-2.4 Neighborhood and Community Characteristics

As noted earlier, the land use characteristics within the study area and vicinity vary due to the geographic extent of the study. All of the study alternatives would be located outside of the Bishop municipal boundary and almost entirely constructed within LADWP-owned parcels. Some of these parcels are currently under agricultural leases. There are no residential or commercial uses directly adjacent to any of the proposed alternatives, excluding some commercial at the Wye Road connection. Residential areas are located within Bishop City boundaries or the near westerly unincorporated area. The main commercial center in Bishop is along Main Street (U.S. 395), which runs north-south through the center of the city. Alternatives 3, 4, 5, 6, the North Connection, and Wye Road Connector would pass near Bishop Airport, which is located northeast of the city near the industrial area (zoned for light industrial uses).

3-3 COMMUNITY FACILITIES AND SERVICES

Some community facilities that serve the study area are listed in Table 7 and depicted in Figure 4. This list of facilities is not exhaustive and is intended only to provide a general overview of the type of facilities available in the study area. For example, for fire services, there are several other satellite stations that serve the study area other than the ones listed in the table. Also, several county parks cater to the recreational needs within the study area. Similarly, there are many small church-run schools that are not included in the list.

<i>Table 7: Study Area Community Facilities and Services</i>			
Type	Name	Address	Map ID
Police/Sheriff	Inyo County Sheriff	301 West Line Street, Suite F Bishop, CA 93514	1
	City of Bishop Police Department	207 West Line Street Bishop, CA 93514-3410	2
Fire/EMS	City of Bishop Fire Station	207 West Line Street Bishop, CA 93514-3410	3
	California Department of Forestry and Fire Prevention – White Mountain Ranger Station	Route 2, Box 22 L Bishop, CA	4
Medical	Northern Inyo Hospital—Bishop	150 Pioneer Lane Bishop, CA 93514-2556	5
Post Office	United States Postal Service	595 West Line Street Bishop, CA 93514-9998	6
Parks	Bishop City Park	Main Street Bishop, CA	7
Schools	Elm Street School	800 West Line Street Bishop, CA. 93514	8
	Home Street School	201 Home Street Bishop, CA 93514	9
	Pine Street School	800 West Pine Street Bishop, CA 93514	10
	Bishop Union Elementary and High School	201 Home Street Bishop, CA 93514	11

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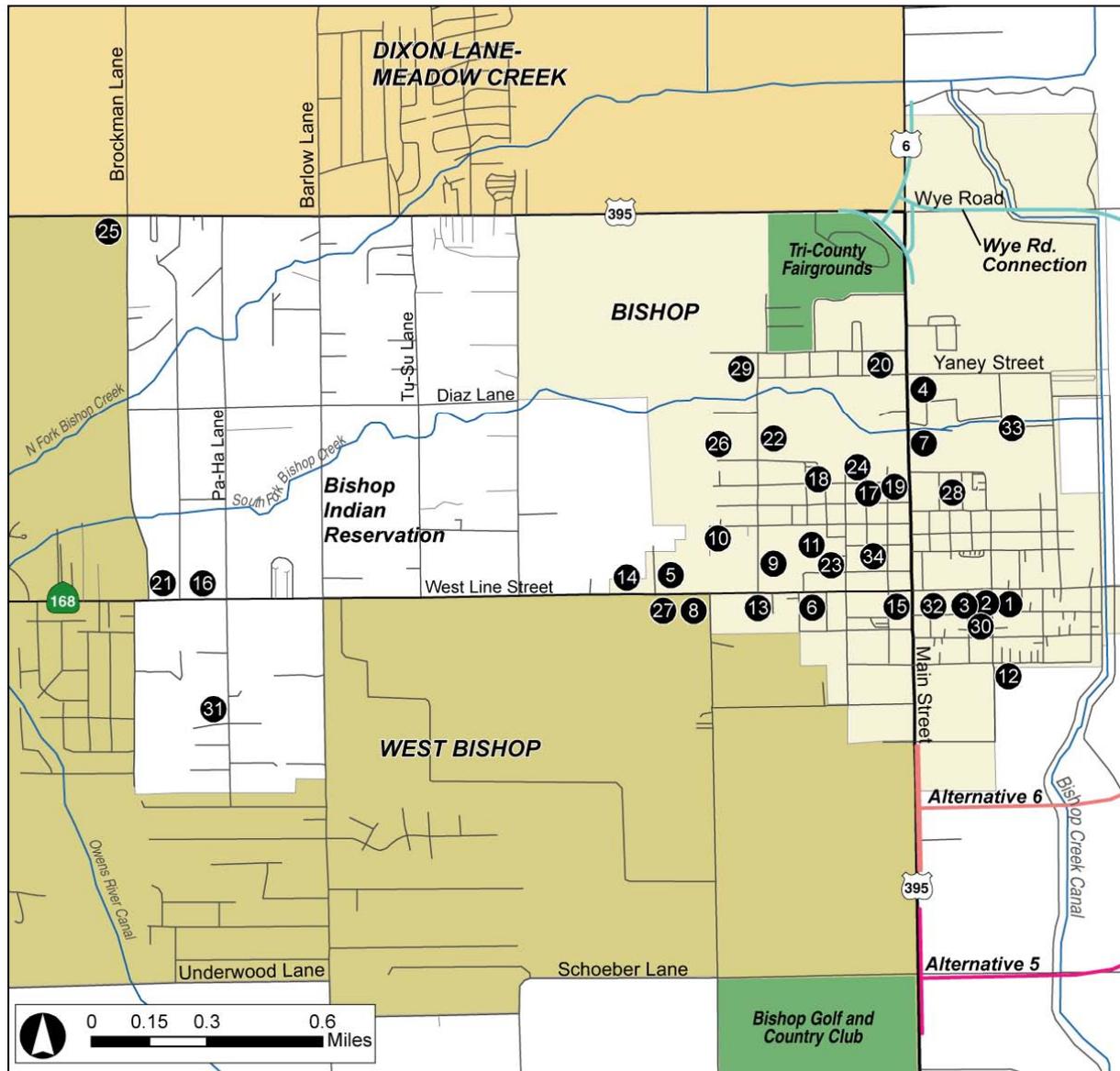
Table 7: Study Area Community Facilities and Services

Type	Name	Address	Map ID
Places of Worship	Assembly of God (neighborhood church)	315 East South Street Bishop, CA 93514	12
	Bishop Christian Center	Kevin Cortez, Pastor P.O. Box 1084 (Handy & Line) Bishop, CA 93514	13
	Calvary Baptist Church	1100 West Line Street Bishop, CA. 93514	14
	Calvary Chapel	125 South Main Street Bishop, CA. 93514	15
	Christian Science (readers)	2956 West Line Street Bishop, CA. 93514	16
	Church of Christ	287 Grove Street Bishop, CA. 93514	17
	Episcopal Church, St. Timothy's	700 Hobson Street Bishop, CA. 93514	18
	First Presbyterian Church	585 North Main Street Bishop, CA. 93514	19
	First Southern Baptist Church	251 Sierra Street Bishop, CA. 93514	20
	Valley Presbyterian	2912 West Line Street Bishop, CA. 93514	21
	Seventh Day Adventist	730 North Home Street Bishop, CA. 93514	22
	First United Methodist Church	401 Church Street Bishop, CA. 93514	23
	Grace Lutheran Church	711 North Fowler Street Bishop, CA. 93514	24
	Jehovah's Witness Kingdom Hall	North Sierra Highway Bishop, CA. 93514	25
	Church of Jesus Christ LDS	725 Keough Street Bishop, CA 93514	26
	Church of the Nazarene	900 West Line Street Bishop, CA. 93514	27
	Oasis of Grace	528 Central Avenue Bishop, CA. 93514	28
	Our Lady of Perpetual Help (Catholic church)	849 Home Street Bishop, CA. 93514	29
Our Savior Lutheran Church E.L.S.	162 Sneden Street Bishop, CA. 93514	30	
Pentecostal Church	393 South Pa Ha Lane Bishop, CA. 93514	31	
Church of Religious Science	129 East Line Street Bishop, CA. 93514	32	
Community Services	Bishop Senior Center	506 Park Avenue Bishop, CA	33
Library	County of Inyo Library	210 Academy Street Bishop, CA 93514-2602	34

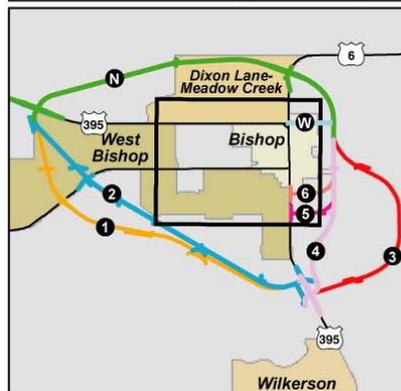
Source: Jones & Stokes (2005).

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Figure 4: Location of Community Facilities and Services



Source: U.S. Census TIGER Data, 2000; Jones & Stokes, 2005.



MAP KEY: Community Facilities & Services

1 Inyo County Sheriff	13 Bishop Christian Center	25 Jehovah's Witness Kingdom Hall
2 City of Bishop Police Department	14 Calvary Baptist Church	26 Church of Jesus Christ of Latter Day Saints
3 City of Bishop Fire Station	15 Calvary Chapel	27 Church Of The Nazarene
4 White Mountain Ranger Station	16 Christian Science (Readers)	28 Oasis Of Grace
5 Northern Inyo Hospital-Bishop	17 Church Of Christ	29 Our Lady Of Perpetual Help (Catholic Church)
6 United States Postal Service	18 St. Timothy's Episcopal Church	30 Our Savior Lutheran Church
7 Bishop City Park	19 First Presbyterian Church	31 Pentacostal Church
8 Elm Street School	20 First Southern Baptist Church	32 Church Of Religious Science
9 Home Street School	21 Valley Presbyterian	33 Bishop Senior Center
10 Pine Street	22 Seventh Day Adventist	34 County of Inyo Library
11 Bishop Union High School and Bishop Union Elementary	23 First United Methodist Church	
12 Assembly Of God (Neighborhood Church)	24 Grace Lutheran Church	

Source: Jones & Stokes (2005).

3-4 ECONOMICS/BUSINESSES/EMPLOYMENT

The following economic analysis is designed to evaluate the relative changes in income, employment, and sales tax revenue associated with the proposed alternative routes. The analysis includes a description of the Bishop economic environment and information about the business community, focusing on those businesses most dependent on highway traffic. The analysis also includes a summary of recent economic studies of bypasses.

The economic impacts of the alternative routes are discussed in Section 4-4, identifying the changes in traffic patterns that could result from each alternative. The amount of traffic diverted by each alternate route is used to estimate the likelihood that businesses dependent on through traffic would be induced to relocate closer to the alternate route. The relocation decision for each business also depends on how dependent each business is on through traffic versus local traffic and on the availability of land for development along each alternate route.

3-4.1 Existing Bishop Economy

Bishop's economy depends in large part on providing services to tourists and travelers on U.S. 395 and U.S. 6. Other economic activities result from governmental agencies, utilities, water transmission/exportation, and a limited amount of agriculture.

Table 8 shows the total number of employees, payroll, and business establishments in Inyo County. More than 60 percent of non-governmental employees in Inyo County work in three sectors:

- retail trade,
- health care and social services, and
- accommodation and food services.

No other individual sector accounts for more than 5 percent of total employment. It should be pointed out that Table 8 does not include employment in the government sector, which is the largest source of jobs in Bishop and Inyo County (Sierra Business Council undated). Although government represents a large percentage of Bishop's economy, it represents a sector that would not be substantially affected by the alternative routes. Consequently, this sector is not analyzed in detail.

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Table 8: Employees, Payroll, and Establishments in Inyo County for 2002

Industry Code Description	Employees	Payroll (\$1,000)	Total Establishments	Average Employees per Establishment	Average Payroll per Employee	Payroll Percent of Total	Employees Percent of Total
Forestry, Fishing, Hunting, and Agriculture	19	\$125.00	3	6	\$578.95	0.1	0.3
Mining	62	\$2,196.00	6	10	\$35,419.35	1.7	1.1
Utilities	161	\$9,820.00	9	18	\$60,993.79	7.5	2.9
Construction	242	\$6,410.00	60	4	\$26,487.60	4.9	4.3
Manufacturing	233	\$7,070.00	19	12	\$30,343.35	5.4	4.1
Wholesale Trade	180	\$5,825.00	21	9	\$32,361.11	4.5	3.2
Retail Trade	1,118	\$22,072.00	122	9	\$19,742.40	16.9	19.8
Transportation and Warehousing	73	\$1,784.00	17	4	\$24,438.36	1.4	1.3
Information	82	\$2,040.00	13	6	\$24,878.05	1.6	1.5
Finance and Insurance	96	\$2,473.00	20	5	\$25,760.42	1.9	1.7
Real Estate	117	\$1,554.00	25	5	\$13,282.05	1.2	2.1
Professional, Scientific, and Technical Services	236	\$7,926.00	40	6	\$33,584.75	6.1	4.2
Management of Companies	61	\$2,911.00	3	20	\$47,721.31	2.2	1.1
Administration, Support, Waste Management, Remediation Services	152	\$2,876.00	18	8	\$18,921.05	2.2	2.7
Educational Services	10	\$50.00	2	5	\$5,000.00	0.0	0.2
Health Care and Social Services	1,024	\$30,655.00	68	15	\$29,936.52	23.4	18.1
Arts, Entertainment and Recreation	279	\$5,212.00	22	13	\$18,681.00	4.0	4.9
Accommodation and Food Services	1,264	\$15,803.00	90	14	\$12,502.37	12.1	22.4
Other Services (except public administration)	217	\$3,919.00	62	4	\$18,059.91	3.0	3.8
Auxiliaries (executive corporate, subsidiary, and regional management)	10	\$50.00	1	10	\$5,000.00	0.0	0.2
Unclassified Establishments	10	\$50.00	2	5	\$5,000.00	0.0	0.2
TOTALS	5,646	\$130,821.00	623	9	\$23,170.56	100.0	100.0

Source: U.S. Census Bureau (2005).

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Travel spending has traditionally created the largest percentage of new jobs in Inyo County. The rate of job growth in travel-related businesses in Inyo County has been estimated to be almost 4 percent per year, higher than the rate of 1 percent per year for all industries (Sierra Business Council undated). In 2002, Inyo County business establishments had a payroll of \$130 million per year and employed 5,646 people in 623 establishments (U.S. Census Bureau 2005). The majority of employees were based in Bishop.

The accommodation and food services sector has the most employees, the third-highest payroll, and the second-highest number of establishments. More than 22 percent of Inyo County's non-governmental employees work in this sector. This sector includes hotels, RV and recreational camps, restaurants, and bars, all of which are highly dependent on highway traffic.

The retail sector has the second-largest number of employees (19.8 percent), the largest number of establishments (19.6 percent), and the second-largest payroll. This sector includes several types of establishments, only a few of which cater to highway traffic, such as gasoline stations and sporting good stores. Several retail sector business types, such as grocery stores and pharmacies, are partly dependent on highway traffic, while others, such as furniture retailers, nurseries, and garden centers or florists, are not directly dependent on highway traffic.

The health care and social services sector has the largest payroll and the third-highest number of employees. This sector is not highly dependent on highway traffic from outside the Inyo County area.

The Bishop Paiute Tribe, which abuts the western Bishop City limit also plays a major role in the local economy, and will likely grow as an economic engine. The Tribe's northern reservation boundary is bordered by U.S. 395, with just under a mile of highway frontage, while most of the southern boundary is along SR 168. The Tribe has established its primary economic ventures along these highways. Existing developments along U.S. 395 include a gas station/mini-mart, an 18,000 square foot casino, wood lot, and other leases to various businesses. The Tribe has also partnered with the U.S. Forest Service and BLM to develop a large multi-agency office building off of SR 168. Tribal office facilities, staff, and health care services are also noticeable areas of growth. Since private/developable land is rare in the Bishop area and the Eastern Sierras in general, any development by the tribe will play a significant role in the region's economy and/or contribute to housing growth. Planned future developments include expansion of the casino area with a new 200 room casino/hotel and convention center, a 100-space RV park/campground, restaurant, convenience store, more tribal complexes, another gas station mini-mart along SR 168, an auto dealership, expansion of RV/storage facilities, and possible housing developments.

A survey was conducted by Caltrans to identify highway-dependent businesses along U.S. 395 within Bishop. That survey started with an Info USA database for Bishop showing businesses in Bishop. Caltrans then conducted a field survey of businesses to verify those in the Info USA database. The results of that effort found eight gasoline service stations, 33 eating and drinking places, and 21 hotels and motels within a block of the U.S. 395 corridor through the Bishop area.

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Table 9 shows the number of businesses that would be most affected by the alternative routes along with estimates of the total number of employees and payroll for those businesses. The total number of employees and payroll figures are based on averages for similar businesses located in Inyo County. The table shows that the businesses that could potentially be affected employ 890 people, with a payroll exceeding \$11 million.

Table 9: Businesses Most Likely to Be Affected by a Bypass

Business Type	Number Verified	Total Employees	Total Payroll
Gasoline Service Stations	8	77	\$1,079,890
Eating and Drinking Places	33	582	\$6,472,338
Hotels and Motels	21	231	\$3,681,517
Totals	62	890	\$11,233,745.00

Notes: Number of verified businesses provided by Caltrans. Total employees and total payroll are estimates based on average employees per business and average payroll per employee for the specific business types as included in the Census Bureau's Survey of Businesses for Inyo County.

Source: Becket pers. comm. 2004; U.S. Census Bureau, 2005.

3-4.2 Previous Economic Research on Bypasses

Several studies have analyzed how highway bypasses affect the economic health of the communities that they bypass. These studies have evaluated the effects of bypasses on cities of varying sizes. The following summary of economic research on bypasses is limited to small (fewer than 2,500 people) and medium cities (2,501 to 50,000 people).

One study evaluated the potential effects on Sisters, Oregon, a town of fewer than 1,000 people, located on Highway 20 in the central high desert region of Oregon (David Evans and Associates 2001). The study concluded that a bypass would adversely affect retail businesses in Sisters by reducing retail sales during seasonal peak periods that correspond to seasonal traffic peaks. The impacts would be felt most severely by businesses that rely primarily on pass-by trips, such as the gasoline stations in the downtown area. The study concluded that a major benefit of a bypass would be the diversion of large commercial truck traffic and the resulting effects on community cohesion and safety.

A large interstate bypass study evaluated the potential effects of a U.S. 50 bypass on several towns, stretching from Pueblo, Colorado, to the Colorado-Kansas border (URS and Wilson & Company undated). This study concluded that the most pronounced economic effects of bypasses would occur to those businesses that are most highly dependent on pass-through traffic, including restaurants, gas stations, and motels. This evaluation also concluded that local bypasses would have only a minor effect, while bypasses at a substantial distance from the towns that they bypass would have a major impact on small and medium towns. Several important factors were identified that determined how much a bypass is used, including the design of the bypass access points, the location of the bypass access locations, and the visibility of the bypassed cities from the bypass access points.

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Most of the remaining studies evaluated the effects of bypasses that have already been built. A study of bypasses in eastern Washington included three separate case studies (Gillis 1994). Each case study compared a bypassed town with a similar nearby town that was not bypassed. The studies included bypasses on Washington state routes 97 and 195 and Interstate 82. One conclusion from the study indicated that downtown businesses with a well-developed local customer base were less adversely affected by a bypass as compared to businesses highly dependent on drive-by traffic. The study also found that there was often a period of relatively high downtown building vacancies followed by new uses of downtown buildings as the community adjusted to changing traffic patterns. The study also stated that enticing tourists and shoppers to travel into the central business district (CBD) is important to the economic and overall quality of life in bypassed communities. This study went on to state that promotional activities are important to encourage impulse shoppers, including informational kiosks and brochures.

A Kentucky study evaluated the economic impact of 21 highway bypasses (Thompson, Miller, Roenker 2001). That study concluded that bypasses had minor effects on aggregate growth but no significant effects on retail or total employment or population. Bypasses had lower levels of economic impacts if they had “partial access control” and if they were located closer to the CBD. The results of this study were consistent with other studies in that it did not find a large or widespread economic impact except for a potential negative effect on retail sales. This study also found businesses that located along bypasses tended to be new businesses rather than businesses that relocated from the CBD.

Another study summarized the economic impacts of a number of bypasses located in Wisconsin, Kansas, and Iowa (Leong and Weisbrod 2000). The study evaluated 17 bypasses in Wisconsin, 21 in Kansas, and 11 in Iowa, as well as several communities in Texas. The study found that bypasses tend to have little to no adverse effects on bypassed communities and may even have a beneficial impact. Where economic effects were found, they tended to occur in towns with fewer than 2,000 people. Some firms were occasionally affected negatively, though businesses serving the local trade area and those dependent on repeat customers were found to benefit from an improved downtown shopping climate.

