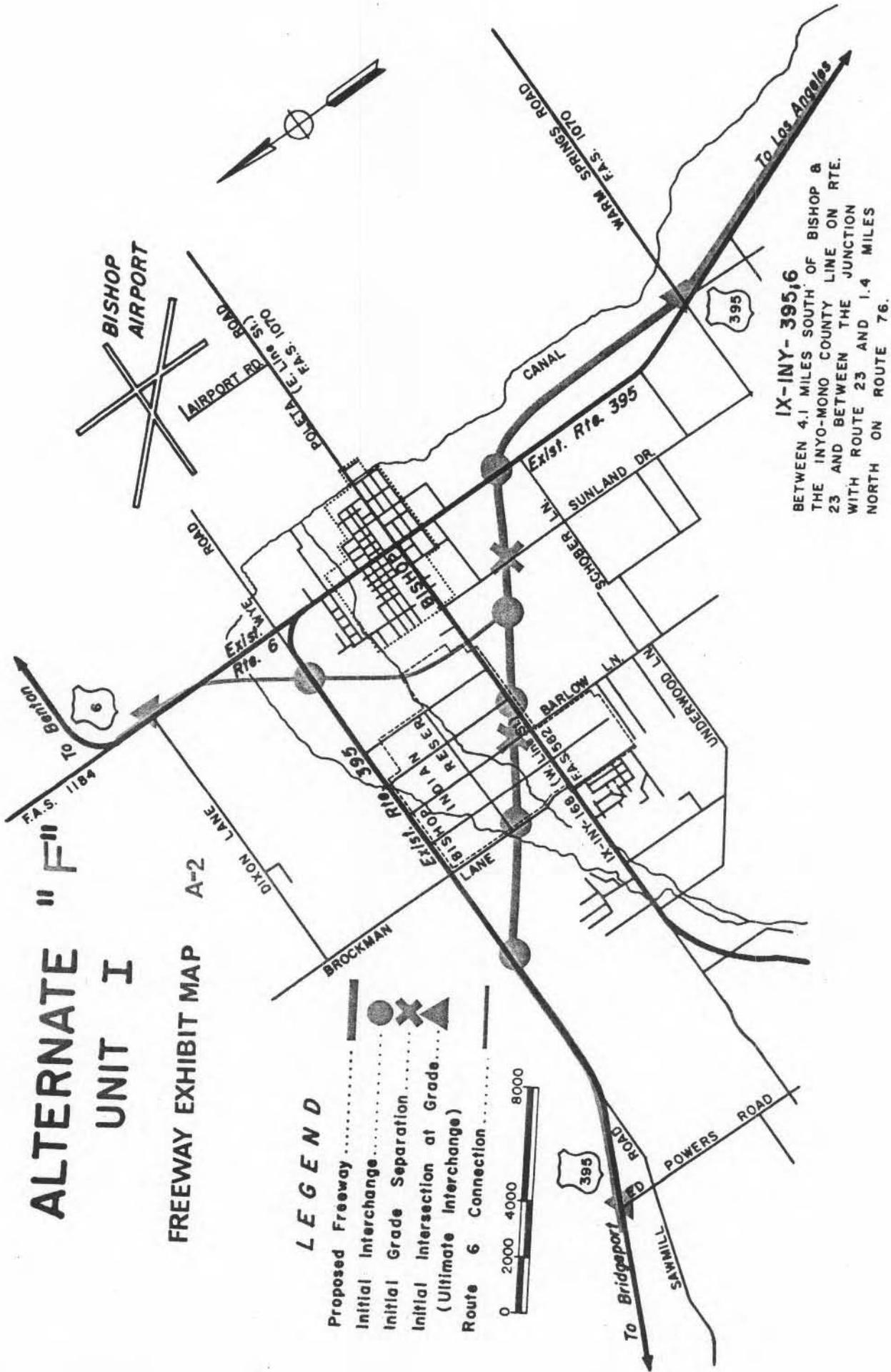
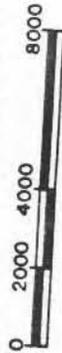


