
Preliminary Community Impact Assessment

BISHOP AREA ACCESS AND CIRCULATION STUDY

Bishop, California

prepared by

Jones & Stokes

June 2005

TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
1– INTRODUCTION	3
2– STUDY DESCRIPTION/ALTERNATIVES	3
3– COMMUNITY PROFILE	6
3-1 LAND USE AND PLANNING	6
3-1.1 Existing Land Use	6
3-1.2 Land Use Plans and Policies	8
3-2 POPULATION AND HOUSING	11
3-2.1 Regional Demographics	11
3-2.2 Study Area Demographics	17
3-2.3 Income and Poverty Status	18
3-2.4 Neighborhood and Community Characteristics	19
3-3 COMMUNITY FACILITIES AND SERVICES	19
3-4 ECONOMICS/BUSINESSES/EMPLOYMENT	22
3-4.1 Existing Bishop Economy	22
3-4.2 Previous Economic Research on Bypasses	25
3-5 COMMUNITY OUTREACH	27
3-5.1 Research Study – Introduction and Purpose	29
3-5.2 Mammoth-Bound Traveler Survey	29
3-5.3 Business Focus Group	32
3-5.4 Survey and Focus Group Highlights	41
3-5.5 Conclusions & Recommendations	44
4– POTENTIAL COMMUNITY IMPACTS	47
4-1 LAND USE AND PLANNING	47
4-1.1 Compatibility with Existing Land Use	47
4-1.2 Consistency with Plans and Policies	47
4-1.3 Acquisitions and Displacements	48
4-2 POPULATION AND HOUSING	48
4-2.1 Temporary Construction Effects	49
4-2.2 Access/Circulation	49
4-2.3 Community Cohesion	49
4-2.4 Changes in Demographic Characteristics/Growth	50
4-2.5 Environmental Justice	50
4-3 COMMUNITY FACILITIES AND SERVICES	51
4-3.1 Temporary Construction Effects	51
4-3.2 Access/Circulation	51
4-3.3 Acquisitions and Displacements	52
4-3.4 Demand for New or Expanded Facilities and Services	52
4-4 ECONOMICS/BUSINESSES/EMPLOYMENT	53
4-4.1 Changes in Traffic Patterns	53
4-4.2 Recommendations	58

APPENDICES

APPENDIX A: LIST OF PREPARERS

APPENDIX B: REFERENCES

APPENDIX C: RELATED STUDIES/SURVEYS

TABLES

	page
Table 1: Existing Regional and Local Population Characteristics – Race/Ethnicity (2000)	14
Table 2: Existing Regional and Local Population Characteristics – Age (2000)	15
Table 3: Existing Regional and Local Housing Characteristics – Type (2000).....	15
Table 4: Existing Regional and Local Housing Characteristics – Occupancy (2000).....	16
Table 5: Existing Regional and Local Housing Characteristics – Tenure (2000).....	16
Table 6: Existing Regional and Local Population Characteristics – Income/Poverty (2000)....	18
Table 7: Location of Community Facilities and Services.....	19
Table 8: Employees, Payroll, and Establishments in Inyo County for 2002	23
Table 9: Businesses Most Likely to Be Affected by Alternate Routes.....	25
Table 10: Possible Percentage of Traffic South of U.S. 395 Affected by Alternatives.....	57

FIGURES

	page
Figure 1: Regional Location.....	4
Figure 2: Study Vicinity	5
Figure 3: Population and Housing Study Area.....	13
Figure 4: Location of Community Facilities and Services.....	21
Figure 5: Bishop Area Access and Circulation Study Timeline.....	28
Figure 6: Average Daily Traffic and Average Daily Truck Traffic Counts.....	54
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.....	55
Figure 8: Caltrans’ Estimate of Truck Traffic for Each Bishop Alternate Route	56

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.

***Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment***

- 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).