The studies also found little retail flight from the CBD to the bypass. The evaluation of Texas bypasses found that the effects on small cities were not uniform, although in most cases effects were relatively minor. The Texas summary also found that political and business leadership in an area plays an important role in the evolution of a city after a bypass opening. One point brought out by these studies was that a deficiency of many bypasses was the lack of signage with directions to the CBD. Another point brought out in these evaluations was that many factors other than bypasses affect the economies of small towns, which may outweigh effects of the bypass.

Another summary of bypasses in small communities emphasizes that bypasses do not necessarily reduce total traffic volumes in downtown areas (Weisbrod 2001). Often, the reduction in pass-through traffic is offset by an increase in local traffic. In addition, a bypass built without land development infrastructure, such as water and sewer, does not facilitate sprawl in outlying areas.

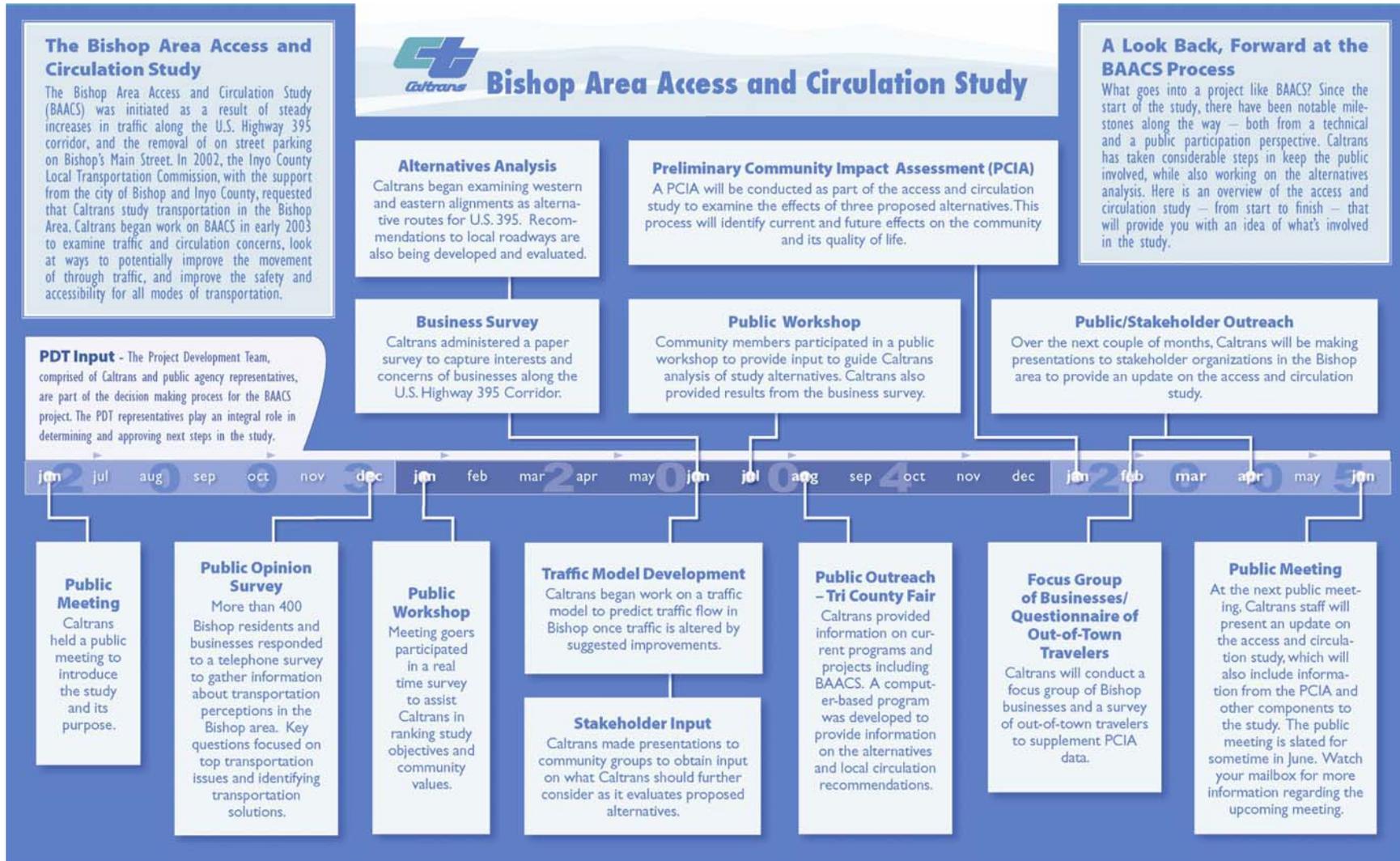
3-5 COMMUNITY OUTREACH

Caltrans began work on the BAACS in early 2003 to examine traffic and circulation concerns, look at ways to improve the movement of through traffic, and improve the safety, mobility, and accessibility of all modes of transportation.

Caltrans has been actively involving the community and area stakeholders in the BAACS. This includes a series of public meetings where study progress and results have been shared and community members have been asked to provide their input; study newsletters that communicate key progress and contact information and notify community members about upcoming forums; a public opinion survey of Bishop residents and businesses to identify key transportation concerns and priorities for improvement; outreach to stakeholder groups, including local schools, Inyo County, the City of Bishop, and others; and coordination with the LTC and Study Development Team. Figure 5 outlines the study flow chart and stakeholder involvement process for the BAACS.

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Figure 5: Bishop Area Access and Circulation Study Timeline



3-5.1 Research Study – Introduction and Purpose

A two-phased research study was conducted to gather perceptions and opinions about the potential impacts of a proposed alternate route. Specifically, the research study was designed to reveal:

- potential impacts to local businesses if an alternate route were constructed,
- preferred alternate routes,
- key transportation issues in downtown Bishop,
- potential solutions to transportation issues,
- suggestions for downtown Bishop enhancement and improvement,
- key reasons for out-of-town travelers to stop in Bishop,
- frequency and activities of out-of-town travelers in Bishop, and
- potential behaviors of out-of-town travelers if an alternate route were constructed.

The discussion below summarizes the out-of-town traveler survey and the business focus group that were conducted as part of the two-part research study.

3-5.2 Mammoth-Bound Traveler Survey

a. Methodology

The purpose of the out-of-town traveler survey was to gather information and data from travelers stopping or passing through Bishop on their way to Mammoth, California. Key questions included

- travel frequency,
- reasons for stopping in Bishop,
- current driving habits when traveling to Mammoth,
- potential changes in driving habits with the implementation of an alternate route, and
- suggested improvements to Bishop’s Main Street corridor.

The out-of-town traveler survey was administered as a paper questionnaire to travelers who had stopped and/or stayed in Bishop. The questionnaire was distributed at hotel and condominium

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front-desk counters in Mammoth between the weeks of February 14, 2005, and March 7, 2005. More than 1,000 surveys were distributed at the following locations:

- Holiday Inn Hotel & Suites,
- Quality Inn,
- Sierra Park Villas,
- Mammoth Visitors Center,
- Holiday Haus,
- Sierra Nevada Rodeway Inn & Suites,
- Travelodge,
- Shilo Inn,
- Mammoth Mountain Inn & Condominiums, and
- Royal Pines Resort/Swiss Chalet.

b. Survey Findings

A total of 45 surveys (4.5 percent return) were completed during the 3-week period. Due to the small sample size, the results are limited in their application to all Mammoth-bound travelers. While not statistically significant, the results do yield some interesting findings and suggest an area of further study. The following is a summary of the questions and responses. It is important to note that some results are summarized in percentages of those responding; the number of respondents who answered each question is very small. A frequency questionnaire and list of “Other” responses is included in Appendix C.

Survey Population

The majority of respondents (67 percent) were traveling from Southern California. The remaining 24 percent came from locations such as Arizona, Nevada, and several east coast cities.

Travel Frequency and Stops in Bishop

Twenty-seven percent of survey respondents travel through or past Bishop four times a year. Nearly all respondents (76 percent) always or sometimes stop in Bishop, compared to 11 percent who never stop in Bishop. Of those who never stop in Bishop, 46 percent indicated that they do not stop because they don’t need any services, followed by those who stated that they just wanted to make it to their destination.

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Reasons to Stop in Bishop and Spending Patterns

Of the respondents who stop in Bishop, more than 80 percent stop to fill up for gas. Seventy-eight percent stop for food, 24 percent get off to take a break, and 19 percent stop for recreation. “Other” responses included food options, specifically, patronizing Schats Bakery and Meadow Farms. While in Bishop, 62 percent of travelers spend up to \$50, followed by 38 percent who spend more than \$50.

Duration of Stopovers

Almost all respondents (92 percent) make a quick stop or stay for only a couple of hours when in Bishop. The short length of time that travelers stay in Bishop is consistent with the top reasons why people stop, that is, to fill up with gas or get food. Only 5 percent stay overnight. Of those, all indicated that they stay for 2 nights.

Rating Bishop’s Downtown

Respondents, overall, are pleased with the functionality of downtown, as well as the food, gas, and shopping opportunities. Parking was identified as very good or somewhat good. On the other hand, parking was one of two downtown attributes that ended up with a rating in the “poor” category. The other attribute was small-town atmosphere and ambiance.

Twenty-seven respondents stated that overall access and circulation in downtown Bishop was either somewhat good or very good. With regard to gas station and restaurant opportunities, travelers rated these services high, which is compatible with the top reasons why people stop in Bishop.

Improving Downtown Appeal

While travelers indicated that current parking conditions and restaurant choices were adequate, it was noted that more diverse dining options and well-marked and convenient parking would enhance downtown Bishop’s appeal. Additionally, travelers indicated that more streetscape improvements, including lighting, street furniture, landscaping, etc., are needed to improve Main Street’s appeal. Other ways to improve the downtown corridor include reducing truck traffic and congestion and providing more shopping opportunities.

Alternate Route

If an alternate route were constructed that allowed travelers to bypass downtown Bishop, nearly half (20 respondents) indicated they would still “sometimes” or “always” stop in Bishop. Forty-six percent would never or seldom stop in Bishop.

When asked if they would choose an alternate route that bypassed Bishop even if it were longer in time and distance, the responses were nearly evenly split (17 respondents and 19 respondents, respectively) between those who would choose the alternate route and those who would not. Consistent with previous results, the top reasons why respondents would continue

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to stop in Bishop include filling up for gas (90 percent), buying food (77 percent), and getting off the highway to take a break (26 percent).

3-5.3 Business Focus Group

The intent of the business focus group was to engage both traveler-dependent and non-traveler-dependent businesses, primarily those along Main Street. The participants were led through a series of questions regarding general business climate, past and projected growth for their businesses, and transportation issues affecting their businesses and given an opportunity to make suggestions for improving downtown Bishop and respond to potential alternate routes being studied by Caltrans. The focus group was held from 11:30 a.m. to 1:30 p.m. on March 2, 2005, at the Whiskey Creek restaurant in Bishop, California.

a. Participants

Focus group participants were identified to represent a broad mix of Bishop businesses and were selected by Caltrans, with input from the Bishop Chamber of Commerce. Participation in the focus group included 11 individuals, representing the business community in Bishop, as well as one representative from the local tribal entity. The participants included the following business types:

- Art gallery
- Book store
- Financial institution
- Casino
- Gas/service station
- Restaurant
- Fast food restaurant
- Sporting goods store
- Furniture store
- Office supply store
- Tribal economic development corporation

All businesses currently have storefronts on Main Street in Bishop, except for one, which is located on Pine Street, one block east of Main Street.

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b. Focus Group Results

Business Climate

Focus group participants were asked to share input about the growth and success of their business over the past 5 years, as well as any general comments about the business climate in Bishop. Generally, the business climate has been positive for those Bishop businesses that participated in the focus group. All businesses experienced growth over the last 5 years, with some experiencing more growth than others. For those who shared specific growth-rate figures, the responses ranged from 5 to 10 percent. Many noted the high growth rate in Mammoth and the spillover effect it had on Bishop, as well as additional growth along the U.S. 395 corridor. Some indicated that business openings have resulted from an increased number of travelers, and that, in turn, has resulted in a somewhat diluted market, though the overall number of travelers has increased. One participant noted that 30 years ago there were five or six restaurants along U.S. 395 between Los Angeles and Bishop, and now there are at least 100.

Other factors thought to be contributing to a positive economic outlook include low interest rates and the increase in automobile traffic since 9/11. Other evidence of positive economic growth is the increased number of local financial institutions that have opened their doors in Bishop, increased visitor traffic, and an increase in business from local customers. One respondent cited the high population of baby boomers in their prime earning years with high levels of disposable income. Many of these people are pursuing second homes away from urban areas. This too is expected to have an impact on the future economy and growth of Bishop.

One participant noted a positive forecast for the upcoming summer season, evidenced by high interest in Bishop's upcoming Mule Days celebration, and said, "We started selling tickets February 1, and we're almost sold out."

Several factors were identified as constraints to economic growth in Bishop. These include the reduced number of international visitors (especially Europeans) following 9/11, decreased strength of the dollar, increased shopping opportunities over the Internet, the recession of the early 1990s, and high fuel prices. One participant noted that before the early 1990s it was common to see more than 100 buses on their way to Mammoth every weekend. That number is closer to 15 to 20 now. On the other hand, others indicated that even with the decrease in tourist buses they still see a lot of individual international travelers and noted that these travelers typically spend "hundreds and hundreds of dollars." One participant indicated that Bishop won't see the kind of phenomenal growth (in the range of 75 to 80 percent) Mammoth experienced because of "the lack of available land for new housing," adding, "I just don't see the potential for growth like that in this community any time in the near future."

Other economic challenges include the high price of housing and government regulation. Strict requirements for parking and landscaping, environmental considerations, and site planning issues were identified by one participant as having a potential negative effect on local businesses. It was also noted that the local economy would be enhanced with the provision of commercial air service at Bishop Airport. It was further discussed that commercial air service to Bishop is critical to develop an "array of different sorts of businesses" and spur economic development. In

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addition, it was noted that a good truck route will encourage development of light industry at the airport. It was also mentioned that the casino would play a role in the community's economic development.

Focus group participants discussed warehousing at the airport, which would have several benefits. One participant stated that it would "relieve some of the pressure in their businesses" and "get the majority of their big deliveries off the big trucks, out of the Main Street area." The businesses could then "have smaller trucks move the stuff into their businesses, and maybe some of the warehouse space they're using now could be opened up for parking." It was noted that for a lot of businesses, probably half of their business space is for showroom and the other half is for storage. One participant said, "If there were better access to more affordable land where warehousing could go, like at the airport, I would jump on that in a heartbeat."

Customer Mix and Seasonal Variation

All participants indicated that they rely on both travelers and local customers, though some, such as fast food restaurants and gas stations, clearly stand out as being more dependent on out-of-town travelers. For some, summer sales are critical for business survival, with one participant noting that "about 85 to 90 percent of our profit comes in those 2 months every year; without July and August, we wouldn't be in business here."

As far as the mix of customers, participants varied in their estimation of the percentage of local and out-of-town traffic, but all agreed that the summer months are always the busiest, with July and August standing out as the highest sales months. One participant noted that "July and August are the biggest, followed generally by June and September, and then followed by May and October." The winter holidays were cited as another part of the year that focused on out-of-town travelers.

It was noted that during the summer months, Bishop is more of a destination and during the winter months more of a "pass-through" town. This appears to be closely related to the fact that Mammoth offers extensive winter recreation, while the Bishop area is known for its summer fishing and hiking. One participant noted that last summer "Mammoth struggled with occupancy rates, and Bishop was pretty much slammed."

Dependence on Out-of-Town Travelers/Trucks

The percentage of business from out-of-town travelers differs from business to business, but most participating businesses agreed that tourism is key to staying in business. One participant said, "Tourism is probably 30 percent of my business on the surface, but it's 100 percent of my profit, because if I lose that 30 percent, I'm out of business." Most businesses do not attract large numbers of truck drivers as customers, but some noted that truck traffic is essential to staying in business. One person claimed that "without truck traffic, I'd have nothing to sell." It was noted that for businesses that do provide products and services for truck drivers, truck parking presents a challenge.

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Key Transportation Challenges

The majority of focus group participants were quick to identify Bishop's lack of downtown parking as a key transportation issue. It was noted that city lots are located behind businesses (not visible from Main Street) and are designed to provide parking for several businesses. One respondent noted that "customers come up and drive through the parking lot we all share behind our shops, may not see a good spot there, and just leave, although there is parking available across the street or maybe a block away." It was noted that parking is also a challenge for business owners and employees.

It was also noted that buildings constructed in more recent years have requirements to provide a certain number of parking spaces. Other, older buildings are "grandfathered in" and are not required to add additional parking. It was stated that parking challenges were concentrated in those areas. There was not agreement about how to solve this issue. Some believed that businesses should provide their own adequate parking. Others felt that a lack of parking and other downtown issues were the entire community's problem, and one way to improve would be to work together.

Another challenge posed by limited parking is that visitors use whatever parking they can find, often parking in one person's business and purchasing goods and services at another's.

One suggestion to improve parking in downtown Bishop would have merchants organize and form a parking district to pay for parking.

Other Transportation Issues – Local Circulation

Some participants indicated that they did not have a perception that there are transportation issues in downtown Bishop and that "the busier Main Street is the better."

A large focus of the discussion was local circulation. The group had general agreement that traffic problems in downtown Bishop are caused primarily by local traffic. One person commented, "The problem is us." In further discussion, the Caltrans study was noted, with one participant stating that "conclusions that were shared last May/June showed that the extra traffic on the streets is us." The person went on to say "we are the traffic. The biggest issue of the traffic through Main Street is the locals."

It was noted that downtown Bishop was difficult for locals to navigate and that transportation solutions for downtown should include a way of diverting local traffic away from Main Street. One participant would expect more locals to use downtown more often if they had easier access, saying, "It's ferocious to try and make turns off of Main Street." The person added, "Diverting local traffic would help a lot. Locals are always looking for ways to avoid Main Street. I won't come down Line Street or Main Street. It's just easier."

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Truck Traffic

It was noted that truck traffic on roadways is not the big issue, but lack of truck access to the airport is of concern.

Focus group participants were asked to express their opinions and perceptions about the current truck traffic in Bishop. It was noted that better fuel mileage has meant that trucks can drive longer distances without as many stops, but due to Bishop's location, at the northern end of the valley, situated between Mammoth Mountain and Death Valley, this hasn't resulted in fewer truck stops in town. It was also noted that the majority of businesses don't depend on truck traffic for sales. However, truck parking was identified as a problem due to the large areas needed for parking as well as noise concerns.

With regard to alternate routes, it was noted that trucks likely would not want to be significantly diverted from town. However, many thought that if truck access were provided near the airport, more trucks would go that way. Trucks are currently bypassing downtown by using north-south roads through the reservation (beginning at See Vee and up to Brockman), with one participant noting it's because "the reservation lies between 395 and 168." Trucks using these routes as alternates for accessing U.S. 395 present problems with the current roadway configurations that have shoulders that quickly fade into residential front yards with little differentiation between either.

It was noted that "Truckers really drive safer than most drivers." Safety and the speed of trucks driving down Main Street are not issues. Trucks do pose some challenges for local circulation and downtown traffic. It is difficult for them to make deliveries, especially on the back streets. One person said, "The 53-footers are hard to manage around tight corners. We need to send them down a residential street to turn around, and we're out there helping them make the corners."

Main Street/Downtown Improvement

Several participants agreed that downtown corridor enhancement is critical for the long-term health of the community. Overall, most focus group participants agreed that Main Street and downtown Bishop could benefit from improvement. It was noted that Main Street is not pedestrian friendly, with person saying that it's "noisy, dirty, and it's too close to businesses." Others indicated that Main Street is the "integrity of Bishop," while others cited towns that are examples of what not to do. A participant said, "If you want your town to be healthy in the long run, you need an integral, healthy downtown core. Go to Tonopah, where they built stuff from the edge of town; they didn't maintain the interior of the town, and it looks terrible." Others feel that downtown is not attractive, with some citing the planter project as an example of what not to do.

Provision of adequate parking was noted as one factor in encouraging people to get out of their cars. A participant said, "They get out of their cars, they find stuff to do that's interesting, maybe they stay in a motel instead of going through, or maybe, because they like the community, they stay two nights." It was noted that downtown was "way more friendly, having cars that could park in front of your business." Many acknowledged that it might be difficult to change Main Street's lane configuration and reverse the decision to eliminate

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parking in front of businesses but indicated “it would help a lot.” Many indicated that they would not be opposed to on-street parking on Main Street if the outcome was better local circulation around the rest of the community.

Participants spent time discussing the kinds of enhancements and improvements that they have either experienced or believe would be beneficial for Bishop’s downtown. Many towns were noted for revitalization efforts that included angled parking on the street and other enhancements to encourage pedestrian traffic, such as shops that are “clustered” and being able to “park in or near the area that you’re going to, and it’s pleasant to walk around.” Places to sit, attractive storefronts, and landscaping were noted as potential enhancements that encourage pedestrian traffic and contribute to a more aesthetic downtown.