ALTERNATE "F" UNIT I

FREEWAY EXHIBIT MAP A-2

LEGEND

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



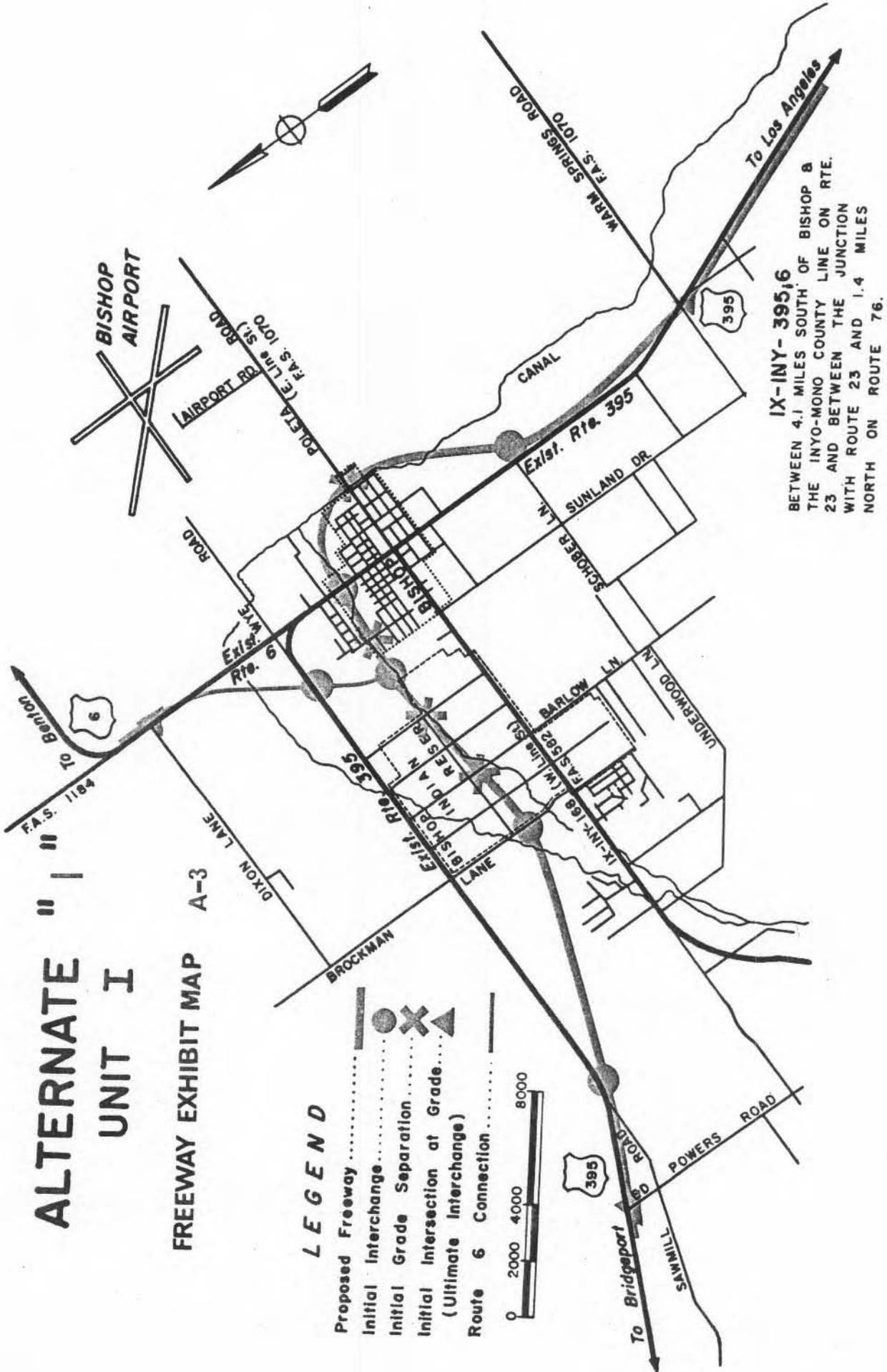
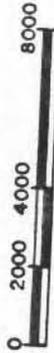
IX-INY-395,6
 BETWEEN 4.1 MILES SOUTH OF BISHOP &
 THE INYO-MONO COUNTY LINE ON RTE.
 23 AND BETWEEN THE JUNCTION
 WITH ROUTE 23 AND 1.4 MILES
 NORTH ON ROUTE 76.

