

## **Recommendations**

### **Recommendations on US 395 and US 6**

Because of the long time lines involved in the development of the proposed new route, incremental improvements to the state highway should occur prior to the construction of the alternative route. Recommendations are:

- Improvements to North Sierra Highway/US 395 such as sidewalks, and improved driveway definition. Consideration should also be given to the installation of raised curb median to control left turn movements. With the City/County's extension of See Vee Lane across North Sierra Highway/US 395, the placement of a signal at the intersection of See Vee Lane and US 395.
- Improvements to the Wye Road/US 395/US 6 junction including improvement to the southbound turn movement from US 395 to US 6, increased queuing length or a signal or 4-way stop at the Wye Road/US 6 intersection, and the alignment correction of Wye Road west of, and east of, the US 6 intersection.

### **Recommendation for an Eastern Alternative Truck Route**

This study recommends a County/City owned and maintained, access controlled, two-lane truck route (with four-lane R/W), built to Caltrans standards, east of Bishop. The recommended truck route would start south of Bishop and connect back to US 395 and US 6 with a Wye Road connection. The route would be subservient to US 395 with an at grade intersection. If this eastern route is built to Caltrans standards, an agreement between the City, County and Caltrans could allow it to be designated and signed as a truck route and/or Bishop Airport access. If the departure point from US 395 is at, or south of, Schober Lane, an extension of Jay Street should be made connecting it to the truck route. This extension would provide access into Bishop for vehicles with trailers since the current turning radius of the northeast corner of West Line Street/Main Street is insufficient for these vehicles. While this recommendation does not meet all the goals of this study, it does remove truck traffic from Bishop's CBD, reducing the sense of congestion, and provides access to the Bishop Airport.

Traffic volumes will continue to increase and eventually these increases may prompt the City to request a full bypass. At that time, pending State concurrence and route adoption, the City and County would accept the operation and maintenance of the existing portions of US 395 and US 6 that fall within their jurisdictional areas and Caltrans would take over maintenance and operation of the truck route. Caltrans would then realign the connection south of Bishop, making existing Main Street/US 395 subservient to the new US 395, add two additional lanes to create the four-lane facility, build the north connection with its new junction to US 6 and connection back to US 395 near Ed Powers Road, completing the access controlled US 395 bypass of Bishop.

This recommendation does not address the goal of operational changes to the CBD such as the return of parking to Main Street/US 395. A truck route alone cannot reduce traffic volumes sufficiently to accomplish this goal. Only significant change to City and County streets can reduce local traffic volumes to the point that Main Street/US 395 operation could be

significantly changed. Following are recommendations for City and County Streets that may reduce local traffic volumes to Main Street/US 395.