It was noted that landscaping could currently be supported in some sections of the center of Main Street and would not interfere with traffic flow. The larger street corners could also benefit and have ample room for landscaping. With an attractive pedestrian core, others noted, limited parking becomes less of a constraint. Also cited was a need to encourage more attractive and diverse businesses, “some kind of destination where people want to stop.” Another comment was “liven up downtown, make it more attractive.” One respondent noted that perception plays a significant role in how downtown is viewed and enjoyed, saying, “If you’ve got good parking, visible parking, that is attractive, people will find the alternative parking and walk Main Street.”

Some participants noted the challenge of paying for downtown revitalization. Constraints such as financial resources (from the city and property owners) and complicated or constraining property ownership issues, namely, lease agreements with the LADWP and the lack of redevelopment incentives, also contribute to slow progress in making downtown improvements. Some participants called on property owners within the community to “take care of their own properties, spruce them up.”

Downtown signage was also discussed. It was noted that “Signs are critical for a convenience business, a gas station, a restaurant; signs are everything.” Others noted the current competing and busy business signage on Main Street was not attractive and suggested that a sign ordinance that controlled signage to a more modest level would make parking signs and other directional signage more visible and obvious to travelers. One participant said, “It’s not necessarily how big your signs are that determines how prosperous your community is.” While some were concerned about having sign restrictions apply to their businesses, others noted that unilateral, uniform sign control would apply to all businesses, would not create unfair advantages, and would advance the city one critical step toward improving downtown.

Two examples of positive downtown improvements that occurred over the past few years were noted:

- demolition of the Contel building to provide parking next to Taylor Shoes, and
- Union Bank’s acquisition of the liquor store and its conversion to a parking lot. This project eliminated congestion and a city eyesore, making the bank more customer-friendly and attractive.

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Local Circulation Challenges/Solutions

Most focus group participants were in agreement that improved circulation off Main Street is necessary and must be considered either prior to or in conjunction with any future downtown improvement plans or alternate route considerations. It was noted that reducing the local traffic on Main Street would have positive benefits, with one person saying, “Don’t take the tourist traffic off Main Street, just the locals.” The following is a list of the suggestions made for improving local circulation.

- Provide alternative access routes through downtown. “By having those access routes people can get to and from one end of town without having to go through Main Street. These folks will still come to Main Street to get lunch.”
- Focus on local circulation solutions—Warren, Home, and Spruce—one road on the west and one on the east side of Main Street, which “may sound contradictory, but if people don’t have concerns about how they’re going to get into the downtown area, it simplifies it for them.” Tourist traffic wouldn’t seem so overwhelming.
- Consider opening up Home Street all the way to the highway.
- Home Street already carries an enormous amount of traffic, so “get lots of people driving out of Bishop to turn left onto Home Street and go through, by the schools to the residential areas, and they come over and go to Kmart and Vons and whatever’s off Main Street. It could potentially increase that traffic, which is probably not desirable.”
- Regarding Home Street, “I understand the concerns of schools/student safety.” It was noted that the school should be consulted about any circulation issues, especially any alternatives that include Home Street.
- Consider opening up Spruce all the way through on the eastern edge of town.
- Consider Warren Street as an alternative. “It’s not used that much. However, you would need to clean up a lot of corners.” There was a question about whether Warren Street would be a good candidate due to the need for storm drains, and the “street had to be flattened.”
- Consider a good access road closer to Warm Springs.
- Reconfigure Brockman to perhaps carry more traffic and get some of the traffic off the more residential streets on the reservation. “Reservation projections identify a 50 percent increase in residential homes.” There’s a “need to look at reservation circulation as well.”
- May Street runs perpendicular to 395. It’s “not that well used but could be an alternative for local traffic.”

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- There is a need for an arterial on the east side of the north side of U.S. 395, for the mobile home parks and large subdivisions in that area. There are current accidents and safety concerns in that area, which has a high elderly population. “There is already controversy about the Bear Creek residents using it. Perhaps consider an exit so folks have to come up to Barlow.”
- “Those on Barlow don’t want increases in traffic.”
- “If you continued Schober and connected it up with Barlow, you could improve circulation for the west pocket.”
- Dixon Lane is very busy, with “places where you have to pull over because two vehicles can’t pass; it needs to be reconfigured.”
- Considering the concentrations of population, there is a need to get from West Bishop to downtown or to get from Meadow Creek to downtown. “You’ve got the Meadow Creek area, you’ve got the core city area, then you’ve got the west Bishop area, and there’s a lot of emptiness in between. Sometimes I’ll take Dixon to get downtown, even though it’s a longer route (coming from Meadow Creek) because I don’t like messing with the light on Barlow.”
- Connect and “punch through” some of the downtown dead-end streets.
- Consider reconfiguring Schober Lane to eliminate the “hard left, hard right” to get through to Schober Lane. “That would actually enhance the life of people in the trailer park.”
- “It’s more relaxing to drive from downtown to South Barlow down 395 on Schober, even though it’s a half mile farther.”

Bicycle Access

It was also noted that many ride bikes in town for pleasure and for commuting and that improvements should be made to accommodate bicyclists. The need for bicycle-related improvements was also noted for circulation changes suggested for the east side of town. It was also mentioned that some in the community are working to add bike/pedestrian paths on Home Street and See Vee and hope to network with city/county bicycle planning efforts.

Alternate Routes

Focus group participants were asked for their input about alternate routes for relieving Main Street from truck traffic. The discussion covered many issues and suggestions, including the designation of a new route as “airport access” to encourage trucks but not others from taking the alternate route. Participants had the following comments:

- Most agreed that an automobile bypass is not a good solution. “Look at Hawthorne, tiny, little jog around the town, but the businesses that were on the old street are all dried up.”

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- “People have a 3-mile route into town; they just won’t come.”
- “Have a truck route to the airport but do not label it ‘Truck Route.’ Label it ‘Airport Access.’”
- Don’t “have it go off the main highway off-ramp; they have to make a hard right or something nondescript.”
- “Rather than running divided highway around town, maybe consider truck roads that are more like a wide street, not welcoming/inviting to the tourist.”
- “Catch them on the south end of town, South Street.”
- Consider an alternate route configuration that is relatively nondescript and doesn’t appear to be an alternate route. “If it looks like Line Street, a tourist would never drive off on that, thinking it would bypass Bishop. But truckers would know it as a way to get around downtown and have the added benefit of several stops out there.”

Specific Alternative Routes

Focus group participants were asked to discuss the specific alternative routes being studied by Caltrans. Opinions varied, but there was more support overall for an eastern alternative than for one on the west side of town. Others reiterated the comments outlined above and suggested eliminating the bypass idea entirely and focusing on improving access to the airport. It was noted that in the 1960s there was a similar proposal to consider a bypass and that there were many concerns, including those of the tribe. Many of the same concerns would still be relevant today and create challenging obstacles to constructing an alternative route. The following are comments from focus group participants on the specific alternative routes.

Alternative 3

- One respondent indicated that Alternative 3 comes closest to what the community might support (based on his/her opinion and what he/she hears from business owners).
- Alternative 3 could be used as a potential configuration for an alternative route making a bypass, which would “hit south from the airport and cut back into Spruce Street or Wye Road to the north.”
- Others were not that supportive of Alternative 3 because it can be “too easily construed as a bypass of old town.”

Alternative 4, 5, and 6

- Alternative 5 was identified as a reasonable alternative to get traffic out to the airport.
- Others were not in favor of Alternatives 5 or 6.

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- It was noted that Alternative 5 forces a hard right turn; this can be good for discouraging tourists from taking this route.
- Some identified access to the airport as the key criteria and that Alternatives 5, 6, and possibly 4 would not pose a threat to downtown businesses as long as they did not include signage that identified it as a bypass.
- One suggestion was to consider Alternative 5 combined with the straightening of Schober Lane, “maybe extending the streets from town out to the bypass and then connecting it with the Wye Connector. Not sure of the best solution on the other side of town.”

Other Comments – Vision for the Future

Overall, focus group participants were well engaged and interested to be a part of a discussion about the future of Main Street and downtown Bishop. Most agreed that solving local circulation was the first priority and that the City of Bishop needs to take an active role in this effort. One person said, “In the past, they just kind of went along with the flow and let somebody else make the decisions. And I think that’s a big problem we’ve had all along.” It was noted by at least one participant that they appreciate Caltrans’ efforts in this, saying that it’s “great that Caltrans is taking some leadership in this.” One participant suggested that there continue to be a concerted and expanded effort to bring people together to achieve consensus for long-range planning, “a process that builds on the Inyo 2020 process to identify how we want the community to grow for the next generation, for jobs and housing.” One member encouraged other participants to attend LTC meetings to stay informed about these issues.

3-5.4 Survey and Focus Group Highlights

a. Mammoth-Bound Traveler Survey Results

A total of 45 surveys (4.5 percent return) were completed during the 3-week period. Due to the small sample size, the results are limited in their application to all Mammoth-bound travelers. It is important to note that while some results are summarized in percentages of those responding, the number of respondents who answered each question is very small.

- Seventy-six percent of survey participants were visiting from Southern California.
- When asked how often survey respondents travel through or past Bishop, the highest percentage of respondents, 27 percent, indicated that they travel four times a year, followed by less than once a year, 20 percent.
- Most respondents, 76 percent, always or sometimes stop in Bishop when traveling to Mammoth.

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- Of those who do not stop in Bishop, nearly 50 percent said they “did not need any services” as the key reason for not stopping, while 31 percent stated that they just wanted to make it to their destination.
- The top two reasons for stopping in Bishop are to fill up for gas, 85 percent, and to stop for food, 78 percent.
- Forty percent of respondents who stop and/or stay in Bishop typically spend \$20 to \$50, followed by \$20 or less, 21 percent, and \$50 to \$100, 19 percent.
- When asked how long respondents typically stay in Bishop, 79 percent indicated that they are there for a quick stop, 13 percent indicated they stop for a couple of hours, and 5 percent stay over night. Of those who stay over night, all respondents indicated that they stay 2 nights.
- When asked about various attributes in downtown Bishop, access and circulation rated high (highest rating was either somewhat good or very good), as did parking and getting around as a pedestrian. While it ranked high for some, parking was one of two downtown topics that received a poor rating.
- Gas stations and restaurant choices rated high in the somewhat good and very good categories, consistent with the top reasons travelers stop in Bishop.
- More dining options, with more diversity; an improved streetscape (lighting, street furniture, landscaping, etc.); and more well-marked and convenient parking were identified as improvements that would make Bishop’s Main Street more appealing.
- To a lesser degree, it was indicated that less truck traffic, less downtown congestion, and more shopping opportunities would improve downtown appeal.
- More than half of respondents indicated they would either sometimes or always bypass downtown Bishop to get to Mammoth if a bypass or alternate route were constructed.
- Top reasons why respondents would continue to stop in Bishop, even if a bypass were constructed, include filling up for gas, 90 percent, buying food, 77 percent, and to get off the highway to take a break, 26 percent.
- Close to 50 percent of Mammoth-bound travelers indicated they would take an alternate route to bypass Bishop, even if it were longer in time and distance.

b. Focus Group Results

- All businesses participating in the focus group experienced an increase in business growth over the past 5 years.

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- Participants identified impacts from 9/11, decreasing strength of the dollar, the recession of the 1990s, fuel prices, increased Internet shopping, and government regulations as constraints to economic growth.
- Most businesses that participated in the focus group are dependent on the summer months for critical sales. This is the time when Bishop is more of a destination rather than a “pass-through” town.
- Focus group participants rely on both local and out-of-town customers but could not continue to be in business without both.
- Truck drivers do not represent a significant impact to business sales. Of course, it was noted, trucks serve a critical role for local businesses; without trucks to bring in goods, most businesses would have nothing to sell.
- Most focus group participants agree that downtown Bishop could be improved by pedestrian enhancements, landscaping, and other aesthetic improvements.
- It was also noted that there is a lack of resources to support these kinds of programs.
- It was also noted that the City of Bishop would need to play a significant role in efforts to improve downtown.
- Some businesses are interested and willing to participate in programs that will improve downtown. A downtown parking district was identified as one such program that some businesses would support. A uniform sign code could help reduce Main Street clutter and improve visibility of directional signage and existing parking.
- Most focus group participants identified the lack of parking, as well as the visibility of existing parking, as one of the biggest transportation issues in Bishop. Suggestions for improving parking included better signage for existing parking, redevelopment of existing businesses for parking purposes, and the re-institution of parallel or angled parking on Main Street.
- Focus group participants identified local circulation improvements as necessary to improve the congestion and circulation issues in downtown Bishop.
- Several suggestions were made to improve local circulation. A key element of any local circulation improvement should be designed to divert local traffic from Main Street, leaving it for the tourist and out-of-town traveler. All agreed that this solution would not deter local traffic from patronizing local businesses.
- Most participants agreed that alternatives to Main Street should be identified. Suggestions for alternate, parallel routes to Main Street include Home Street, Warren, Hanby, Sunland and Spruce, in addition to several others.

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- Improving bicycle access is important to some focus group participants
- Challenges with trucks include truck parking and the ability for them to make safe deliveries without affecting local streets.
- It was agreed by most in the group that trucks would likely not want to be significantly diverted from town. However, if the airport continues to expand and additional businesses and services, such as warehousing, were provided there, trucks would have additional incentive to take an alternate route to the airport.
- All agreed that an alternate route focused on truck traffic would not be the best solution or provide much relief from local congestion. Only a solution that combines an alternate route with local circulation improvements would appear to be worthwhile.
- Participants agree that an alternate route on the east side of town that provides access to the airport would decrease truck traffic on Main Street.
- Participants feel strongly that any alternate route must not be attractive or very noticeable to visitors traveling through Bishop.
- Focus group participants are most supportive of an eastern alternate route, but there is not concurrence about which particular one would be best.
- Participants feel very strongly that an alternate route should not be advertised as such and that it should be focused on providing access to the airport. If an alternate route is considered, it should be labeled “Airport Access.”
- It was noted that the City of Bishop would need to be an active partner in any local circulation and downtown improvements. Some participants indicated that this has been lacking in the past.

3-5.5 Conclusions & Recommendations

The Mammoth-bound traveler survey and focus group provided useful conclusions to consider in the evaluation of alternatives for the BAACS. Though limited in the number of completed surveys, the traveler survey does provide some indication of out-of-town travelers’ current and future behaviors with regard to visiting Bishop. Participation in the business focus group provided an opportunity for local businesses to share their thoughts and opinions about an alternate route, other transportation issues, and suggestions for improving downtown Bishop. The following conclusions are drawn from the combined input of the survey and focus group:

a. Survey

Again, it must be noted that due to the limited survey results, it is difficult to draw significant conclusions from the results. However, they do provide some indication about travelers’ habits

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through Bishop. Consistent results from two survey questions, “Reasons for Stopping in Bishop” and “Length of Stay,” provide some indication that Bishop may be a “pass-through” community, at least during the winter months, which is consistent with input shared at the business focus group. Responses to other questions present somewhat of a mixed bag. The survey did confirm that most travelers are coming from Southern California, which was expected.

With regard to the questions on alternate routes, it was interesting to note that respondents were split, with half saying they would not stop in Bishop and half saying they would stop in Bishop if an alternate route were constructed. This is consistent with the responses to the question about whether travelers would take the alternate route, even if it were longer. About half of these respondents indicated they would, and half said they would not. This suggests that at least some percentage of the “pass-through” travelers can be encouraged to visit Bishop even if an alternate route were constructed. It also suggests that Bishop must be realistic about what percent of out-of-town travelers it can hope to capture.

In terms of downtown improvements, respondents generally were favorable to Bishop’s current conditions. Of all the features that would enhance Bishop’s Main Street, an improved streetscape, more diverse lodging, well-marked parking, and more restaurants are the amenities expected by the increasing numbers and sophistication of today’s traveler.

With regard to the ratings of downtown Bishop, there were not very high percentages in either the poor or not very good categories, indicating that people generally like what they find in Bishop. In addition, for those elements that ranked highly, respondents answers were relatively evenly split between different features, not suggesting a particular deficiency or area of extreme satisfaction.

It is interesting to note that of the eight elements listed for ranking downtown Bishop, “parking,” “small town atmosphere,” and “getting around town as a pedestrian” all received close to 50 percent in the very good category. This would seem to be in conflict with the focus group findings, which point to the need for improvements to encourage pedestrian circulation. One possible reason for this is the number of travelers that come from highly urban environments and don’t perceive traffic and parking to be big issues in Bishop, compared to what they normally experience.

b. Focus Group

With regard to the focus group findings, parking stands out as a key concern of business owners, which is not surprising given the number of older buildings and limited redevelopment that has occurred in Bishop.

As far as downtown improvements, it was clear from most focus group participants that improving downtown was essential to promoting a healthy, vibrant downtown for future generations. Streetscape improvements, pedestrian enhancements, local circulation improvements, and, possibly, tighter sign standards would contribute to a more appealing downtown. These conclusions are not inconsistent with what one might expect in most small communities that have a major highway running through downtown. These ideas were discussed

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in detail at several community forums that Caltrans held in Bridgeport, Lone Pine, and Ridgecrest in 2004.

In terms of an alternate route, if Caltrans were to make a decision about it based solely on these results, the findings would not suggest support for an alternate route. In fact, the need and desire for access to Bishop Airport seems more important than the need to divert truck traffic from Main Street. If an alternate route is considered, alternate routes on the east side are recommended for Caltrans' consideration.

As expected, businesses are not supportive of any actions that will limit or constrain customers from patronizing Bishop businesses. From an out-of-town traveler's viewpoint, if the results could be extrapolated to the entire traveling population as a whole, it might be the same 50/50 split, indicating that some are going to go through Bishop as fast as they can, using whatever means is provided to them.

Local circulation is a topic that should be further discussed. Local circulation issues do not appear to be very high on out-of-town traveler lists, certainly not as reasons to stay away from Bishop. Clearly, the local residents and businesses that experience the congestion, lack of parking, etc., on a regular basis is more prone to identify these problems as key issues.

Based on the input provided at the focus group and other discussions with stakeholders, coordinating improvement efforts with the City of Bishop will be critical to success.

4–POTENTIAL COMMUNITY IMPACTS

The following discussion is intended to describe the potential impacts to the community that could result from construction and operation of the proposed alternatives.

4-1 LAND USE AND PLANNING

The potential land use and planning impacts that have been evaluated are related to (1) the compatibility of the study with existing land use, (2) the consistency of the study with local plans and policies, and (3) the type and number of property acquisitions required for the study.

Impact Criteria: The proposed study would result in an adverse effect if:

- the proposed study would be incompatible with the existing pattern of land use and development in the study area;
- the proposed study would be inconsistent with the adopted land use plans, policies, or regulations of the applicable local and regional jurisdictions; or
- the proposed study would require property acquisitions and displacements so substantial as to disrupt the pattern and/or rate of land use and development.

4-1.1 Compatibility with Existing Land Use

The proposed study alternatives would be constructed on lands currently used for agriculture or are vacant. Although a small proportion of this agricultural land would be converted to transportation uses, none of the alternatives would be incompatible with the existing land use.

4-1.2 Consistency with Plans and Policies

The proposed alternate routes/feasibility study and/or its components are listed or referred in several local planning documents. These documents and references are listed below.

City of Bishop General Plan: Under *Opportunities*, items relevant to the feasibility study are listed; *Constraints* notes several direct items related to the feasibility study; *Policies/Major Roadways* lists several items directly related to the cores of the study, including analyzing alternate U.S. 395 routes; *Truck Routes* mentions analyzing the impacts of the development of a dedicated truck route around Bishop.

Inyo County Regional Transportation Plan: *U.S. Highways and State Routes* mentions a City of Bishop truck bypass involving an extension of U.S. 395 as a long-range study. *Long Range — Bishop Airport Access Road*, the alternate routes/feasibility study is a primary component of the BAACS effort.

The 2004–2005 Inyo County LTC Overall Work Program (OWP): This lists the Bishop Alternate Access Study in Appendix A (i.e., projects for which Caltrans is responsible).

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From the review of local and regional planning documents from the City of Bishop and Inyo County, it is apparent that this feasibility study is consistent with those policies, goals, and directions laid forth. Though no direct correlations or references to the core of this study are identified in the Inyo County General Plan, the strategies employed to address the feasibility of an alternate route in the Bishop area are consistent with those key items pertaining to impacts to communities. Many references to avoiding such community impacts are goals and policies established for the Inyo County General Plan through a 2020 visioning process conducted by the Sierra Business Council. Such guidance includes: keeping developments within or as part of currently built environments/communities; preserving the viewsheds; preserving a rural way of life; maintaining community main streets as the primary commercial economic engines; etc.