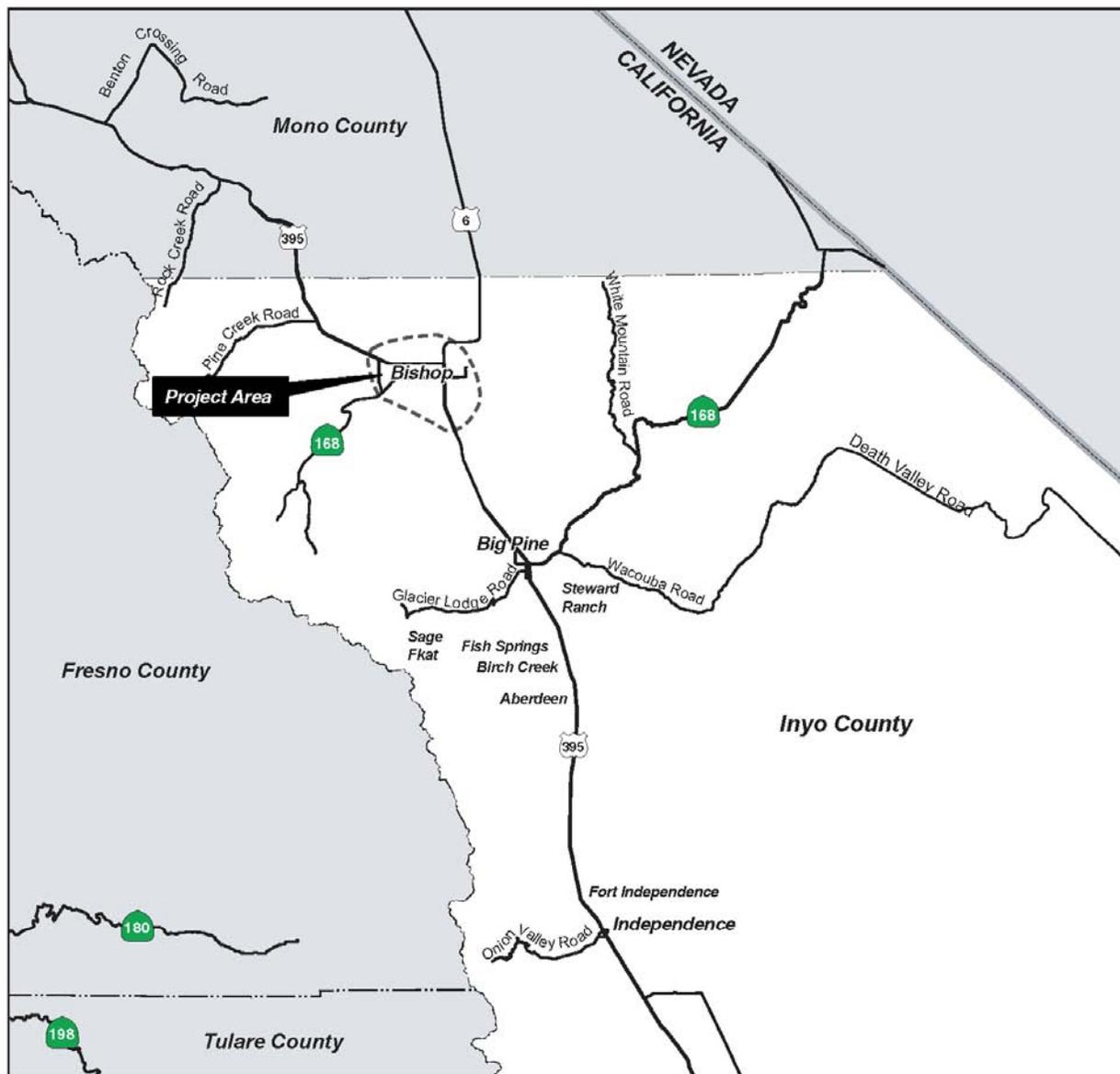
In an attempt to address these issues, in 2002, the Inyo County Local Transportation Commission, with support from the City of Bishop and Inyo County, requested that Caltrans study the downtown Bishop area traffic. As a result, Caltrans began work on the BAACS. The goals of the study are to examine alternatives 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.

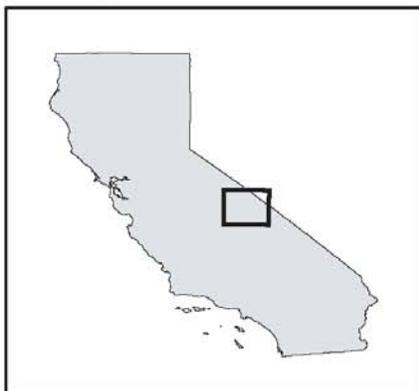
A public participation program was implemented in 2003 to engage the Bishop community in local transportation issues. A variety of efforts, including public workshops, resident and business surveys, and stakeholder and public involvement opportunities, were used to solicit input.

**Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment**

Figure 1: Regional Location

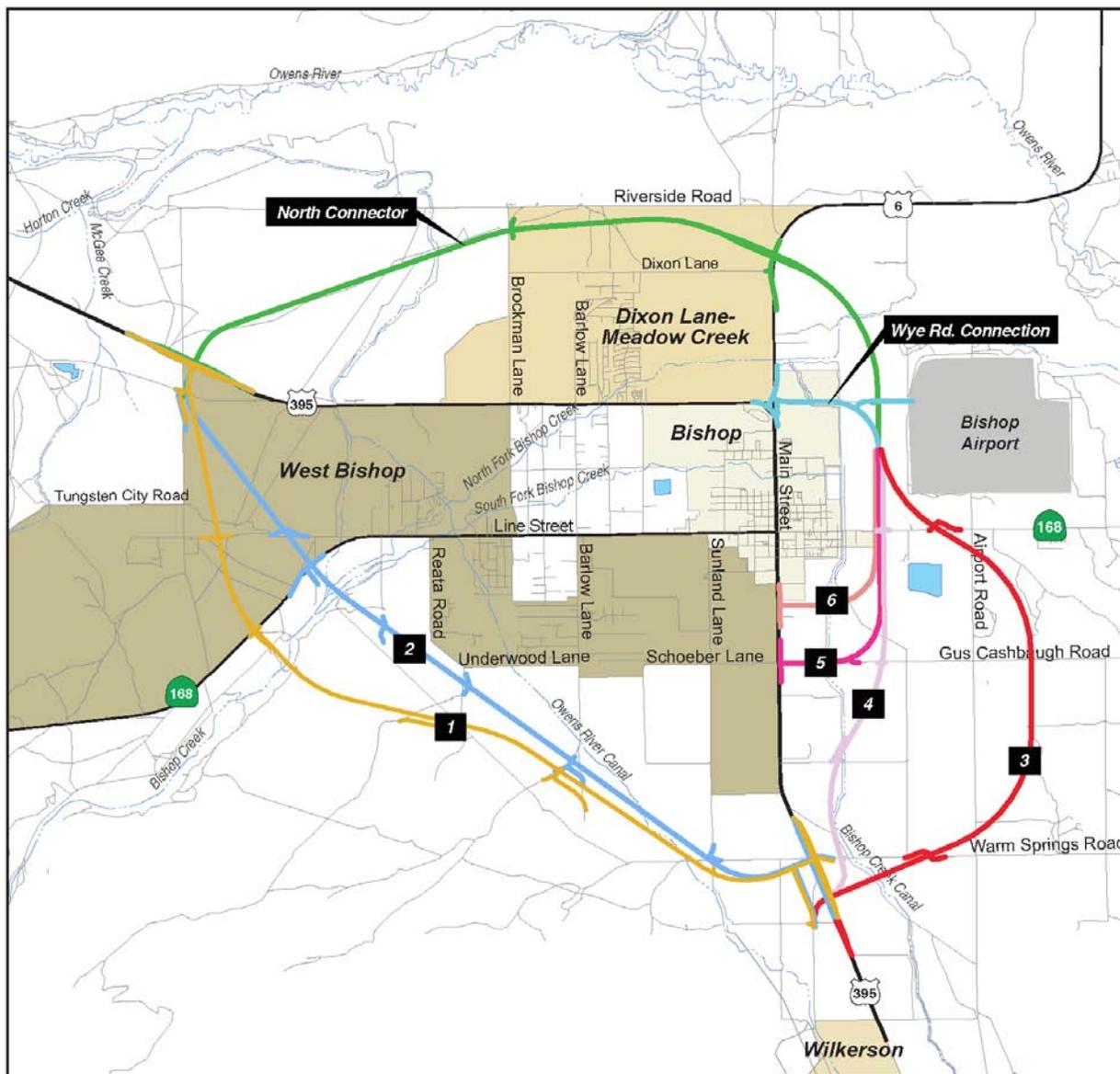


Source: US Census TIGER Data, 2000; Jones & Stokes, 2005



Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

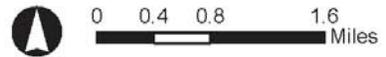
Figure 2: Study Vicinity and Proposed Alternate Routes



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.

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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.

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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.

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

- 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

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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.

***Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment***

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)).

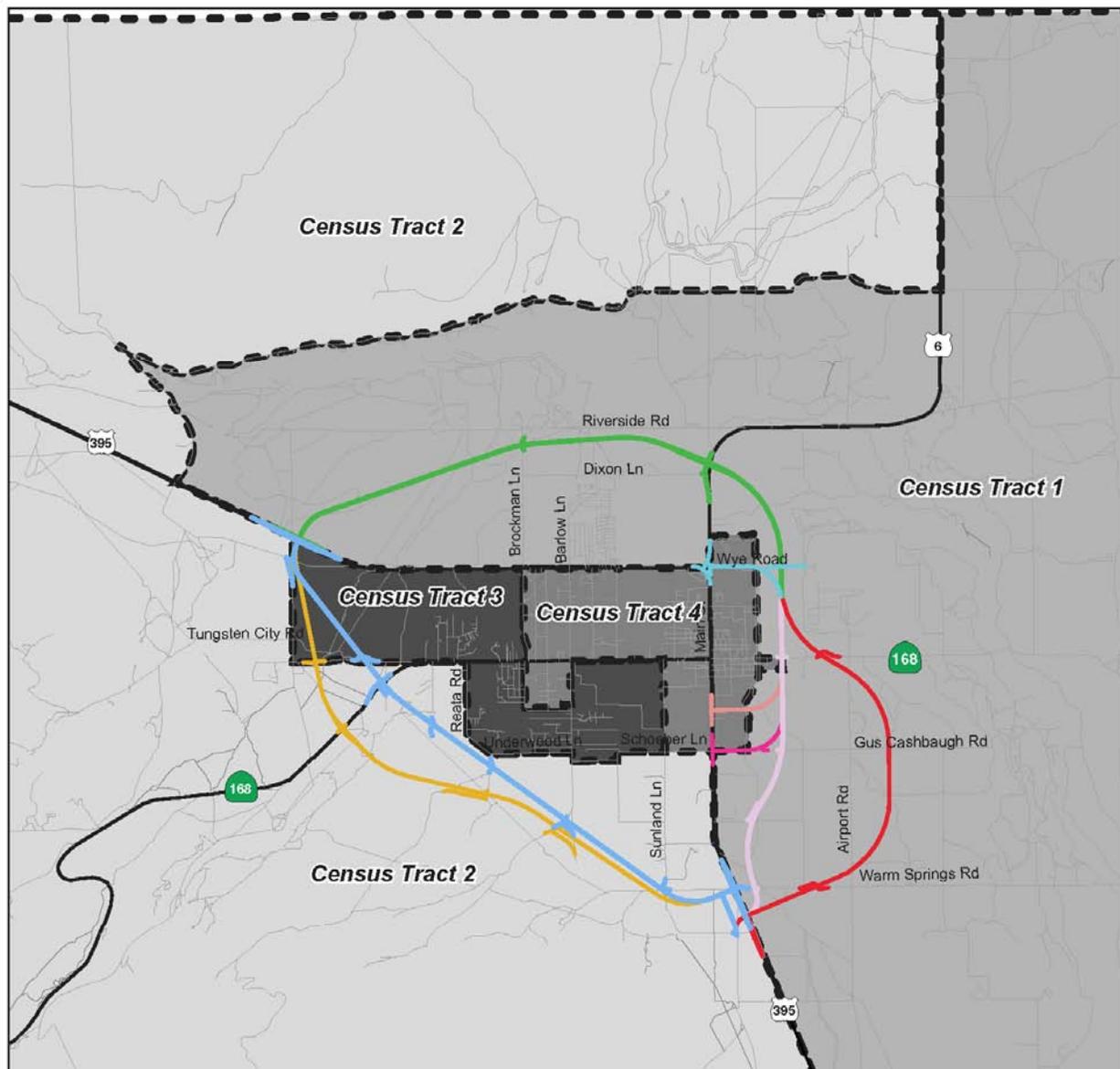
b. Projected Regional Population and Housing