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



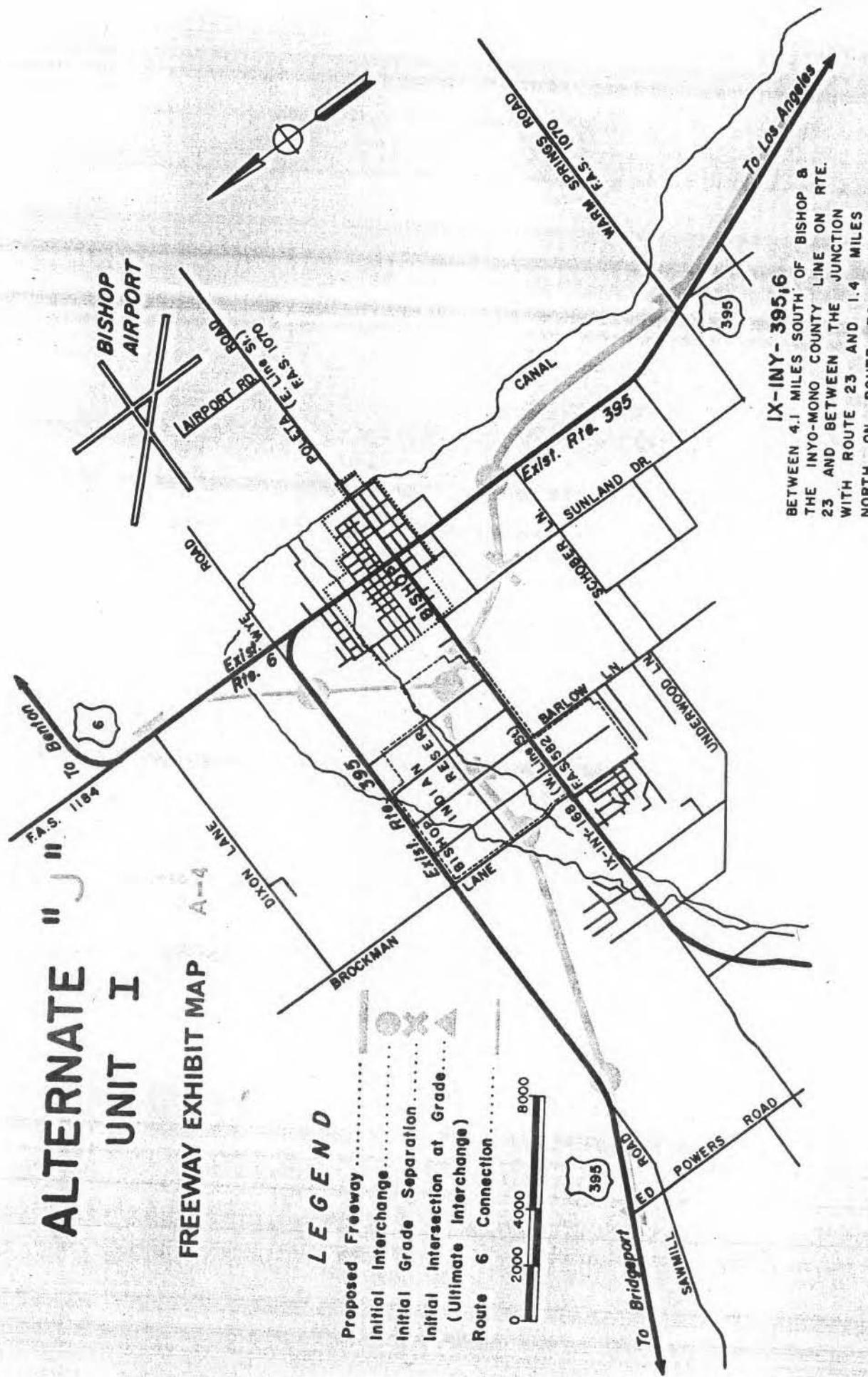
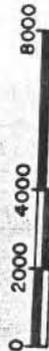
IX-INY-395,6
 BETWEEN 4.1 MILES SOUTH OF BISHOP &
 THE INYO-MONO COUNTY LINE ON RTE.
 23 AND BETWEEN THE JUNCTION
 WITH ROUTE 23 AND 1.4 MILES
 NORTH ON ROUTE 76.