This feasibility study is, as the Inyo County Regional Transportation Plan suggests, a long range plan for a potential truck route around downtown Bishop. As this plan and the City of Bishop General Plan point out, the route should be primarily for trucks. The feasibility study is analyzing potential truck routes that would also provide access to the airport, along with other ways to lesson existing congestion on Main Street Bishop (U.S. 395). The study aims to find a balance between removing unwanted traffic on Main Street (i.e. commercial trucks), keep desirable traffic in town (i.e. travelers or tourists), and improve local circulation for residence to get around without relying on Main Street. The attempt to balance these factors is key to minimizing impacts to downtown and the local economy, by keeping Main Street the primary through route for those likely or possibly service dependent and/or potentially influenced visitors/tourists/travelers.

4-1.3 Acquisitions and Displacements

All of the alternatives would be constructed mostly on publicly-owned LADWP property. Additional coordination among Caltrans, the local government agencies, and LADWP would likely be necessary with respect to the use of LADWP land. The Wye Road Connection could potentially require some acquisition of private land. Alternative 1 could potentially require the acquisition of land owned by Southern California Edison (SCE). As required by law, it can be assumed that compensation would be available should the foregoing acquisitions be necessary. It is not expected that any of the alternate routes would require the full acquisition of residential or commercial property that would result in any displacement of residents or businesses..

4-2 POPULATION AND HOUSING

The potential population and housing impacts that have been evaluated are related to (1) temporary construction effects, (2) community access and circulation, (3) changes in demographic characteristics, and (4) community cohesion.

Impact Criteria: The proposed study would result in an adverse effect if:

- the proposed alternate routes would have indirect construction effects on the surrounding community that would be substantially greater in magnitude and/or longer in duration than is typical of similar construction projects in similar communities;

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- the proposed alternate routes would permanently impair access to and from the surrounding community through the placement of barriers or other impediments to the local circulation pattern;
- the proposed alternate routes would create a barrier or other physical change in the environment so substantial as to permanently divide, disperse, or otherwise severely disrupt a cohesive community; or
- the proposed alternate routes would require residential property acquisitions and displacements so substantial as to disrupt the pattern and/or rate of existing and planned population and housing growth.

4-2.1 Temporary Construction Effects

Construction activities would result in temporary, localized, site-specific disruptions to the population and housing in the proposed study area. These would be related primarily to construction-related traffic changes from trucks and equipment in the area; partial and/or complete street and lane closures, with some requiring detours; increased noise and vibration; lights and glare; and changes in air emissions. Since the study construction activities would be temporary in duration and would not be likely to have effects substantially different than the same types of nuisance-like effects associated with typical construction activities, no adverse effect is expected to result.

4-2.2 Access/Circulation

The proposed study alternatives would not be constructed in residential or commercial areas. Construction and operation of the alternatives would be unlikely to result in long-term access deficiencies or worsened traffic circulation. The intent of the study alternatives would be to relieve congestion on Main Street (U.S. 395) in Bishop; thus, the study would potentially have a beneficial effect on access, circulation, and, most likely, safety.

4-2.3 Community Cohesion

The assessment of whether, and to what extent, the proposed study alternatives would adversely affect the cohesiveness of the community in Bishop depends largely on whether the study is likely to physically divide the community. Because the study alternatives would be constructed outside of, but not through, the residential portions of the community, no physical division would be created. The primary community area of Bishop would, therefore, be expected to remain intact, though some alternatives would create a line between community nodes further out than the westerly Bishop area. Quality of life concerning recreation access outside of the built environs could also be affected by new roadway alignments.

4-2.4 Changes in Demographic Characteristics/Growth

As noted above in the discussion of potential land use impacts, the proposed study alternatives would require no acquisitions from residential properties, with no displacement of any residents. Therefore, since the total number of housing units in the study area would not be affected by the study, no change in the demographic characteristics of the area could be reasonably expected to occur as a result of the study. The pattern and rate of population and housing growth would be expected to remain consistent with that which is contemplated by existing plans for the area. Furthermore, no new or expanded infrastructure, housing, or other similar permanent physical changes to the environment would be necessary as an indirect consequence of the proposed study alternatives.

4-2.5 Environmental Justice

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, signed on February 11, 1994, directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse human health or environmental effects of federal projects and programs on minority and low-income populations to the greatest extent practicable and permitted by law. Given the relatively small proportions of minority and low-income population groups in the study area (see Table 1), and the absence of community impacts to any segment of the population, no environmental justice issues would be likely to arise.

The proposed study, if implemented, would comply with applicable federal requirements promulgated in accordance with Executive Order 13166, *Improving Access to Services for Persons with Limited English Proficiency* (August 11, 2000), which requires that federal programs and activities be accessible to persons with limited English language proficiency.

The proposed study would also be developed in accordance with Title VI of the Civil Rights Act of 1964, which provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. In addition, the project would be developed in conformity with related statutes and regulations mandating that no person in the State of California shall, on grounds of race, color, sex, age, national origin, or disabling condition, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by or on the behalf of the California State Department of Transportation.

Efforts will continue to be made to ensure meaningful opportunities for public participation during the project planning and development process. This may include, but not necessarily be limited to: additional community meetings, informational mailings, and news releases to local media. The community outreach and public involvement programs for the project will seek to actively and effectively engage the affected community and will include mechanisms to reduce cultural, language, and economic barriers to participation.

4-3 COMMUNITY FACILITIES AND SERVICES

The potential community facilities and services impacts that have been evaluated are related to (1) temporary construction effects, (2) access to facilities and services, (3) acquisitions and displacements, and (4) induced demand for new or expanded facilities and services.

Impact Criteria: The proposed study would result in an adverse effect if:

- the proposed study would have indirect construction effects on community facilities and services that would be substantially greater in magnitude and/or longer in duration than is typical of similar construction projects in similar communities;
- the proposed study would permanently impair access to and from community services and facilities through the placement of barriers or other impediments to the local circulation pattern;
- the proposed study would require the acquisition and displacement of a community facility or service that could not be satisfactorily relocated or replaced; or
- the proposed study would induce a demand for new or expanded community facilities and services beyond already planned levels.

4-3.1 Temporary Construction Effects

Construction activities would result in temporary, localized, site-specific disruptions to the local community facilities and services in the proposed study area. These would be related primarily to construction-related traffic changes from trucks and equipment in the area; partial and/or complete street and lane closures, with some requiring detours; increased noise and vibration; lights and glare; and changes in air emissions. Since the study construction activities would be temporary in duration and would not be likely to have effects substantially different than the same types of nuisance-like effects associated with typical construction activities, no adverse effect is expected to result.

4-3.2 Access/Circulation

a. Emergency Services

Emergency services such as police, fire, and paramedic services, are located primarily within the City of Bishop (see Figure 4). The City of Bishop Police Department, Inyo County Sheriff's Department, and California Highway Patrol respond to highway emergencies within this area. The City of Bishop Police Department responds to emergencies that take place within the city limits. Creation of an alternate route would reduce the number of vehicles traveling through the city and would be likely to improve local traffic conditions. The current response time for

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Bishop police is less than 4 minutes within the city limits.⁶ The study alternatives would not increase this response time or create physical barriers to movement of emergency vehicles. Any potential reduction of traffic on city streets associated with the proposed alternatives could facilitate faster movement of emergency vehicles. An alternate route for trucks carrying hazardous loads would also alleviate potential spills and associated disasters downtown.

b. Schools

The access to and from schools and other community facilities would not be affected by the study. The schools and other community facilities located within the City of Bishop (see Figure 6) are concentrated in the center of the city. Access to schools and other community facilities would remain unaltered due to the study alternatives.

4-3.3 Acquisitions and Displacements

Most of the community facilities, including the police station, fire station, post office, hospital, schools, places of worship, and recreational facilities, are located in the center of the city, in an area bounded by the Tri-County Fairgrounds to the north, 3rd Street to the east, South Street to the south, and Home Street to the west. The proposed alternate routes pass through an area to the west and east of the city. This land is largely agricultural use land owned by LADWP. There are no community facilities located on these lands. No relocation of community facilities would be required.

4-3.4 Demand for New or Expanded Facilities and Services

The study would not create additional demand, either directly or indirectly, for new or expanded community facilities and services. Existing fire and police services would be able to sufficiently service any proposed alternate route. The local Bishop Dispatch Center for the California Highway Patrol (CHP) currently services the area between the Kern county line to the south and 10 miles into Mono County to the north. It has 31 uniformed officers, many of whom are trained as emergency medical technicians.⁷ Given that the length of any alternative (Alternative 3 is 11.2 miles, Alternative 4 is 10 miles, Alternative 5 is 8.7 miles, and Alternative 6 is 8.2 miles, including the North Connection) would be approximately 10 miles, it would be a very small part of the total area that CHP serves and would not affect its capacity to serve. In addition, the city and county police and fire departments would continue to provide service to the alternate route on as-needed basis.

⁶ Joe Pecci, Chief of Police, City of Bishop Police Department, March 22, 2005, personal communication

⁷ Sergeant Mark Badovinac, Bishop Dispatch Center, California Highway Patrol, March 2005.

4-4 ECONOMICS/BUSINESSES/EMPLOYMENT

4-4.1 Changes in Traffic Patterns

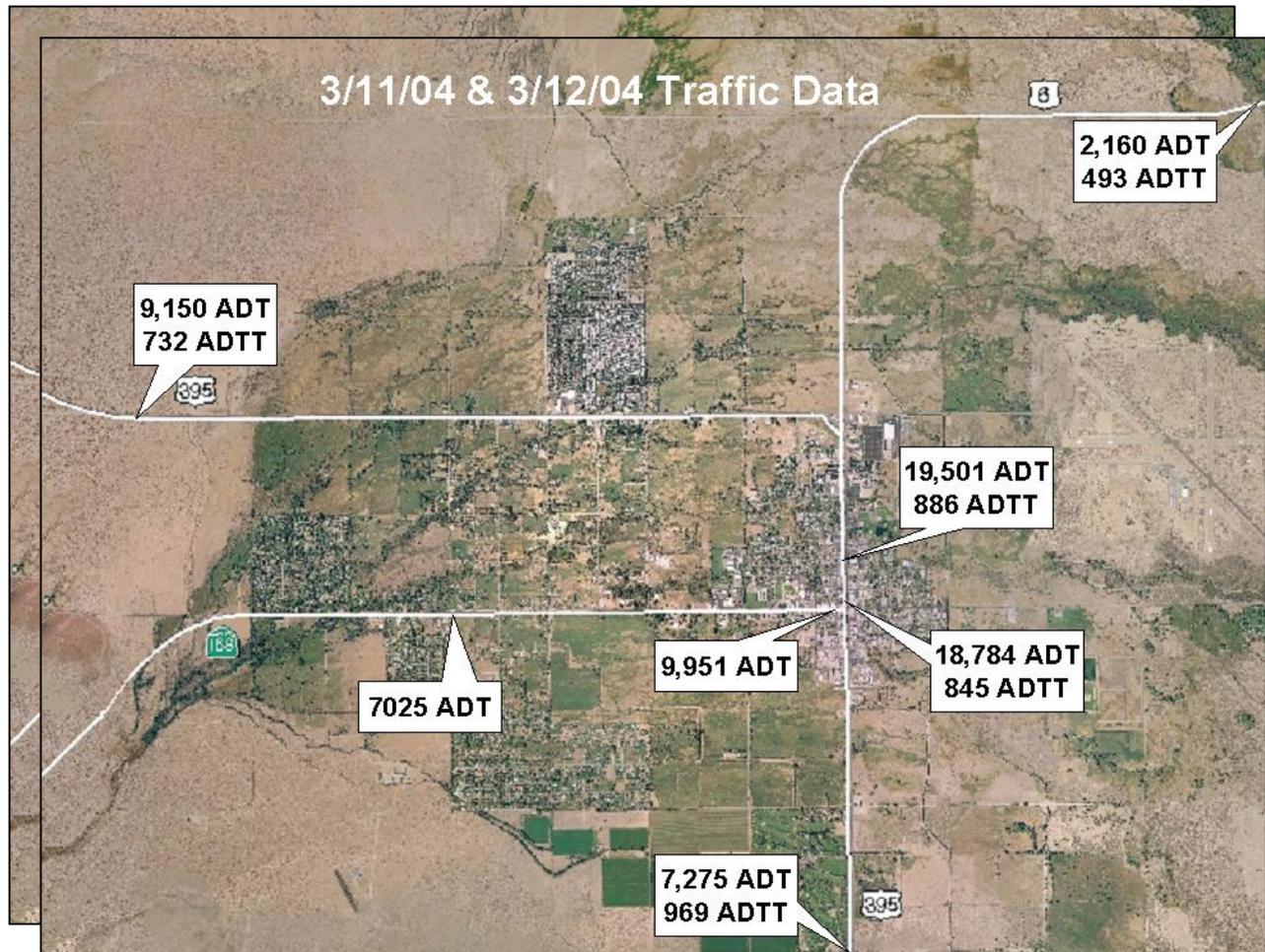
Figure 6 shows recent average daily traffic (ADT) and average daily truck traffic (ADTT) counts for several locations in the Bishop area. The counts were made on March 11 and 12, 2004. The traffic counts show that during the days when the traffic counts were conducted, the highest volume of traffic occurs on Main Street in Bishop (downtown U.S. 395), with a maximum daily traffic of 19,501 vehicles per day. The highest truck traffic occurred on U.S. 395 south of Bishop, at 969 ADTT.

Caltrans conducts traffic counts for several locations on U.S. 395. The highest counts in Bishop are typically at the junction of U.S. 395 and Route 168 West. Figure 7 shows the annual average daily traffic (AADT) volume on U.S. 395 at several locations in Bishop in 2004. This equaled 17,300 AADT in 2004. AADT is the sum of ADT throughout the year divided by 365. Truck counts for 2004 are not yet available; however, the 2003 truck count for this location equaled 1014 ADTT, which is 6 percent of total truck traffic. Using this percentage, 2004 truck volumes at this location equaled approximately 1038 ADTT.

Figure 8 shows Caltrans' assumed estimates of total vehicle and total truck counts broken out for each of the Bishop alternate routes. These estimates are based on AADT and take into account U.S. 395 traffic, U.S. 6 traffic, local traffic trips, and Inyo/Mono work commutes. Alternatives 1 and 2 could divert 3,500 vehicles from the AADT, which includes 400 trucks. This represents approximately 20 percent of the AADT at the U.S. 395/SR 168 junction and about 39 percent of the truck traffic. Alternatives 3 through 6 could divert 1,000 to 4,200 vehicles from the AADT for U.S. 395, which ranges from 6 percent (Alternative 6) to 20 percent (Alternative 4 plus the North Connection) of U.S. 395 traffic at the SR 168 junction. Each of the alternatives, 3 through 6, is assumed to divert 700 trucks daily, which equals 67 percent of the truck traffic at U.S. 395/SR 168.

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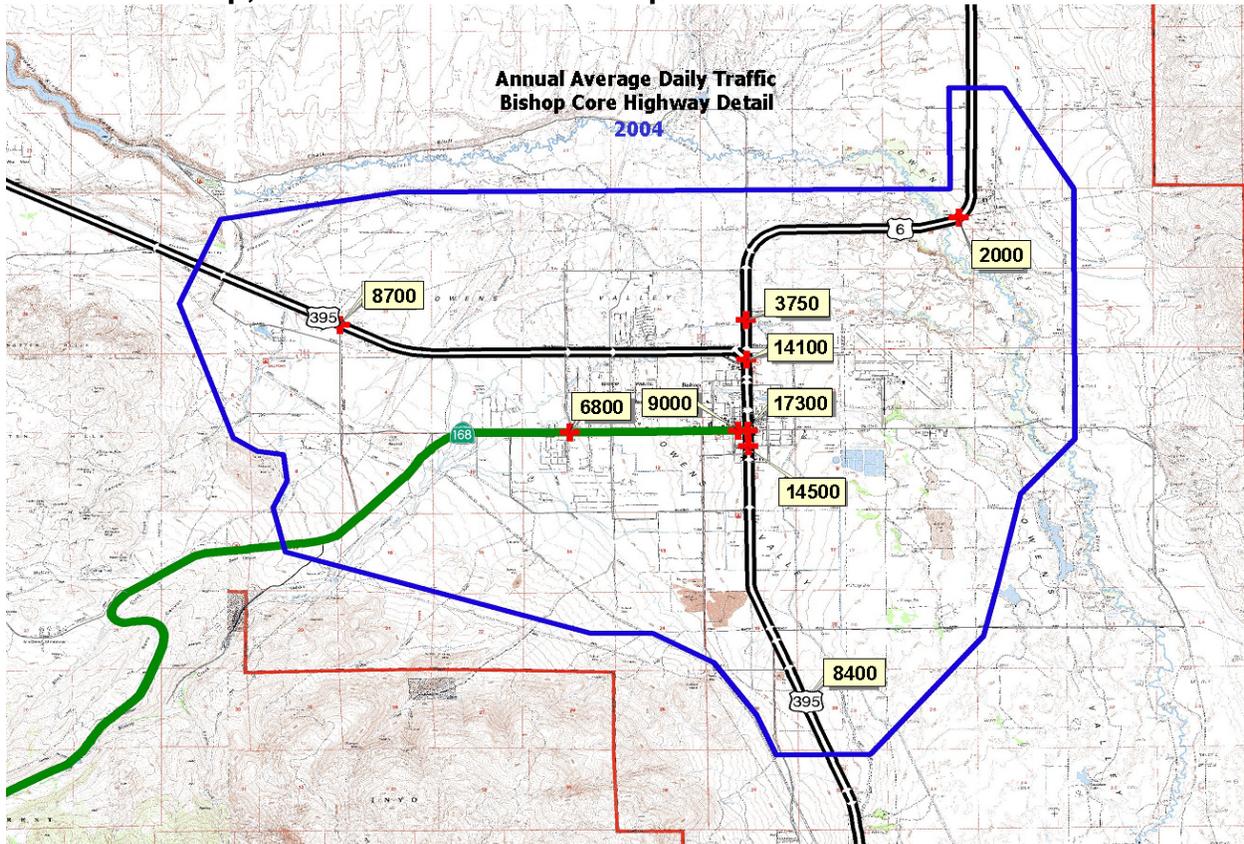
Figure 6: Average Daily Traffic and Average Daily Truck Traffic



Source: Caltrans (2005).

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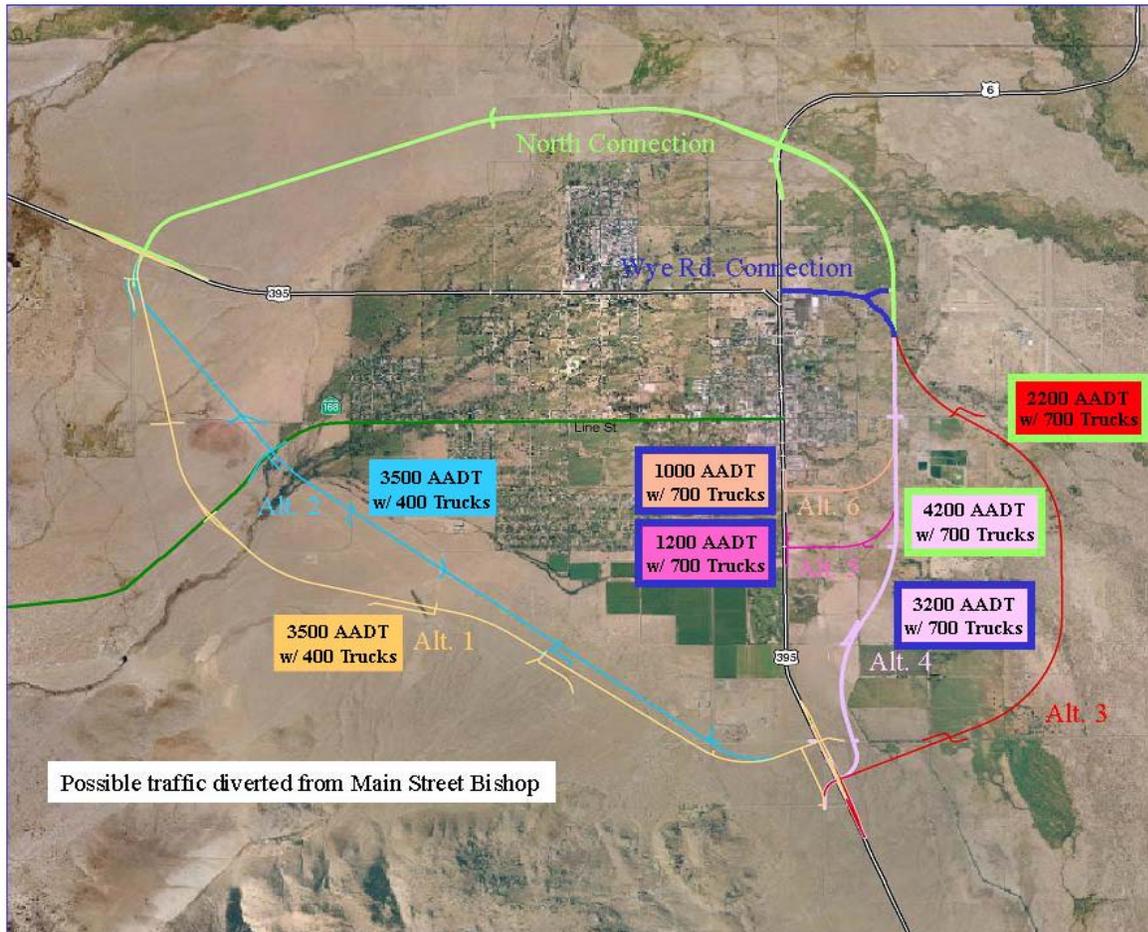
Figure 7: Average Annual Daily Traffic for U.S. 395 South of Bishop, U.S. 395 North of Bishop, and U.S. 6 North of Bishop



Source: Caltrans (2005).