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.

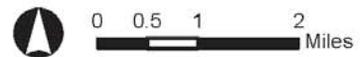
**Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment**

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



**Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment**

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).

**Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment**

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).

**Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment**

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.

***Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment***

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).

***Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment***

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.

Table 7: Study Area Community Facilities and Services

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

**Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment**

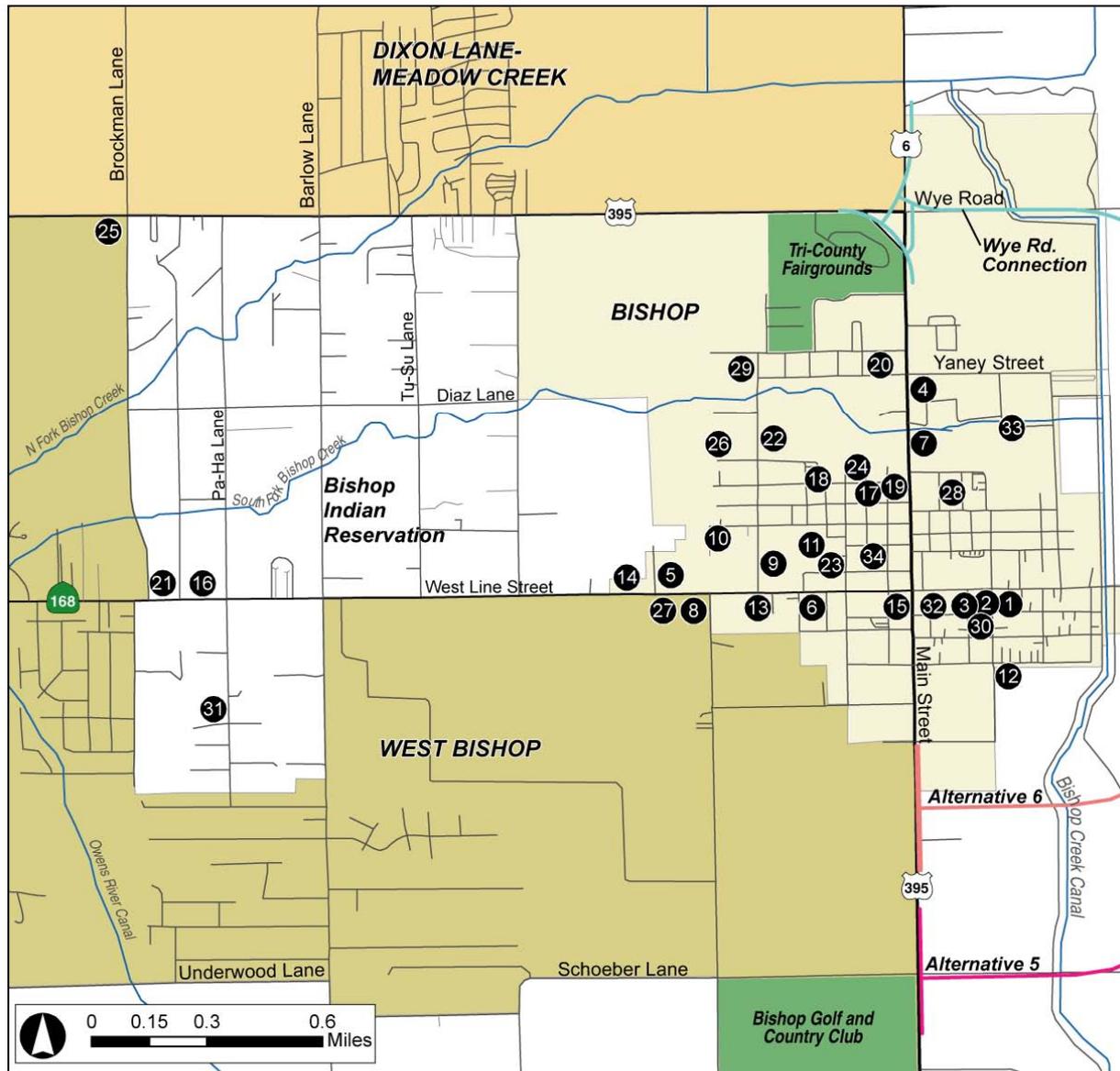
Table 7: Study Area Community Facilities and Services