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



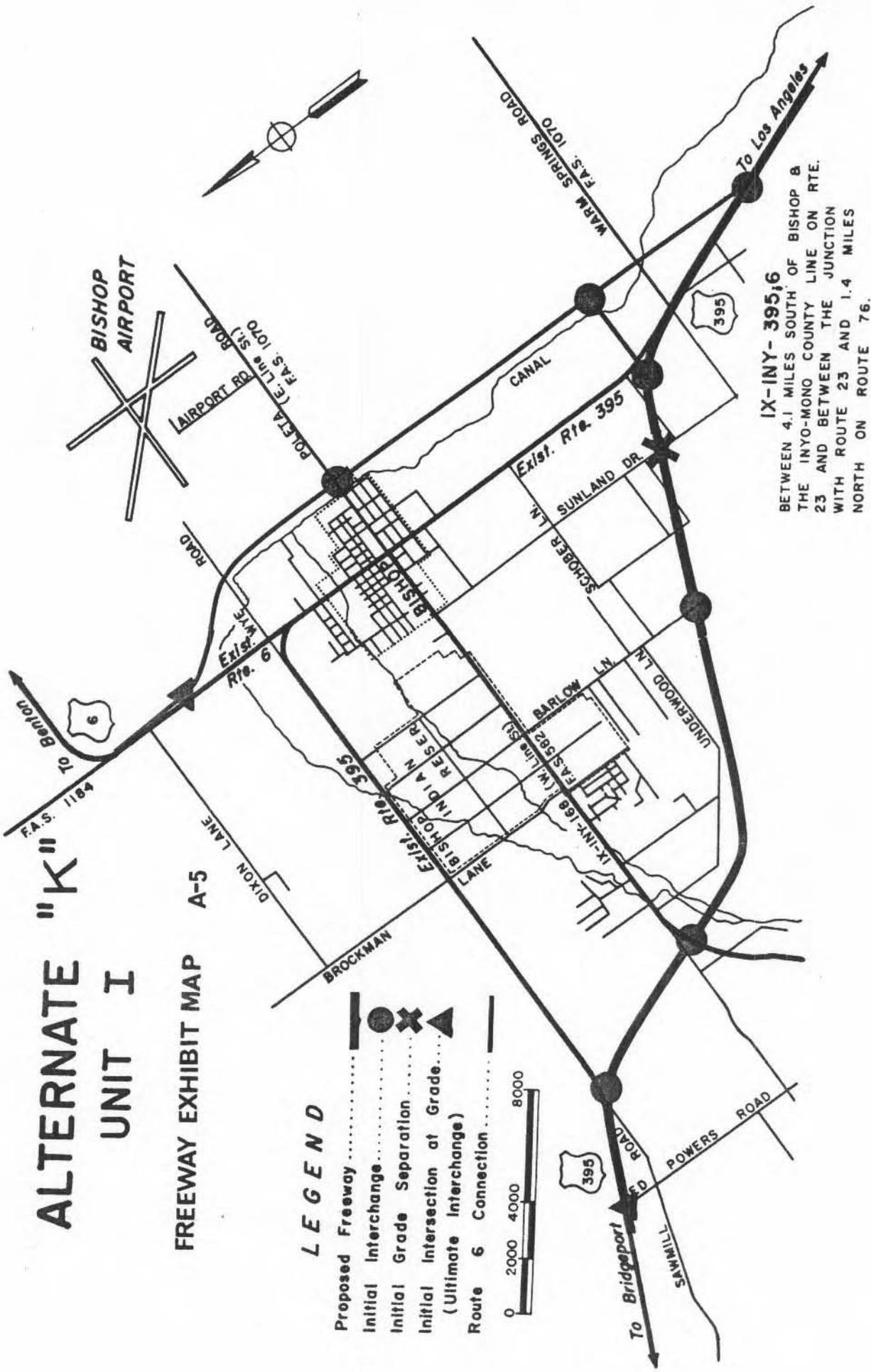
IX-INY-395,6
 BETWEEN 4.1 MILES SOUTH OF BISHOP &
 THE INYO-MONO COUNTY LINE ON RTE.
 23 AND BETWEEN THE JUNCTION
 WITH ROUTE 23 AND 1.4 MILES
 NORTH ON ROUTE 76.