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Figure 8: Caltrans' Estimate of AADT on Proposed Alternate Routes



Source: Caltrans (2005).

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A comparison of these results shows that Alternative 6 would likely have the least economic impact on businesses dependent on highway traffic, while Alternative 4 with the North Connection would have the greatest effect.

The proposed western routes (Alternatives 1 and 2) could divert approximately 20 percent of the total AADT passing through Bishop on U.S. 395 at the SR 168 junction. In contrast, of the proposed eastern routes, Alternative 6 without the North Connection could divert the least amount of traffic (6 percent), while Alternative 4 with the North Connection could possibly divert the most traffic (24 percent). These diversion percentages are based on the amount of diverted traffic (shown in Figure 8) divided by the AADT estimates for U.S. 395 south of Bishop (shown in Figure 7). The western routes could divert 39 percent of truck traffic, while the eastern routes could divert 68 percent of truck traffic due to the proximity of U.S. 6.

As Table 10 shows, each alternative might divert varying amounts of traffic. Diverted traffic will have associated impacts on businesses, especially those dependent on highway traffic. The western alternatives (1 and 2) might divert the least amount of truck trips, while the eastern alternatives would divert a substantially higher percentage of truck trips.

Alternative 6 without the North Connection might divert the smallest percentage of total traffic and therefore would have the smallest effect on Bishop’s businesses, while Alternative 4 with the North Connection would have the largest economic effect.

A previous study of Bishop businesses estimated how dependent various business types were on highway traffic for their total revenue. That study found that gasoline and service stations were 50 percent dependent on through traffic, eating and drinking places were 55 percent dependent, and motels and hotels were 96 percent dependent on through traffic (Inlandia 1965). However, that study is 40 years old, and no recent research has been found that quantifies the dependencies of Bishop’s businesses on through traffic.

Table 10: Possible Percentage of Traffic South of US 395 Affected by Alternatives

Alternative	Percent Total Traffic Diverted	Percent Truck Traffic Diverted
Western Alternatives 1 and 2	20	39
Alternative 3 w/ North Connection	13	67
Alternative 4 w/o North Connection	18	67
Alternative 4 w/ North Connection	24	67
Alternative 5 w/o North Connection	7	67
Alternative 6 w/o North Connection	6	67

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However, it is clear that Bishop's economic circumstances have changed during the past 40 years. Bishop has become a summer tourist destination, offering numerous recreational opportunities in the Sierra Nevada and surrounding area. Consequently, many of Bishop's businesses that were formerly dependent on through traffic now depend on Bishop as a destination tourist area, at least during the summer months. In the winter months, Bishop is still a through stop for travelers heading to the Mammoth ski area, although some winter recreationists opt to stay at motels in Bishop rather than Mammoth.

The various alternative routes, diverting traffic around Bishop's downtown business district, could reduce business revenue and force businesses to reduce the number of employees, decrease the amount of sales tax revenue paid by affected businesses, and decrease employee income and disposable income through reductions in payroll. Reductions in revenue of primary businesses would have further downstream indirect effects on secondary businesses that supply goods and services to affected businesses. These effects would be more pronounced during the winter months when Bishop becomes less of a tourist destination.

4-4.2 Recommendations

The proposed alternative routes have the potential to have direct effects on businesses, employees, and government agencies (through reduced sales tax revenue). Those businesses dependent on highway through traffic for a large percentage of their revenue would be most directly affected by the alternative routes.

Travelers on U.S. 395 approaching Bishop can be grouped into three general categories: 1) those with no intention of stopping, 2) those who intend on stopping, and 3) those who could be influenced to stop. Several mitigation measures can be employed to encourage those with no intention of stopping to take the alternative route while encouraging those who want to stop and those that can be influenced to stop to take U.S. 395 through downtown Bishop. Those mitigation measures are described below.

At-grade Intersection/Junction Location and Design

At this time, the alternate routes considered for this study do not include highway junction design. All the junctions at U.S. 395 truck route/U.S. 395 Business south of Bishop and U.S. 395/U.S. 6 north of Bishop will be at grade intersections. The design of these at-grade intersections or junctions can have a large effect on travelers' decisions as to which route they will take. Caltrans should design the at-grade intersection or junction(s) so that the existing route through downtown Bishop is the easier choice (that is, travelers would not have to turn off of U.S. 395 to travel through downtown Bishop), with the alternative route requiring the traveler to exit U.S. 395. This design will not discourage those who intend on stopping and will encourage the undecided to travel through downtown Bishop. Travelers who do not intend to stop will make the extra effort to take the alternative route.

To the extent feasible, Caltrans should place the at-grade intersection or junctions north and south of Bishop in or near locations from which Bishop is visible. Although there are no interchanges for this study, previous studies of interchange location have found that travelers take the business

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route through town more frequently when the town is visible from or just prior to the interchange location. Consequently, locating the at-grade intersection or junctions in locations from which Bishop is visible will encourage travelers to stay on the business route through downtown.

Another consideration to make stopping in Bishop more appealing is to create a Gateway Monument to attract visitors. This monument should be a work of art with a catchy phrase to entice visitors on the allure of Bishop.

Another measure that goes along with gateway monument design of an at-grade intersection or junction, involves the use of appropriate signage to alert the traveler to the services available in Bishop and how to access them. This should show the services available in Bishop, focusing on those services that travelers look for: food, fuel, and motels. The signage should be placed at sufficient distance prior to the at-grade intersection or junction(s) and at the at-grade intersection or junction(s) to make it clear to the traveler what services are available and how those services can be accessed.

The signage should also encourage trucks to take the alternative route. If an eastern alternative route is eventually selected, the signage should also show the alternative route as the route designated to access Bishop Airport. The signage may also designate the alternative route as a truck access route that strongly encourages trucks to take the alternate route.

Along with the previous measures, Caltrans should landscape the at-grade intersection or junction area with trees or other appropriate vegetation. Trees, plantings, public art and/or other features help identify a “place” and encourage people to slow down. By slowing down, travelers have more time to consider traveling through rather than around Bishop.

Visitor Center

The City of Bishop should consider a manned kiosk or visitor center to encourage travelers to stop in Bishop. The visitor center could be sponsored by the Bishop Chamber of Commerce and could be used to show off Bishop’s amenities and/or its appeal as a gateway to the Sierra Nevada.

The location of a visitor center is an important consideration. The center should be located south of town because of the large number of travelers coming to the area from Southern California. Another issue to consider is whether the center should be located before or after the at-grade intersection or junction. Locating the visitor center prior to or south of the junction (for the at-grade intersection or junction south of Bishop) will encourage interested parties to stop. However, for those travelers simply looking for a bathroom break, this location may prevent them from traveling through Bishop when they otherwise might. Locating the visitor center after the at-grade intersection or junction will encourage those interested in Bishop’s amenities to stop at the center. Once they stop, they are much more likely to continue traveling through Bishop rather than returning to the at-grade intersection or junction and traveling on the alternative route.

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

Business Relocation

Another concern with the alternative routes expressed by business owners is that new businesses would locate along the alternative route or existing businesses would move to the new route, causing economic problems such as blight in the downtown area. Several mitigation measures can be taken to minimize this potential problem. First, Caltrans should prevent the construction of additional at-grade intersections with accesses along the alternative routes. Also, Caltrans should include signage stating that no services are available along the alternative route.

An additional option available to the City of Bishop or Inyo County would be to develop zoning regulations or policy ordinances that would prevent lands along the alternative route from being developed.

Encourage Truck Services

One of the biggest complaints regarding Bishop's existing traffic problems is the number of trucks that travel through town. By encouraging trucks to travel on the alternative route, the downtown truck traffic problem could be alleviated. Several of the measures described above would reduce the number of trucks traveling through town.

In addition, two additional trucking issues exist in Bishop that merit attention and are related to the alternatives. Although Bishop is the largest town on U.S. 395 between Southern California and Mammoth, Bishop does not have a truck stop or an adequate facility to service truckers. Truckers are often prevented from parking at Bishop's motels due to space constraints. Currently, many truckers park on the road shoulder near the U.S. 395/U.S. 6/Wye Road intersection to rest. One motel even picks up truckers parked in this area if they want to sleep in a motel room rather than in their cabs.

If one of the eastern alternatives is selected, the city should encourage development of some type of trucking facility on the alternative route, possibly near Bishop Airport. This facility would encourage truckers to use the alternate route, reducing the amount of truck traffic through downtown. The city could even sponsor or encourage a shuttle service that would allow truckers to park their rigs at the trucking facility and obtain a ride to motels, hotels, and other services in the downtown area.

The second truck issue has to do with businesses in downtown Bishop that depend on trucks to supply them with goods. Many of Bishop's downtown businesses do not have sufficient storage at their business location and consequently use additional storage facilities scattered around Bishop. Truckers are often required to make several stops to unload supplies at various locations around town, some of which result in blockages of local roads while trucks are being unloaded. The City of Bishop should consider development of a business supply and storage area near Bishop Airport that will allow truckers to unload supplies at one location, thereby preventing numerous stops that congest business in the downtown area while at the same time encouraging use of the alternate route by truckers.

APPENDIX A: LIST OF PREPARERS

Jones & Stokes

Melinda Posner

Tim Rimpo

Jack Ottaway III

Susan Wilson

Shilpa Trisal

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APPENDIX C: RELATED STUDIES/SURVEYS



**Bishop Area Access and Circulation Study
Out of Town Traveler Survey
Frequency Questionnaire Draft 1**

Field Dates:	Methods:
Sample Size:	• February 14 – March 7, 2005
Sampling Error:	• 45 completed interviews
Unit of Analysis:	• +/- 14.8% (95% confidence level)
Population:	• Out of Town Traveler Visiting the Bishop area
Sampling Frame:	• Out of Town Travelers Visiting the Bishop area
Quotas:	• Intercept Survey
	• None

NOTE: *This frequency questionnaire serves as only a preliminary report. Frequency percentages reported in this document represent adjusted frequencies, meaning that, unless otherwise indicated, percentages have been adjusted to account for any non-responses or not-applicable responses. Due to rounding, the totals of these percentages may be slightly above or below 100%. Questions allowing for multiple responses will not add to 100%.*

• SURVEY BEGINS •

PLEASE GIVE US YOUR OPINION! Did you travel through Bishop to get here? If so, Caltrans wants to hear from you! Take a moment to help Caltrans and the Bishop community with their transportation planning efforts. This survey is part of an access and circulation study in Bishop. Your responses will be kept completely confidential. Please return completed surveys to the check-in-counter. Your response is greatly appreciated. Caltrans would like to hear from you by **February 28**.

01.	Where are you visiting from? (Please fill in Zip Code)	
02.	On average, how often do you travel through/past Bishop?	Of all respondents
	01) Less than once a year	20.5
	02) Once a year	13.6
	03) Twice a year	15.9
	04) Four times a year	27.3
	05) Once a month	13.6
	06) Several times a month	9.1

03.	When you travel to Mammoth, how often do you stop in Bishop?	Of all respondents
	01) Never	11.1
	02) Seldom	13.3
	03) Sometimes	37.8
	04) Always	37.8

If you checked always, sometimes, or seldom, go to question 5 to continue the survey. If you checked never, please answer one last question (Question 4).

04.	Why don't you stop in Bishop?	Of all respondents
	01) Don't Need any Services	46.2
	02) Just Want to Make it to my Destination	30.8
	50) Other (please specify)	23.1

05.	Why do you stop in Bishop? (Check all that apply)	Of all respondents
		Mentioned
	a. Fill up for gas	85.4
	b Food	78.0
	c. Lodging	12.2
	d. Recreation	19.5
	e. Shopping	14.6
	f. Family vacation	9.8
	g. Business trip	7.3
	h. Part of a touring group	0.0
	i. To get off the highway and take a break	24.4
	j. Other (please specify)	17.1

06. How much do you typically spend while stopping or staying in Bishop?

Of all respondents

01) \$20 or less	21.4
02) \$20 - \$50	40.5
03) \$50 - \$100	19.0
04) \$100 - \$ 500	16.7
05) \$500 or more	2.4

07. How long do you typically stay, while stopping in Bishop?

Of all respondents

01) Just a quick stop	78.9
02) A couple of hours	13.2
03) Less than 24 hours	2.6
04) 1 overnight stay	0.0
05) 2 overnight stays	5.3
06) More than 2 overnight stays	0.0

08. How would you rate the following in downtown Bishop?

Of all respondents

	Not Very		Somewhat		Very	
	Poor	Good	Good	Good	Good	Good
a. Parking	3.3	10.0	43.3	43.3		
b. Overall access and circulation	0.0	6.9	55.2	37.9		
c. Small town atmosphere and ambiance	3.2	12.9	32.3	51.6		
d. Getting around as a pedestrian	0.0	12.5	41.7	45.8		
e. Shopping opportunities	0.0	25.9	44.4	29.6		
f. Gas station opportunities	0.0	3.2	38.7	58.1		
g. Restaurant choices	0.0	13.8	62.1	24.1		
h. General amenities	0.0	14.3	53.6	32.1		

09. What would make Bishop's main street more appealing?

Of all respondents

	Mentioned
a. More shopping opportunities	29.2
b. More diverse dining options	37.5
c. More diverse lodging options	25.0
d. More streetscape (lighting, street furniture, landscaping, etc)	37.5
e. Well marked and convenient parking	37.5
f. More parks and pedestrian areas	12.5
g. More public restroom facilities	33.3
h. More restaurants	37.5
i. Less truck traffic	29.2
j. Less downtown congestion	29.2
k. Other (please specify)	8.3

10. If a bypass or alternate route were constructed that allowed you to bypass downtown Bishop on your way to Mammoth, how often would you stop in Bishop?

Of all respondents

01) Never	10.8
02) Seldom	35.1
03) Sometimes	40.5
04) Always	13.5

10a. If you checked always, sometimes, or seldom, why would you continue to stop? (check all that apply)

Of all respondents

	Mentioned
a. Fill up for gas	90.3
b. Food	77.4
c. Lodging	12.9
d. Recreation	16.1
e. Shopping	6.5
f. Family vacation	9.7
g. Business trip	6.5
h. Part of a touring group	0.0
i. To get off the highway and take a break	25.8
j. Other (please specify)	9.7

11. If constructed, would you take a highway route that bypassed Downtown Bishop, even if there was no savings in distance or time?

Of all respondents

01) Yes	47.2
02) No	52.8

12. What suggestions do you have for encouraging travelers to stop in Bishop?

Thank you for your time and input. Your responses will help towards Bishop's transportation planning efforts.

Caltrans District 9 Bishop Area Access and Circulation Study Preliminary Community Impact Assessment Focus Group Moderator Guide

Introduction – Focus Group Purpose and Format

The purpose of the focus group today is to obtain input about:

- Transportation issues in downtown Bishop and their effect on your business
- Your reactions to potential alternate transportation routes and local circulation improvements being studied

In terms of format: As moderator, I'll be leading you through a series of questions and obtaining your responses. Though we'll be following a list of questions, there is latitude as to how much time and in what depth we pursue each topic. I encourage you to relax - this will be a relatively informal discussion and it should be interesting and fun.

Ground Rules

- I'm interested in hearing from all of you, so be patient as we go around the table and understand that I may need to interrupt you from time to time so that we work through our entire agenda and so that we hear from all participants.
- We are audio and visually taping this session. The purpose of that is to be able to review this information at a later date as well as to provide others an opportunity to hear and see the issues discussed.
- Please speak up in a voice at least as loud as mine so that it can be picked up by tape and to ensure that others around the table can hear you.
- Please speak one at a time. I'll try to call on each of you to hear your responses to each question. I may need to interrupt from time to time, to ask you to speak louder or to repeat yourself if there were others speaking at the same time.
- We will be discussing specific transportation issues in some detail. Everyone may have a different opinion and perspective. Please be patient while others share their opinions and be respectful of views that are different from yours.
- We have two hours and expect to take a break about half way through the session. That will give you some stretching/restroom time and give me a chance to find out if there are any follow-up questions from our observers.
- Any questions? Let's get started.

Participant Introductions (go around the table)

- Name
- Type and/or name of business
- Business location

Downtown Bishop Business Climate

1. Would you say that the business climate in Bishop has improved or declined over the past five years? Let's talk specifically about each of your businesses. Has business improved or declined over the past five years? What do you attribute the changes to? What do you foresee in the future? Other issues?
2. Do you consider your business to have much seasonal variation? If so, which season do you consider to be the busiest and what percentage of your total business would you place into each season?
3. What do you see as the key impediments to your business' success?
4. What are potential solutions to these impediments? *(The objective here is to understand the overall challenges faced by businesses and then narrow it down to the transportation challenges and solutions. This will help us understand the relative impact of transportation versus other business challenges.)*
5. Any other thoughts about Bishop's business climate or suggestions about improving economic vitality in Bishop.

Dependency on Out-of-Town Travelers/Truck Traffic

6. How dependent is your business on out-of-town travelers? What percentage of your sales/revenues comes from out-of-town travelers? Provide additional information about your customer profile. Who are they typically? How much do they spend? How many customers patronize your business per day?
7. How dependent is your business on truck traffic? Describe your typical customer(s).
8. Are there other transportation variables that affect your business? What are they and how do they impact your business?

Downtown Bishop Transportation Issues

9. What do you see as the key transportation issues in downtown Bishop?
10. What are potential solutions to these issues?
11. In your opinion, how likely are these solutions to be implemented? What elements are necessary for these solutions to be achieved? Do these solutions rely on others to be implemented? How effective do you think others will be in achieving these solutions?

12. What are your suggestions for helping others implement these solutions? How willing are you to help? In what way? Specifically, are you willing to contribute financially or through in-kind contributions? Other?

BAACS Understanding/Awareness

13. How many of you are familiar with the Bishop Area Access and Circulation Study? Provide brief summary of BAACS, including purpose, general timeline and alternate routes, and current PCIA efforts. *(Note: I'll not mention Caltrans, at least at the beginning. It may come up right away here or not. I would like to probe further about perceptions/opinions of Caltrans later in the focus group if there is time.)*

Alternate Routes

14. How familiar are you with the alternate routes being studied in BAACS? (Use alternatives map to illustrate proposed concepts).
15. What are your reactions to the proposed routes? How supportive/not supportive are you of the various routes? What potential impacts/benefits could results from implementation of any of these routes? (Ask specifically for their particular business and also more generally – what do they think the potential community impacts will be?) Discuss pros and cons of each as well as east vs. west. What other criteria should be considered in selecting the location for an alternate route?
16. Studies show that getting trucks off Bishop's Main Street will almost certainly NOT provide substantial reduced traffic in the downtown area. There just aren't that many. The most significant contributor is the local traffic – trips to school, the grocery store, the post office, etc. What this means is that even by implementing an alternate route and encouraging trucks (and other traffic, potentially) off Main Street, there won't be opportunities to make many changes to downtown circulation (Provide example: if community was interested in landscaping, wider sidewalks, etc., don't have space to provide it) What are your reactions to this?
17. Do you have any additional comments about the BAACS project?

Downtown Bishop Improvements

18. Are there improvements in downtown Bishop that you think would results in positive benefits to your business? What are they? Why would they be beneficial? What obstacles do you see in getting them implemented?
19. Are there other ideas that have been posed to improve downtown livability/aesthetics in Bishop? How interested/supportive are you of these ideas?

20. What are you willing to support? What are you not supportive of? Are you willing to make a financial or other in-kind contributions to assist in implementing some of these improvements?
21. Would potential future improvements have a positive effect on your business?
22. What do you see as obstacles and the potential for success?
23. Is there anything else you would like to add about transportation issues in Bishop?