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

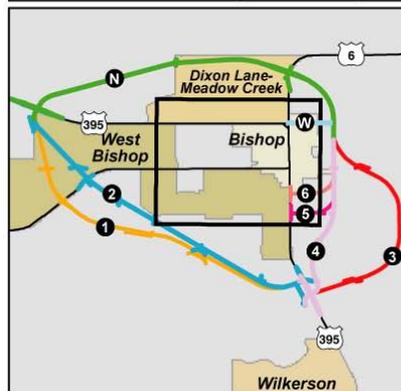
Source: Jones & Stokes (2005).

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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 Schoolland 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.

Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment

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).

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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.

***Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment***

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.

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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.

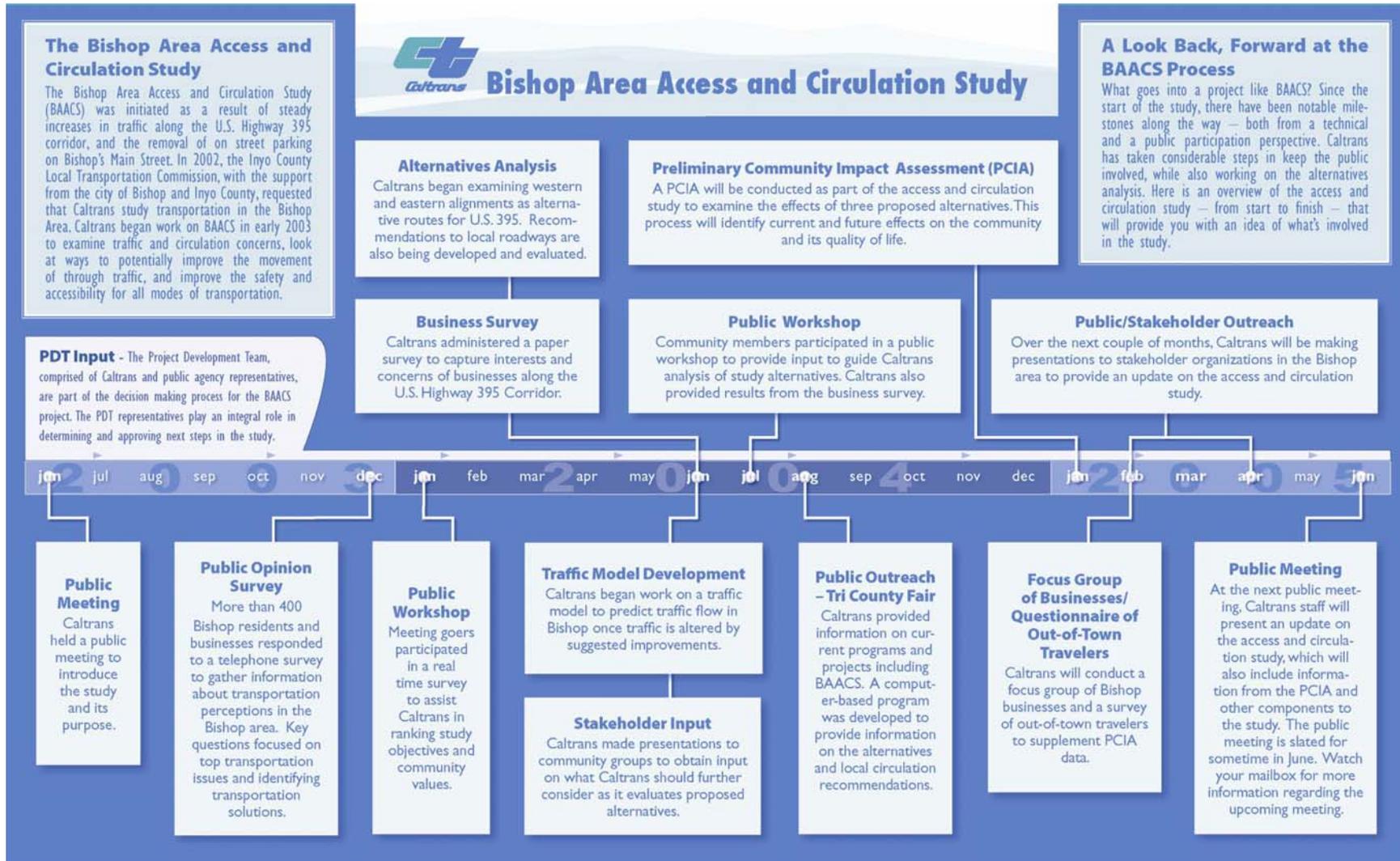
3-5 COMMUNITY OUTREACH

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.

**Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment**

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

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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.

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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.

***Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment***

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

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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.

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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."

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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.

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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.”

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

- 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.”

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

- “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.

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

- 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.

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

- 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.

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

- 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.

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

- 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

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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

***Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment***

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).

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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;

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

- 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

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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

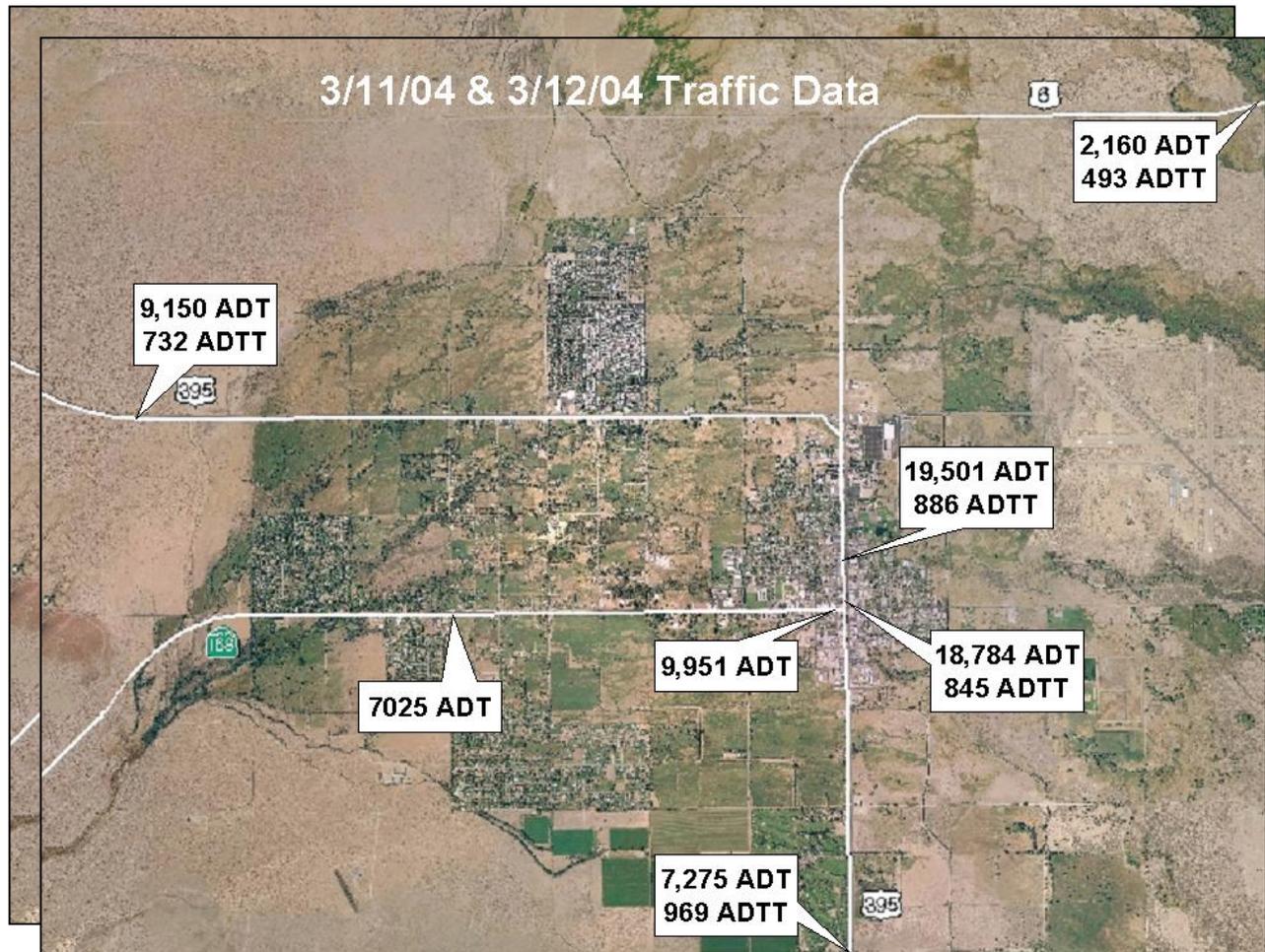
Figure 6 shows recent average daily traffic (ADT) and average daily truck traffic (ADTT) counts for several locations in the Bishop area. The counts were made on March 11 and 12, 2004. The traffic counts show that during the days when the traffic counts were conducted, the highest volume of traffic occurs 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.

**Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment**

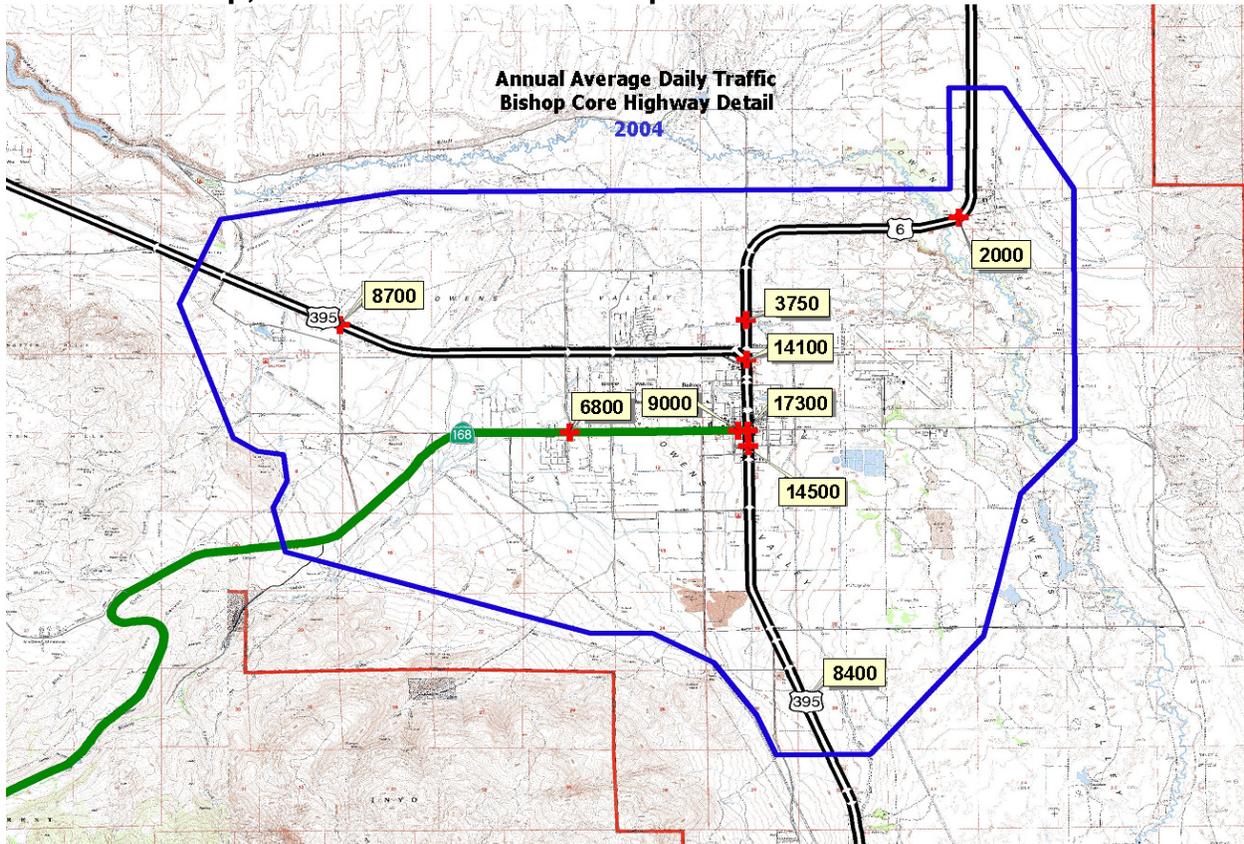
Figure 6: Average Daily Traffic and Average Daily Truck Traffic



Source: Caltrans (2005).

**Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment**

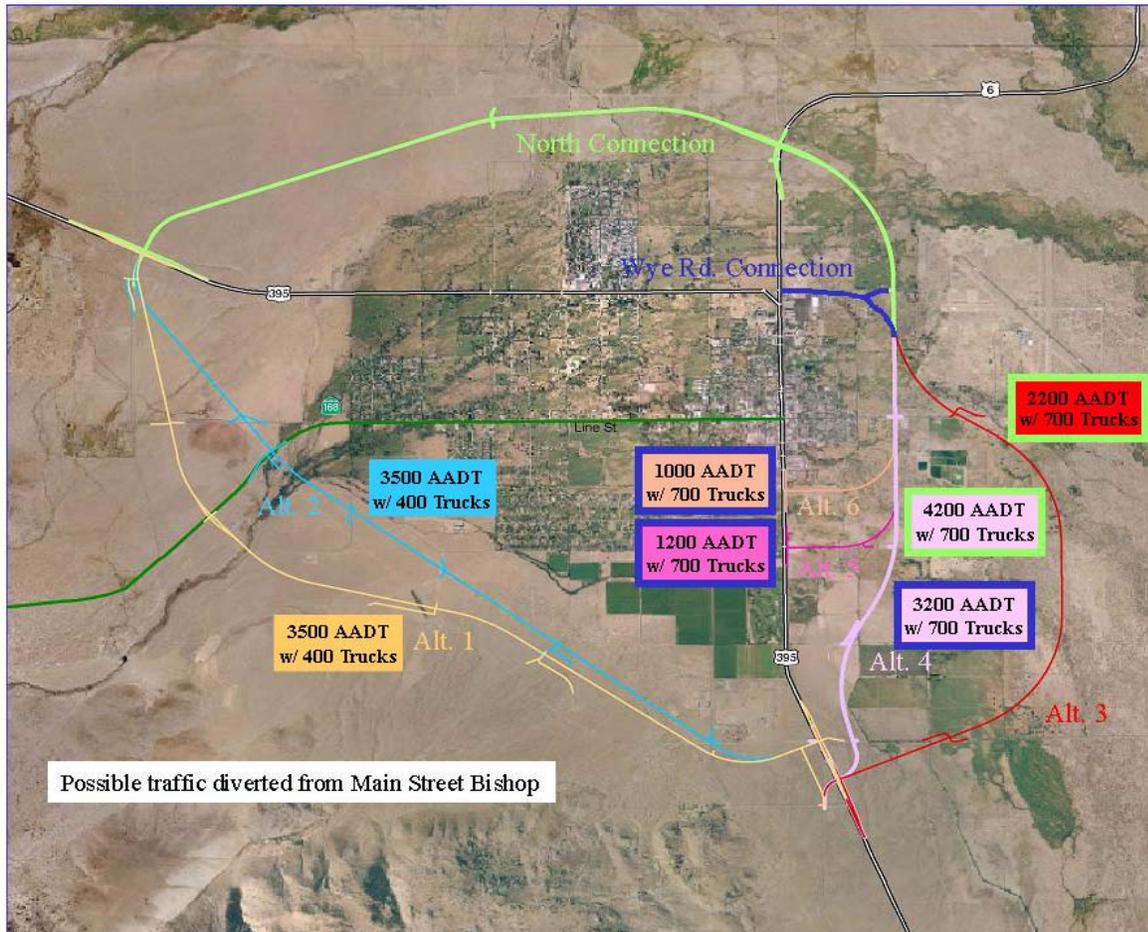
Figure 7: Average Annual Daily Traffic for U.S. 395 South of Bishop, U.S. 395 North of Bishop, and U.S. 6 North of Bishop



Source: Caltrans (2005).

**Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment**

Figure 8: Caltrans' Estimate of AADT on Proposed Alternate Routes



Source: Caltrans (2005).

***Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment***

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

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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

Bishop Area Access and Circulation Study Preliminary Community Impact Assessment

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

APPENDIX B: REFERENCES

- Burress, David. 1996. Pooled Estimates of the Effects of Through, Interstate, and Bypass Traffic on Kansas Towns. Institute for Public Policy and Business Research, University of Kansas, Lawrence, Kansas.
- Becket, Forest. Caltrans, October 29, 2004 e-mail regarding Bishop business inventory data.
- Collins, M. and G. Weisbrod. 2000. Economic Impact of Freeway Bypass Routes in Medium Size Cities. Excerpted from Economic Impact of I-73 Alignments on Roanoke. Prepared by Economic Development Research Group for the City of Roanoke (Virginia), Dept. of Economic Development.
- Comer, J.C. Dr., Dr. G.A. Finchum, II. 2003. Final Report. Analyzing Impacts of Highway Construction Activities in Oklahoma Phase I – Socioeconomic Impacts. Oklahoma Transportation Center Project ID #2160-20.
- Comer, J.C. Dr., Dr. G.A. Finchum, II. 2003. Final Report. Analyzing Impacts of Highway Construction Activities in Oklahoma Phase II – Business Impacts. Oklahoma Transportation Center Project ID #2160-20.
- David Evans and Associates. 2001. City of Sisters Transportation System Plan: Economic Impacts Analysis Report.
- Inlandia, 1963. An Analysis of the Economic Impact of a Proposed Freeway Bypass of the City of Bishop, Inyo County, California. San Bernardino, CA.
- Leong, D. and G. Weisbrod. 2000. Summary of Highway Bypass Studies. Excerpted from Economic Impact Analysis: St. Croix River Crossing – Minnesota TH 36 / Wisconsin STH 64 prepared by Economic Development Research Group for the Minnesota Department of Transportation and Wisconsin Department of Transportation, July 1999.
- Rogers, C.L. and R. Marshment. 2000. Measuring Highway Bypass Impacts on Small Town Business Districts. University of Oklahoma, Norman, OK.
- Sierra Business Council. Undated. Inyo County Today: An Overview, Social, Natural, and Financial Capital.
- Thompson, E., J. Miller, and J Roenker. 2001. The Impact of a New Bypass Route on the Local Economy and Quality of Life. Kentucky Transportation Center. Research Report KTC-01-10/SPR219-00-2I.
- URS & Wilson & Company. Undated. US 50 Corridor Pueblo to Kansas Economic Conditions.
- U.S. Census Bureau. 2005. 2002 County Business Patterns (NAICS).
<http://www.censtats.census.gov/cgi-bin/cbpnaic/cbpsect.pl>

***Bishop Area Access and Circulation Study
Preliminary Community Impact Assessment***

Weisbrod, G. 2001. Highway Bypasses of Small Communities: Review of Findings on Their Economic Impacts. Economic Development Research Group, Inc.

W. R. Gillis, Ph. D. 1994. Lessons from Eastern Washington: State Route Mainstreets, Bypass Routes and Economic Development in Small Towns. EWITS Research Report Number 2 in Cooperation with Washington State University.

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
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?