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



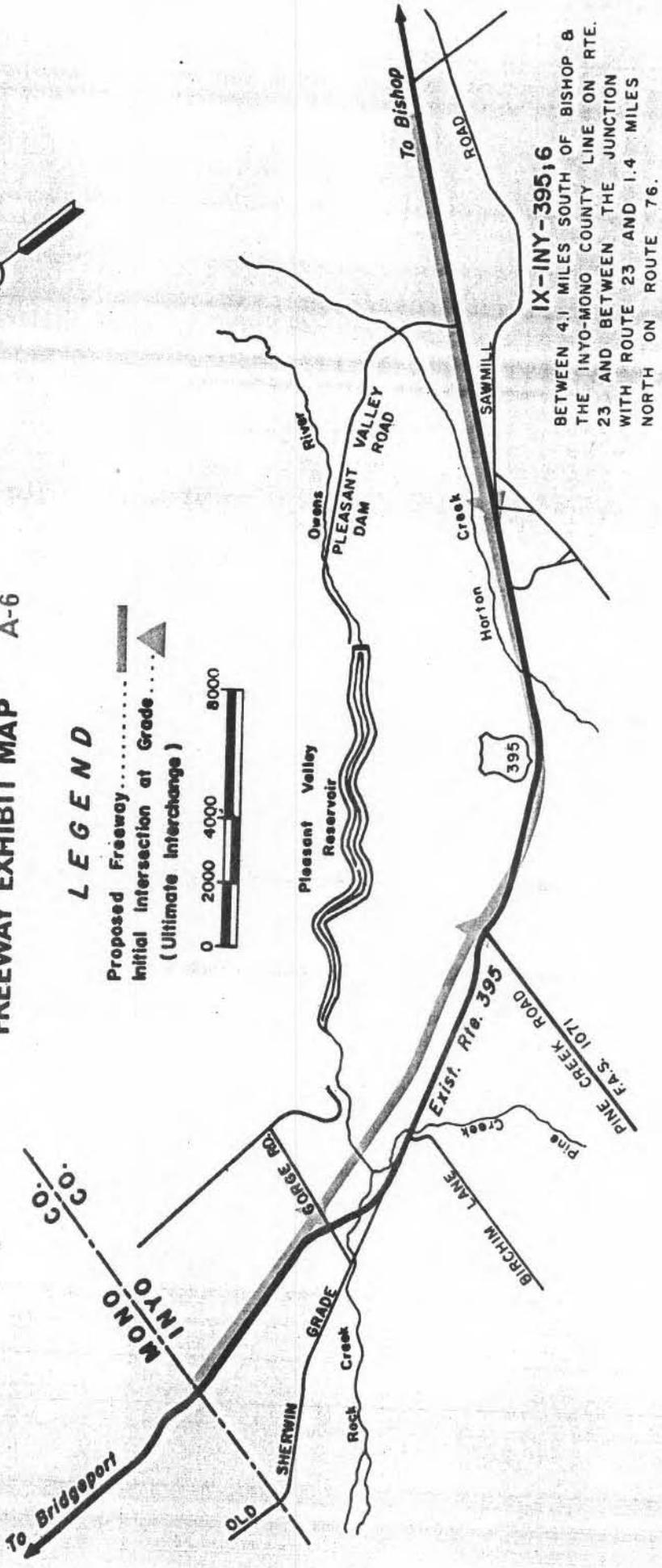
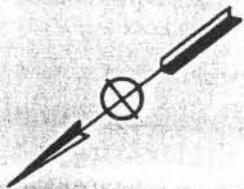
IX-INY-395,6
 BETWEEN 4.1 MILES SOUTH OF BISHOP &
 THE INYO-MONO COUNTY LINE ON RTE.
 23 AND BETWEEN THE JUNCTION
 WITH ROUTE 23 AND 1.4 MILES
 NORTH ON ROUTE 76.

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 Benefit ratio</u> | <u>ECONOMIC DATA</u> | | | |
|------------------|------------|---|---------------------------------------|-----------------------|------------------------------------|-------|
| | | | <u>Unit cost of Traffic Serv.</u> | <u>20yr. Cost</u> | <u>User Saving* 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 |
| | <hr/> |
| | 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 competition 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 |

=====

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-----.