Bishop Area Access and Circulation Study (BAACS) Paramics Model Report December 28, 2005



Bishop Area Access and Circulation Study Paramics Model Report

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Introduction

Study Background

US 395, one of the four major north south interregional routes in the State of California is also the City of Bishop's Main Street. The Bishop Area Access and Circulation Study (BAACS) project was initiated in response to a request from the City of Bishop and Inyo County, as expressed in a letter from the Executive Director of the Inyo County Local Transportation Commission (LTC) dated September 9, 2002 and a letter from the City of Bishop dated March 12, 2002. The requests were prompted by concerns about congestion in the Central Business District (CBD) and the perception that through commercial vehicle traffic had increased.

In order to promote business use in the Bishop downtown district the City of Bishop strongly desires to make the Bishop CBD a more walkable and livable area. Increasing levels of truck traffic in the Bishop area along US 395 have resulted in perceived traffic congestion, a sense of hazard to pedestrians and bicyclists, and an increase in noise and air pollution. These factors have combined to give the impression of a decrease in the sense of a livable walkable downtown district. In addition, the most direct route to the Eastern Sierra Regional Airport, the intersection of Line Street and US 395 does not accommodate a large commercial vehicle turning radius. This deficiency results in large commercial vehicles taking indirect routes along Bishop City streets in order to access the Bishop airport.

Some of the major goals expressed for this project are:

- The alternate route provides better access to the Bishop Airport (especially for trucks)
- The alternate route removes or reduces the perceived increasing amount of trucks on Bishop's Main Street
- The alternate route will not affect typical tourist traffic that uses Bishop for goods and services

The anticipated product:

- Existing and future projected traffic conditions in and around the Bishop area
- Various alternate routes around the Bishop CBD to view the effect on traffic conditions
- Various alternatives of extending, modifying, changing existing surface streets and the resulting affect on traffic conditions
- With the prior three in mind, a product that can be shown to: Caltrans, Inyo County, the City of Bishop and public to help make decisions for improving traffic circulation in and around the Bishop area.

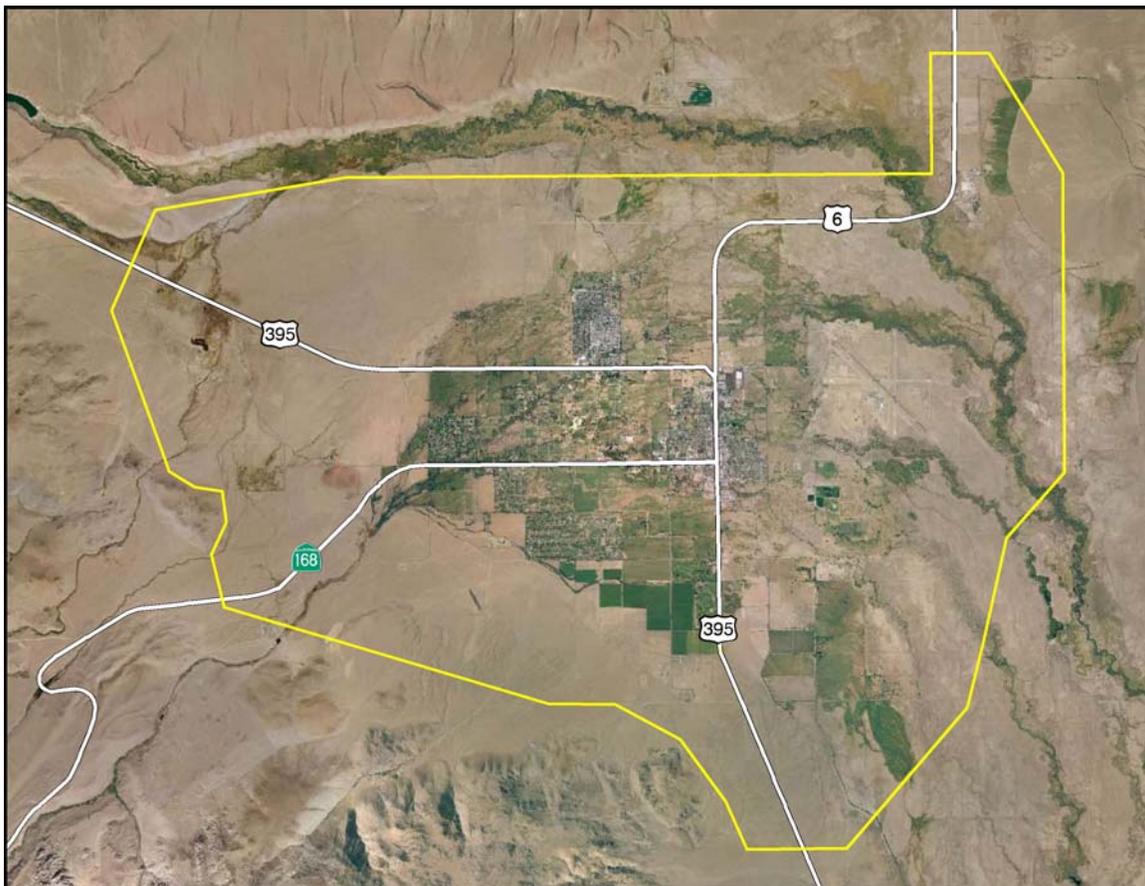
Study Area

The City of Bishop and surrounding unincorporated area is a community of approximately 10,000 nestled in the Owens Valley on the Eastern Slopes of the Sierra

Nevada Mountain Range. US 395 is the main street through the community, as well as a major interregional transportation corridor connecting the four states of California, Nevada, Oregon, and Washington. Outside the City of Bishop, US 395 is a four-lane high-speed rural principal arterial. US 6 connects with US 395 at the north end of the City of Bishop and has become an increasingly favored route for interregional truck traffic to connect the port facilities of Los Angeles with the warehousing industry in Northern Nevada. Recently, a 130,000-acre warehousing business park has been approved in the Northern Nevada area making it one of the largest business parks in the world and is expected to increase truck traffic in the study corridor. Locally, Bishop is not expected to grow due to the large amount of public land holdings around the community. However, interregional traffic is expected to increase throughout the study corridor.

Peak periods of travel occur on Friday afternoon as travelers from the Los Angeles area are traveling to Mammoth Mountain, Yosemite National Park, or other destinations in the area. Likewise, peak periods occur again on Sunday afternoon as these travelers make the return trip home.

Figure 1 Aerial Photograph of the Bishop Model Study Area



Paramics Model Network

Modeled Period and Network Coding

The model was built to include conditions over a 1 hour period between 14:00-15:00 covering the Friday PM period when Bishop schools, local, and interregional traffic are all on the system during the same time period.

A Geographical Information System roads layer was used and subsequent conversion program to build the Paramics network. The zoning system was derived based on an overview of the area and known and estimated trip origination and destination areas within the study area.

Detailed observations from field surveys and the Caltrans Digital Highway Inventory Photography Program (DHIPP) were utilized to obtain the following information:

- Intersection configurations; and
- Lane definitions including link speeds

Road Hierarchy/Classifications

The road hierarchy utilized within the model was developed by District 9 Traffic Operations and Planning during the initial network development. Some refinement of these classifications was conducted throughout the model development stage for calibration purposes.

Routing

Base cost for links with Paramics is calculated using the following generalized cost equations:

$$\text{Cost} = aT + bD + cP, \text{ where}$$

T = travel time for trip/travel time link

D = distance of trip/length of link

P = monetary cost of trip or link

The model includes multiple routes between origin and destinations and the methodology used to assess the sensitivity of different proportions influencing the formula for route choice decisions. Familiarity with the routes in the City has an impact on route choice and for the model was set at 65%. The assumption of 65% was based on traffic counts within the study area and determining the difference in interregional and local traffic. Cost factors for Home and Hanby Street were set at 1.2 to allow for the dips on these routes that cause some delays for motorists. In town local roads such as side streets were set at 2.0, while main routes such as US 395, US 6, SR 168 and East Line street were set at 1.0. Cost coefficients were refined throughout the calibration process to calibrate the model with observed traffic counts.

Vehicle Types

The two trip matrices developed were into the following 10 vehicle types where passenger vehicles were in matrix 1, while trucks were coded into matrix 2:

Table 1 Vehicle types

Vehicle Type	Matrix	Proportion %
Compact	1	10
Sub-Compact	1	15
Full Size Sedan	1	20
Mini-Van	1	15
SUV	1	30
Full Size Pickup	1	10
Delivery Truck	2	3
California Design Truck	2	50
STAA Design Truck	2	47

Trip Matrix Development

Zoning

Due to large area being modeled, a total of 54 zones were developed. The Zones were applied as origin and destination points throughout the City of Bishop, as well as on the interregional routes.

Matrix Estimation

The matrix estimation process involved two inputs; a travel pattern (pattern matrix), And surveyed traffic flow data. Since the City of Bishop has never had a model developed, this model was developed from scratch, without any prior pattern matrix to assist in model development.

Two matrices were developed, one for trucks and one for cars, for the one hour modeled period between 14:00 and 15:00.

Matrix Number	Vehicle Type	Modelled Period 14:00 to 15:00
1	Cars	4692
2	Trucks	45
Total		4737

Profiles

Surveyed traffic data for most locations was conducted prior to model development and were based on hourly data. This information was utilized for pattern matrix development as well as calibration of the demand matrix.

Model Calibration and Validation

Calibration Process

The calibration process includes tasks undertaken to achieve a satisfactory representation of the traffic flows and conditions within the base year model. The calibration of the City of Bishop traffic model included the following:

- Stoptline position refinement,
- 'Next lanes' to improve merging and intersection movement,
- Signposting,
- Lane choices to improve driver decision points,
- Matrix Calibration,
- Matrix estimation,
- Manual matrix manipulation.

Validation Process

Given the magnitude of this model, validation goals were set that were deemed appropriate for the model size. The Mean GEH statistics used for model development was a threshold of a $GEH < 5$ with regard to simulated and observed data comparisons. Visual audits of the network occurred, as well as travel times and hourly flows comparing observed to simulated outputs.

Model Assumptions

The following assumptions were incorporated in the development of this model.

- Numbers close to the 30th highest hour for the State Highway system were used in the development of this model.
- The Model time period is a typical Ski Weekend Friday and the period analyzed is from 14:00 to 15:00.
- The Caltrans District 9 Growth Rate of 1% from the year 2000 was applied to the 2004 counts.
- Truck traffic is based on actual truck counts for the Fish Springs Weigh in Motion Station for the year 2004.
- Locally generated Bishop traffic is not expected to increase significantly due to the low amount of development in the Bishop area, however minor increases due to development in the Tri Valley area of Mono County is assumed in this model.
- Driveways in the Bishop area are not included in the model and may impact congestion.

Model Scenarios/Results

The project team requested that various scenarios be analyzed in the Bishop Paramics model. Both a base year model for existing traffic volumes for the year 2004 and future 2025-year models were developed. These two models contain no improvements to the existing network. Simulated on-screen traffic runs were compared in the Paramics modeler program while three measurement parameters were developed from Paramics analyzer reports, which include Link Speed, Percent Time Delay, and Link Counts.

More scenarios were developed as a result of suggestions from the Project Development Team, the Project Technical Team, as well as public recommendations and input from the various public meetings for this project.

The following model results indicate notable changes that occur on various streets and highways throughout the network for the modeled hour of 14:00 to 15:00. Figure 15 illustrates the difference in link counts for each scenario. It should be noted that every effort has been made to reflect reality to the extent possible, however no model can ever predict exact, real world conditions. Real world influences such as specific route choice, weather, or other behaviors that affect driving habits may not be fully incorporated into the results.

Figure 2 Bishop Base 2004 and Projected 2025 Model



Existing Base year and 2025 Projection – Friday 14:00 to 15:00

- Minor increases in locally generated traffic expected for the Bishop area, mainly from projected development in the Tri-Valley area of Mono County.
- Interregional traffic is expected to increase for the modeled hour by approximately 200 (20%) vehicles for US 395.
- More signal green time required to service travelers on US 395.
- Side street delay and congestion for travelers crossing and entering US 395 from streets such as West and East Line, Grove, Yaney, Park and Highway 6 will increase.

Figure 3 Bishop Jay Street extension in combination with the B Street alignment



**Bishop Jay Street extension in combination with the B Street alignment –
Friday 14:00 to 15:00**

- US 395 experiences approximately a 250-vehicle (25%) reduction below projected year 2025 volumes with the Jay and B Street alignments.
- The intersection of Wye Road and US 6 experiences an approximate 70-vehicle (77%) increase when this alignment is modeled, due to an increase in motorists using this junction.
- US 395 experiences approximately a 150-vehicle (19%) reduction below projected 2025 volumes for Northbound Traffic at Rocking W.
- US 395 experiences approximately a 180-vehicle (24%) reduction below projected 2025 volumes for Southbound Traffic at Rocking W.

Figure 4 East Truck Route Tie in at Gerkin Road



East Truck Route Tie in at Gerkin Road – Friday 14:00 to 15:00

- US 395 experiences approximately a 500-vehicle (50%) reduction below projected 2025 volumes for Northbound Traffic at Church Street.
- US 395 experiences approximately a 350-vehicle (42%) reduction below projected 2025 volumes for Southbound Traffic at Church Street.
- Westbound Wye Road experiences a 300-vehicle (21%) increase with this alternative.
- US 395 experiences approximately a 150-vehicle (19%) increase above projected 2025 volumes for Northbound Traffic at Rocking W.
- US 395 experiences no significant change for projected 2025 volumes for Southbound Traffic at Rocking W.

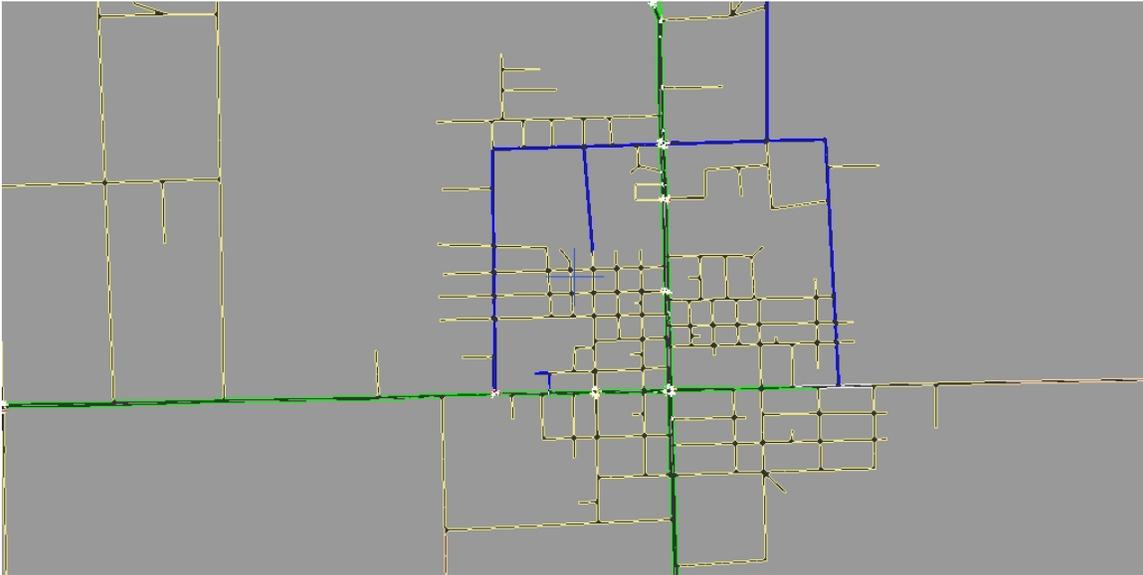
Figure 6 See Vee Extension with Sierra Street Extension



See Vee Extension with Sierra Street Extension – Friday 14:00 to 15:00

- US 395 experiences a 75 vehicle (8%) reduction for northbound traffic at Church Street.
- US 395 experiences a 150 vehicle (18%) reduction for southbound traffic at Church Street.
- US 395 experiences approximately a 100-vehicle (12%) decrease below projected 2025 volumes for Northbound and Southbound Traffic at Rocking W.
- Wye Road volumes are reduced by approximately 100 vehicles (43%).
- West Line street volumes are reduced by approximately 100 vehicles (27%) at the junction of US 395 and Line Street.
- West Line Street Volumes are reduced by approximately 150 vehicles (37%) at the junction of West Line and Fowler Streets.

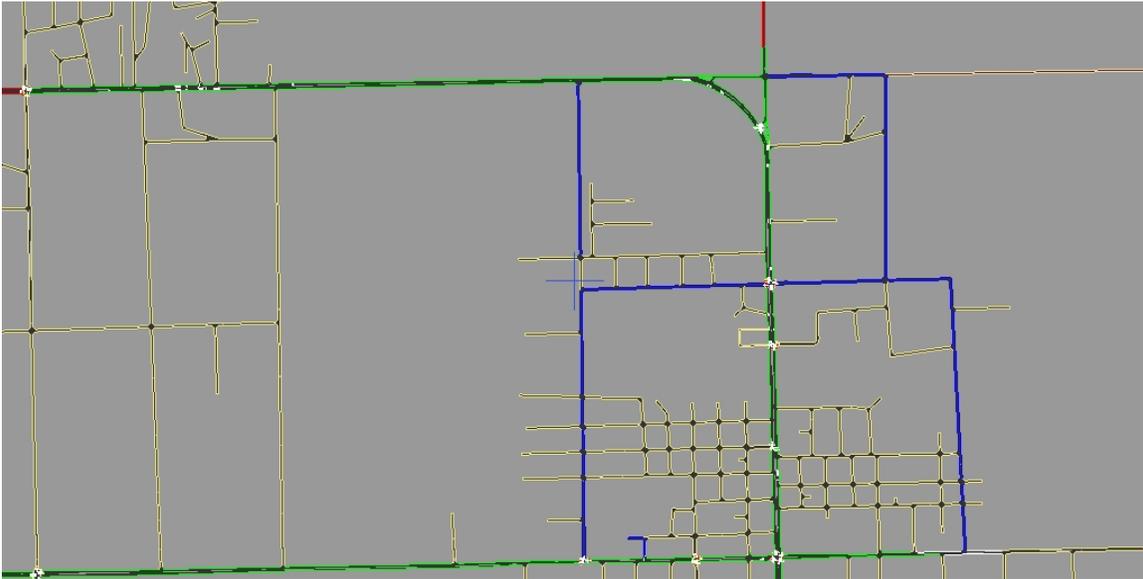
Figure 8 Fowler Extension



Fowler Extension – Friday 14:00 to 15:00

- Approximate 50 Vehicle increase on West Line Street

Figure 9 Home Street Extension



Home Street Extension – Friday 14:00 to 15:00

- No significant changes to projected volumes.

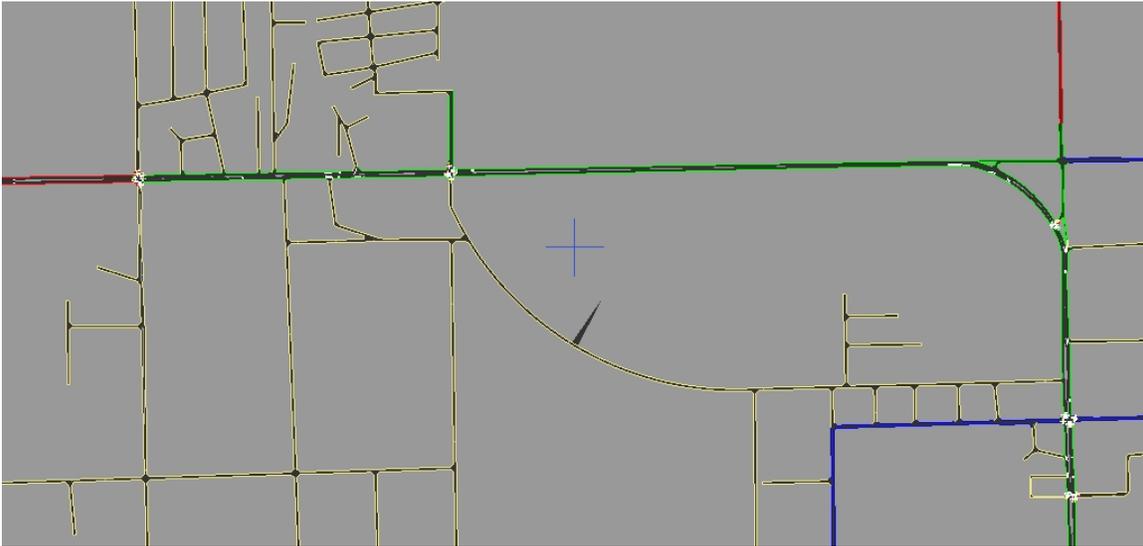
Figure 10 East Truck Route with North Sierra Connector



East Truck Route with North Sierra Connector – Friday 14:00 to 15:00

- US 395 experiences approximately a 560-vehicle (56%) reduction below projected 2025 volumes for Northbound Traffic at Church Street.
- US 395 experiences approximately a 600-vehicle (71%) reduction below projected 2025 volumes for Southbound Traffic at Church Street
- US 395 experiences approximately a 300-vehicle (37%) reduction below projected 2025 volumes for Northbound Traffic at Rocking W.
- US 395 experiences approximately a 400-vehicle (53%) reduction below projected 2025 volumes for Southbound Traffic at Rocking W.
- Westbound Wye Road volumes increase by approximately 50 (61%) vehicles.
- East Line Street volumes decrease by approximately 50 vehicles (68%).

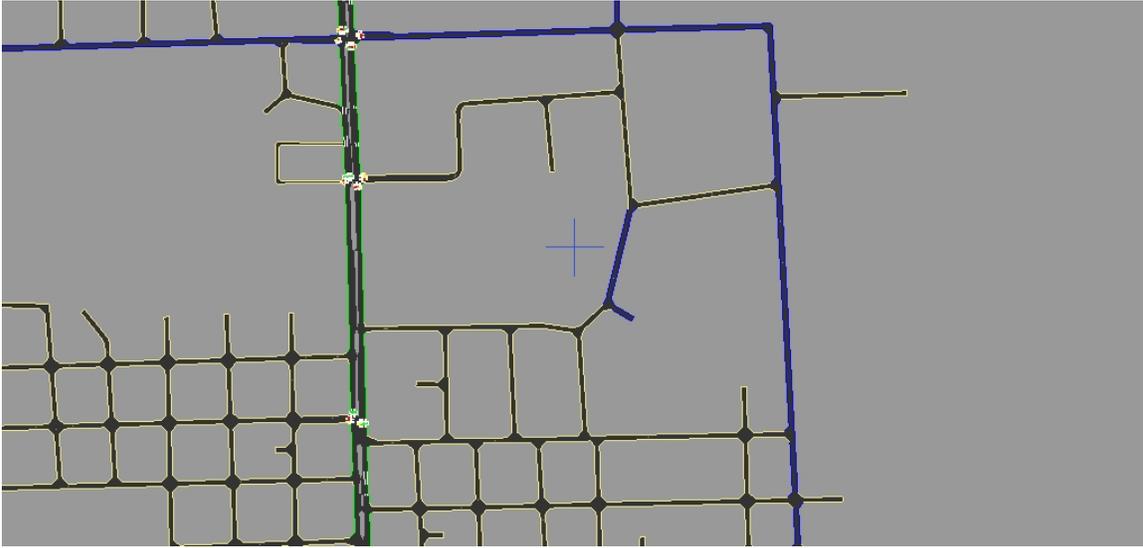
Figure 11 Sierra Street Extension



Sierra Street Extension Including See Vee Extension – Friday 14:00 to 15:00

- US 395 experiences no significant change for projected 2025 volumes for Northbound Traffic at Church Street.
- US 395 experiences approximately a 50-vehicle (6%) increase above projected 2025 volumes for Southbound Traffic at Church Street
- Eastbound Wye Road experiences a 100 vehicle (43%) reduction below projected 2025 volumes.

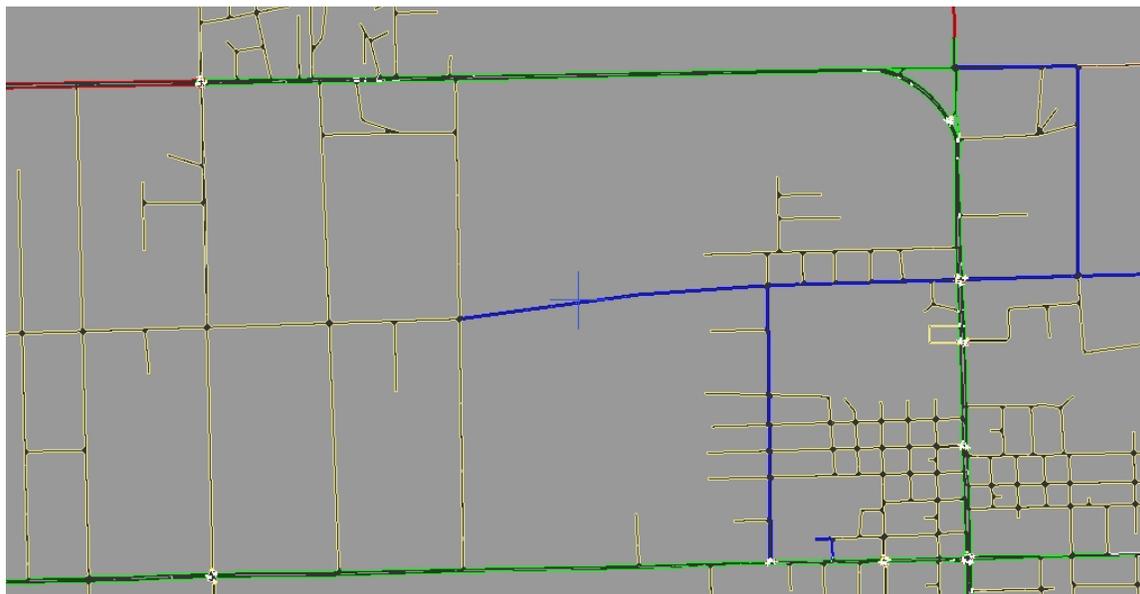
Figure 12 Spruce Street Extension



Spruce Street Extension

- Eastbound Wye road experiences a 100 vehicle (37%) reduction below projected 2025 volumes

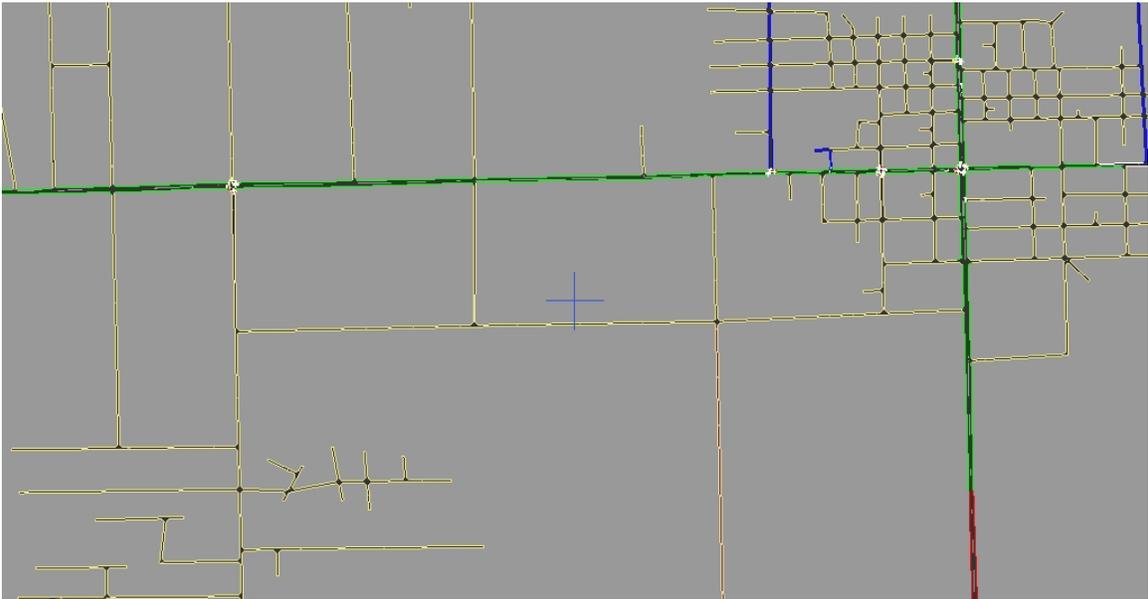
Figure 13 Yaney Street Extension



Yaney Street Extension

- Eastbound Wye road experiences a 80-vehicle (34%) reduction below projected 2025 volumes.
- US 395 experiences approximately a 100-vehicle (10%) reduction below projected 2025 volumes for Northbound Traffic at Church Street.
- US 395 experiences approximately a 150-vehicle (18%) reduction below projected 2025 volumes for Southbound Traffic at Church Street.

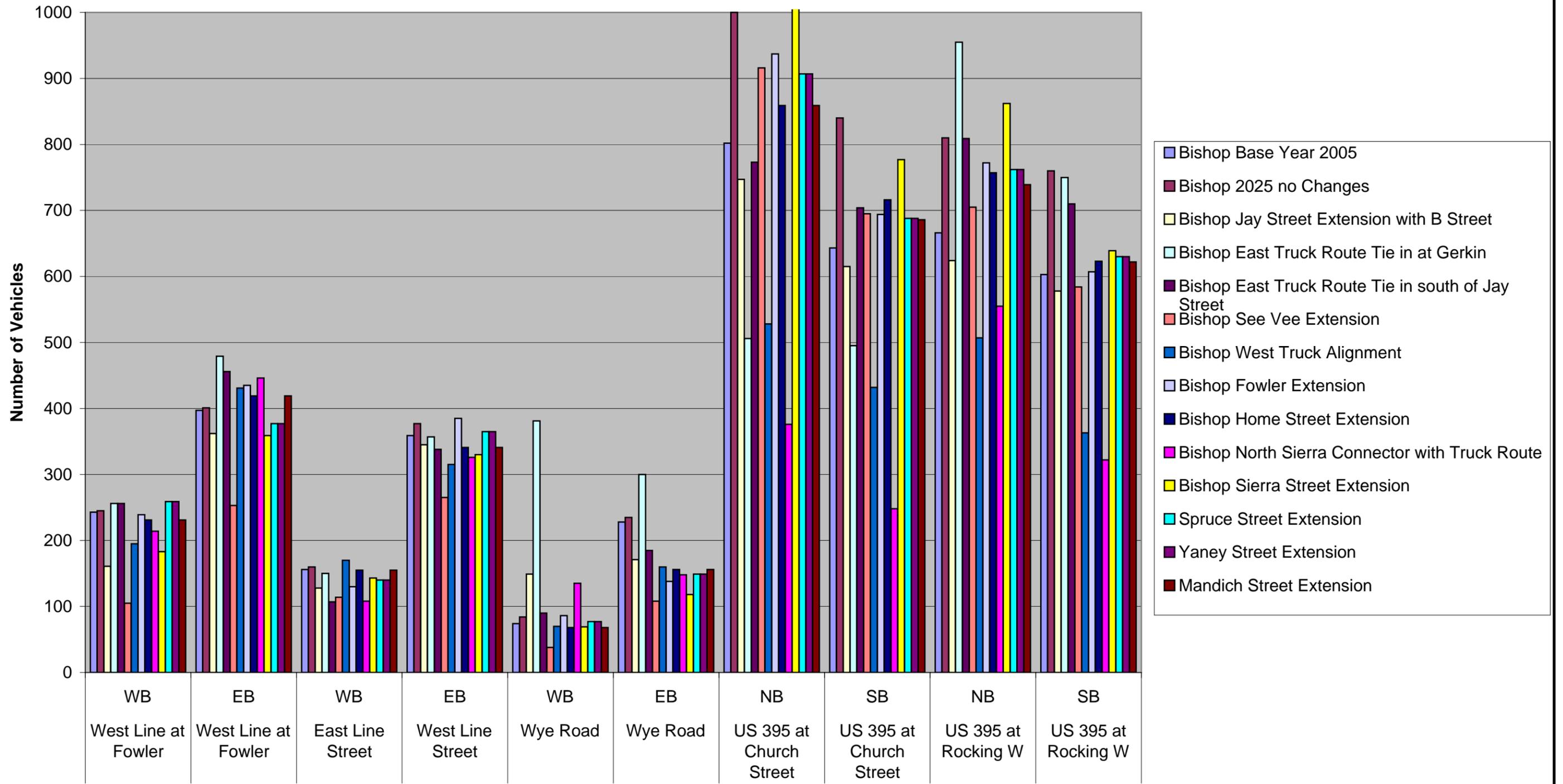
Figure 14 Mandich Extension



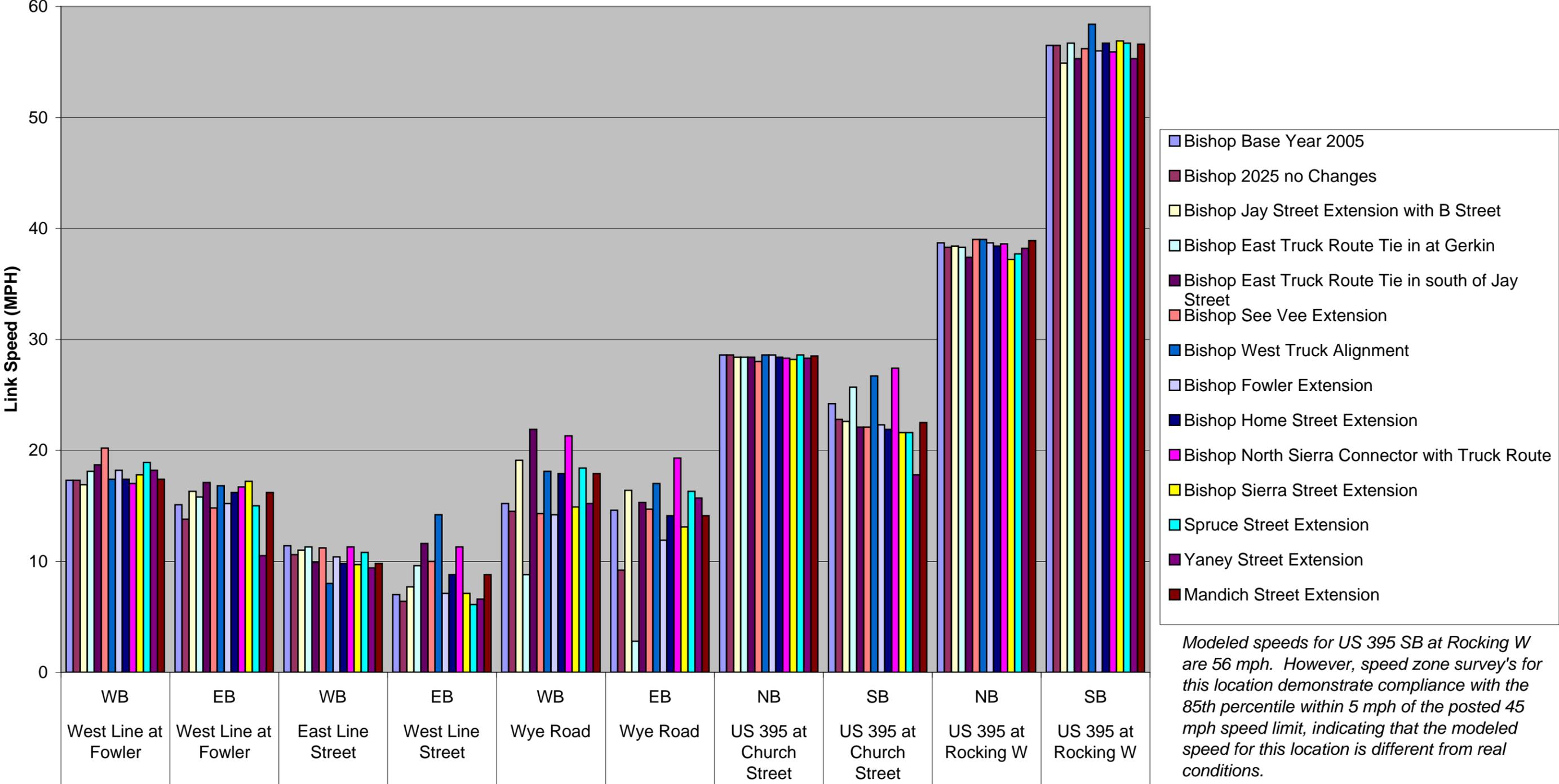
Mandich Extension

- US 395 experiences approximately a 150-vehicle (14%) reduction below projected 2025 volumes for Northbound Traffic at Church Street.
- US 395 experiences approximately a 150-vehicle (82%) reduction below projected 2025 volumes for Southbound Traffic at Church Street
- US 395 experiences approximately a 70-vehicle (9%) reduction below projected 2025 volumes for Northbound Traffic at Rocking W.
- Eastbound Wye road experiences a 80 vehicle (34%) reduction below projected 2025 volumes

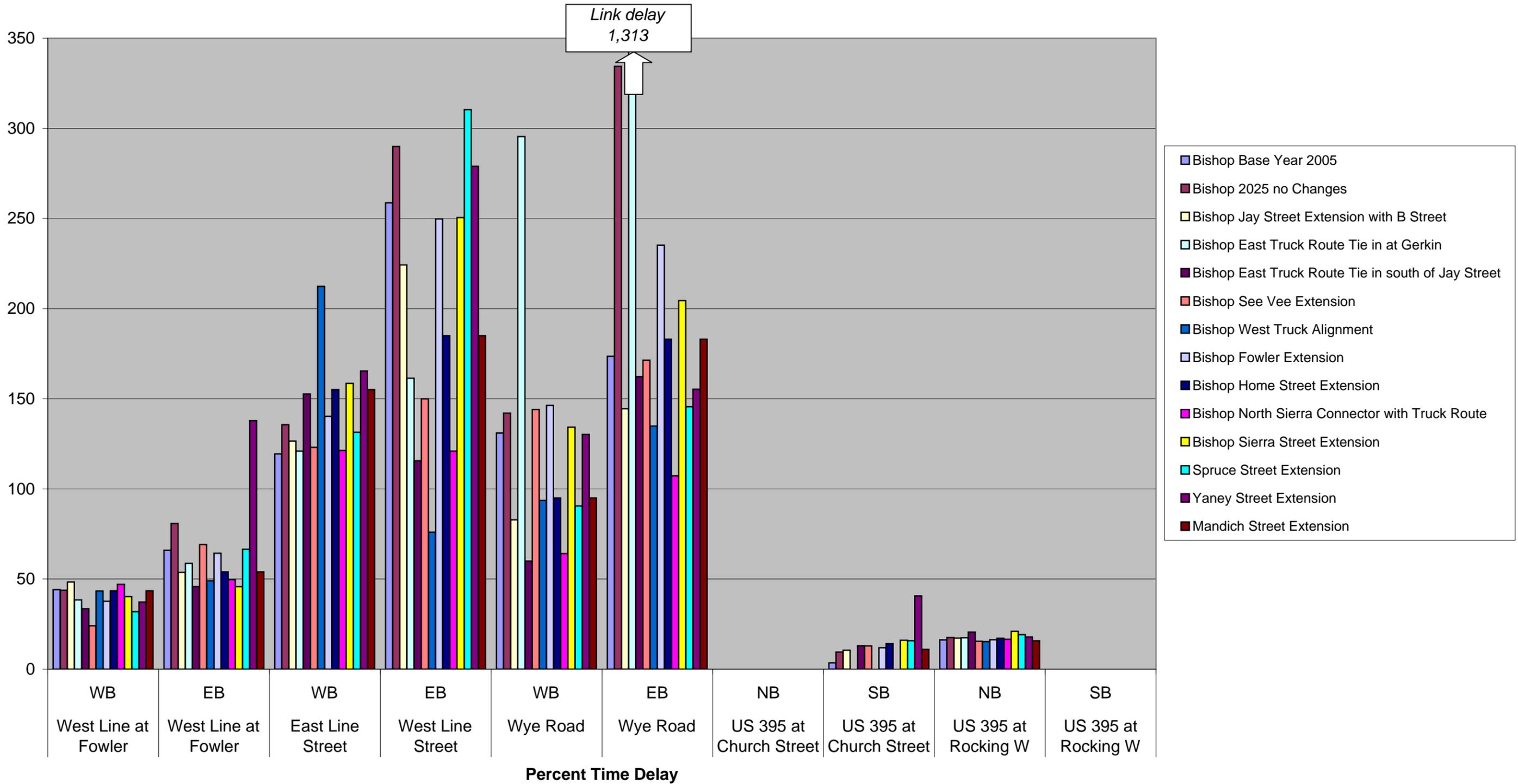
Link Counts



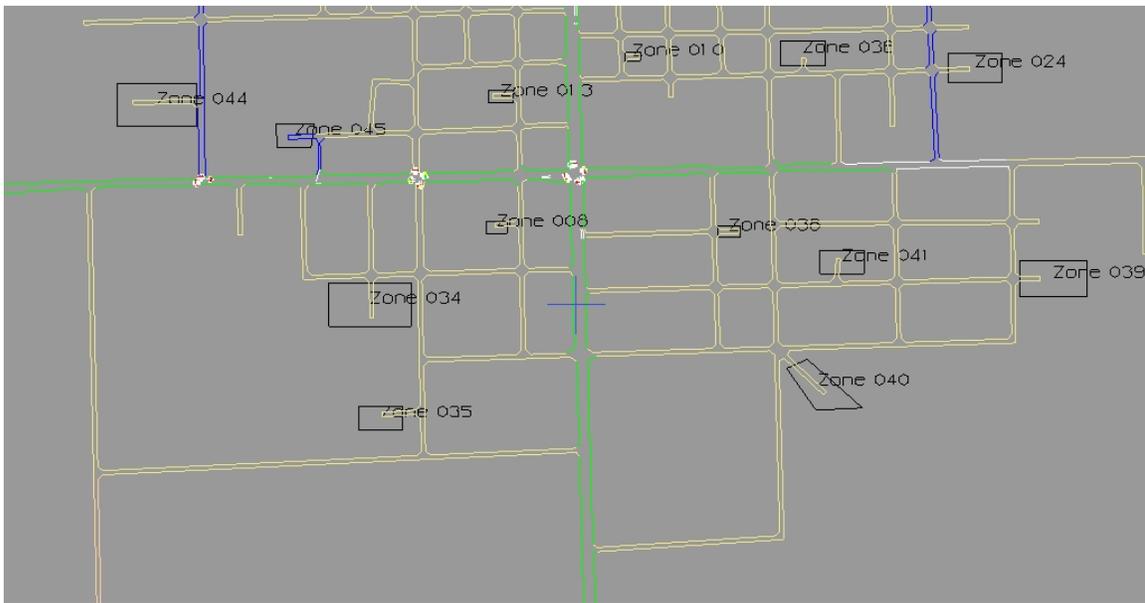
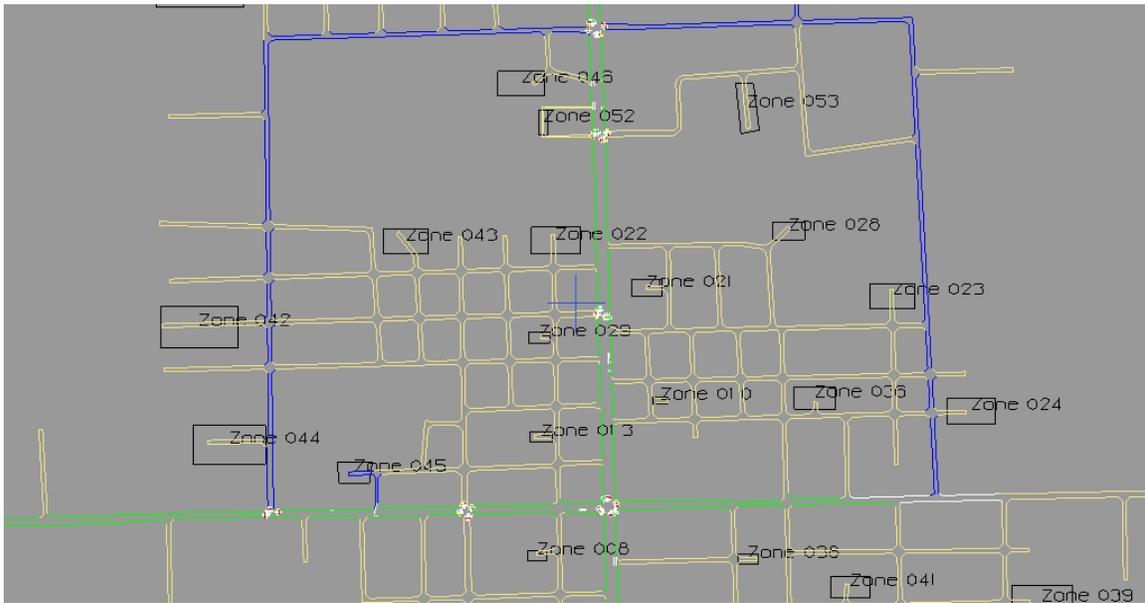
Model Link Speed

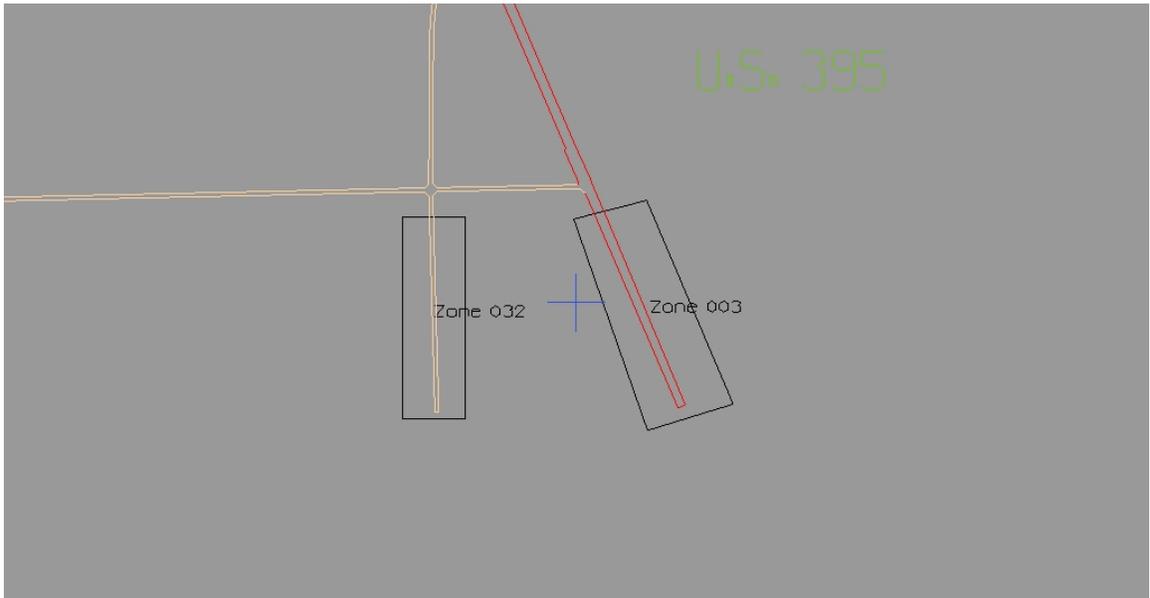
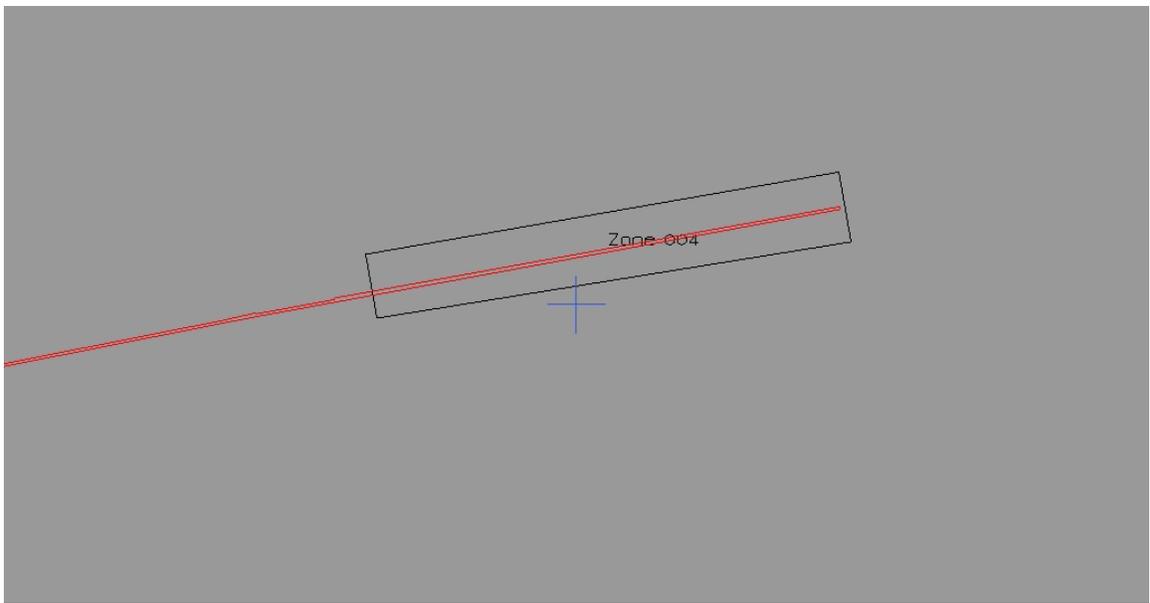
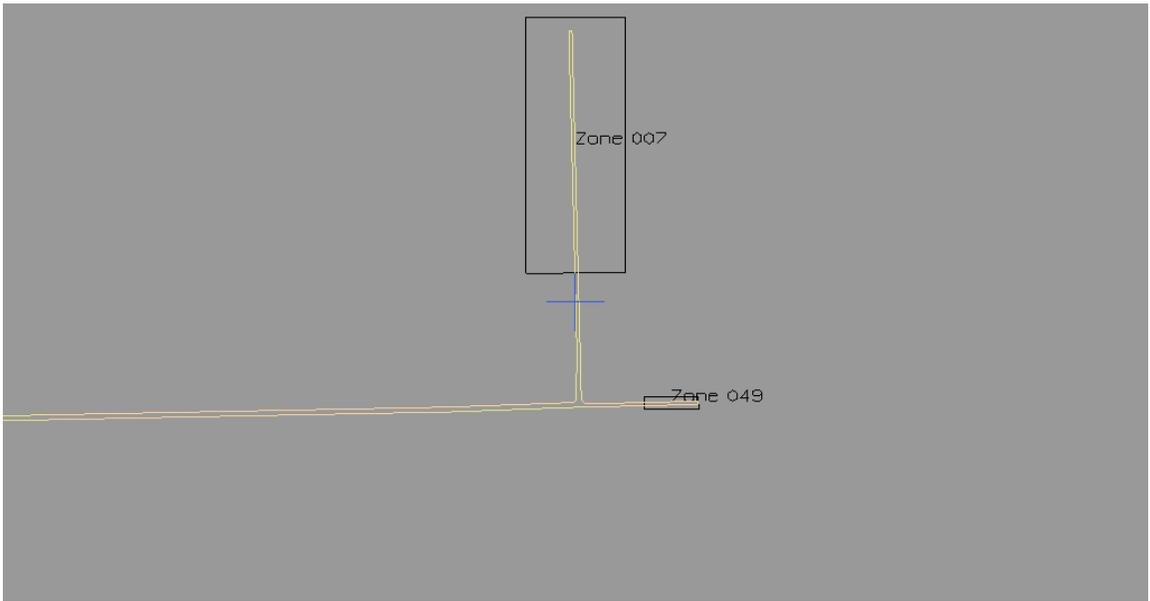


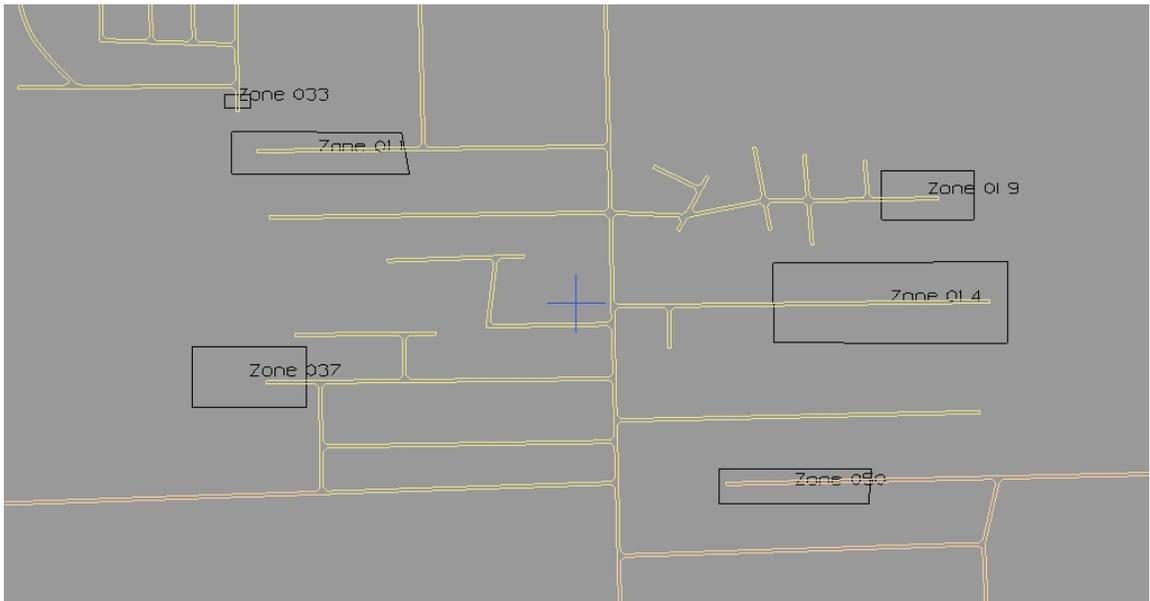
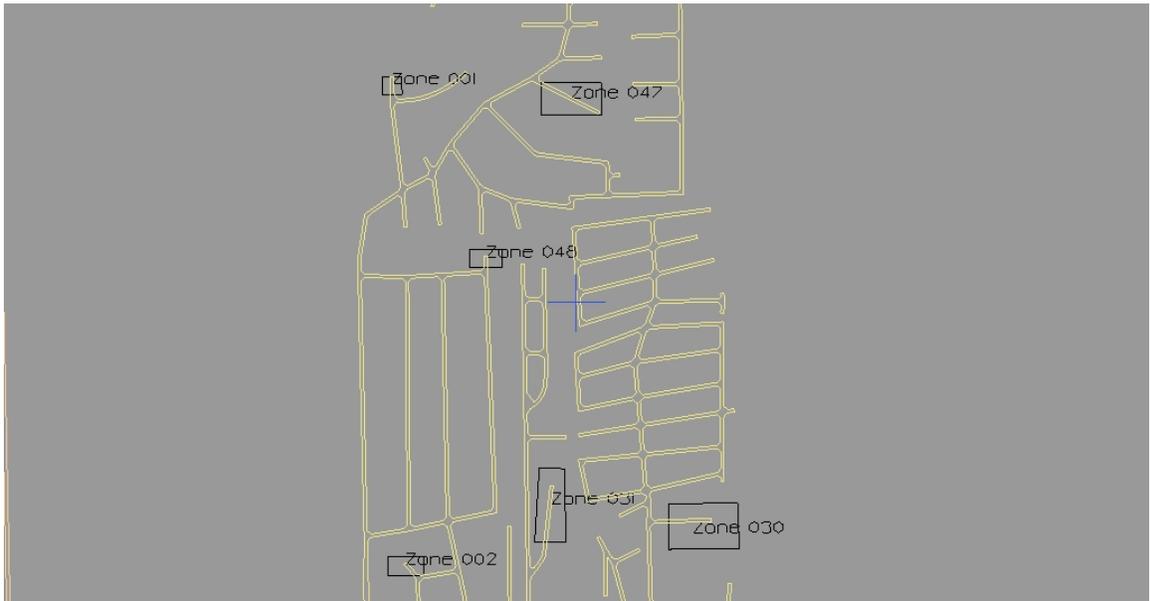
Model Link Percent Time Delay

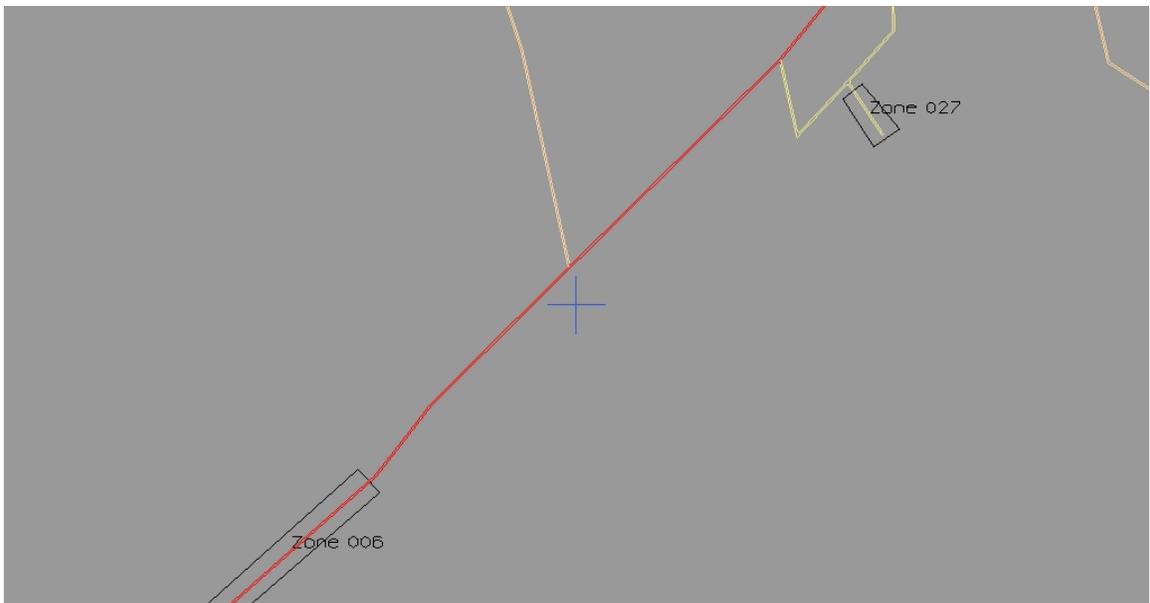
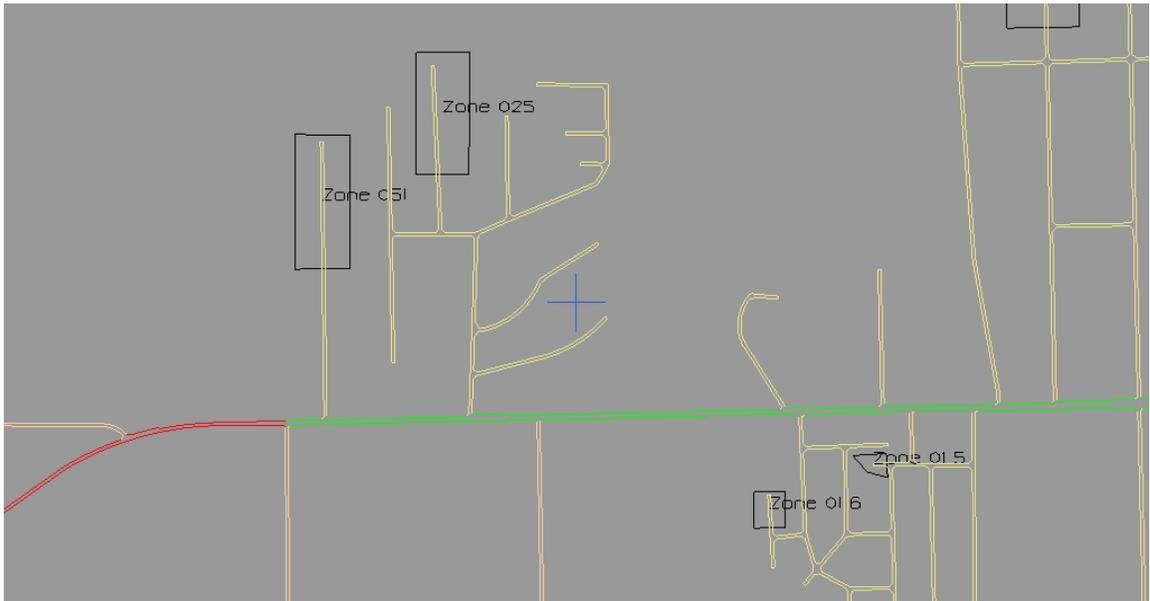


Zone Boundary Maps





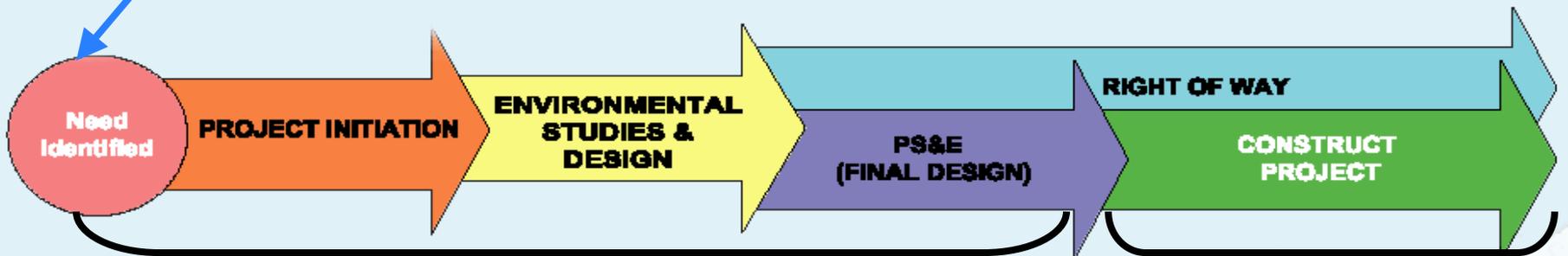




Feasibility Study

Reasonable projects put into implementation

- Compilation of existing conditions
- Public involvement process
- Alternatives considered - design concepts
- Assumptions
- Special reports
- Cost estimates and economic justification
- Environmental and social considerations
- Financial feasibility
- Recommendations / implementation steps identified



The beginnings of an actual project

Ground break to completion