### **Recommendations for Improved City/County Circulation**

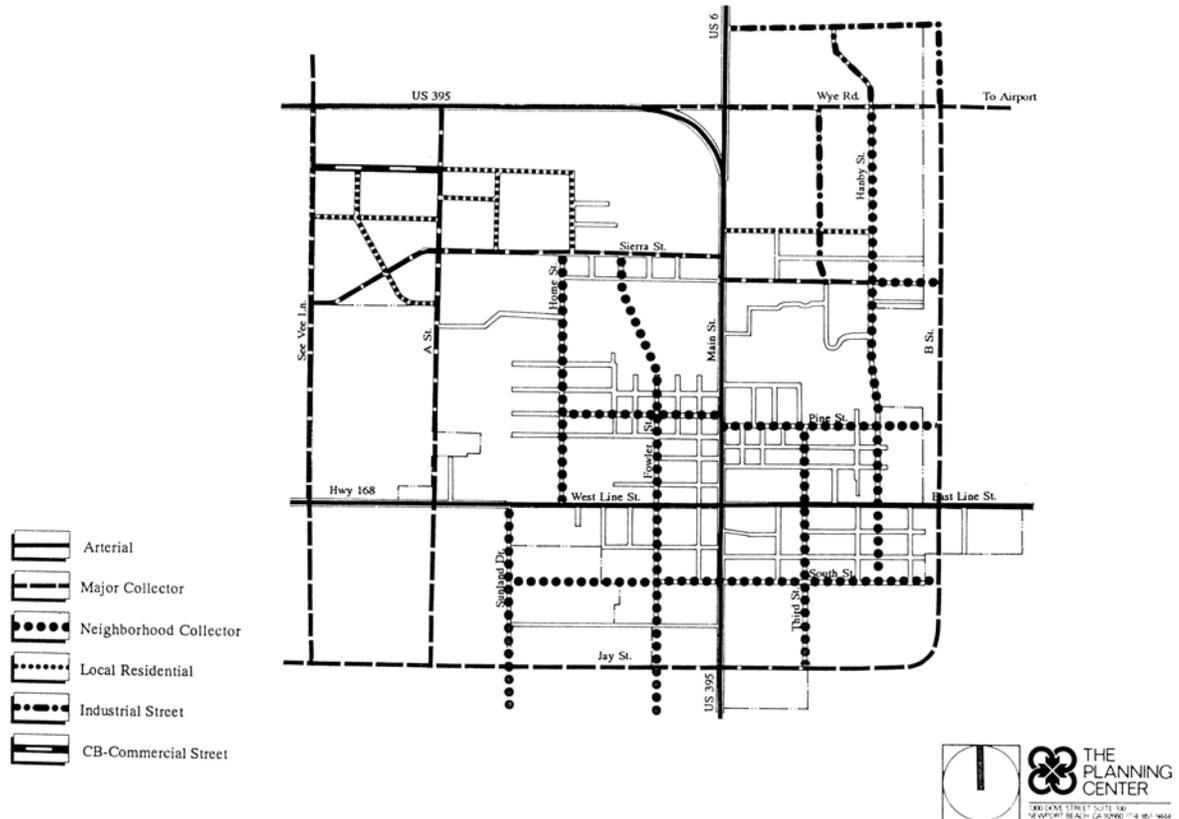
No simple solution exists that will reduce local traffic volumes enough to allow for the return of parking, wider sidewalks, landscaped medians or other improvements to Main Street/US 395 that would alter its current operation. The “T” intersections, lack of parallel streets to -- and the concentration of businesses on -- Main Street/US 395 necessitate travel on Main Street/US 395 for the majority of local user destinations in Bishop. The following recommendations attempt to provide local users with new connections in order to reduce local user dependence on Main Street/US 395. Even if all of these recommendations were constructed, it may be the reduction in local traffic volumes on Main Street/US 395 would still be insufficient to provide for the significant operational changes desired by the project sponsors. It will take a strong, concerted effort in planning by the City and the County, in cooperation with Caltrans, to reduce local traffic volumes to the point that the desired changes to Main Street/US 395 can be made. Initial traffic modeling of the individual recommendations below result in reduction to traffic counts on Main Street. Though Caltrans has no jurisdiction or control of City/County facilities the following are some suggestions:

1. **The extension of Sierra Street to See Vee Lane.** Currently, traffic from or through Tribal lands must travel on Line Street/SR 168 or North Sierra Highway/US 395 for access to the Schools and city of Bishop. This extension would connect the Tribal lands to the City using a Tribal/City/County street that will have a slower speed and less traffic volume. This connection is shown in the City of Bishop Master Plan (see Figure 17) as a Sierra Street to Diaz Lane connection but could connect to See Vee Lane closer to US 395 to minimize through traffic on See Vee Lane. Attachment 10, “City/County Circulation Recommendation 1” has an illustration of these two connections.
2. **Placement of a signal at the See Vee Lane/US 395 intersection, extension of See Vee Lane north to Choctaw Drive, a new entrance for Highlands Mobile Home Park onto the extended road, and possible closure of the existing US 395 Highlands driveway.** Currently, a large percentage of the greater Bishop population lives north of North Sierra Highway/US 395. Their only access to Bishop is North Sierra Highway/US 395 or through Tribal lands/Barlow Lane to Line Street/SR 168. This extension would allow those living in the Dixon Lane, Meadow Creek and Lazy A areas access to the schools and the City of Bishop with a City/County street that would have slower speeds and less traffic volume. Additionally, the extension allows for a new access to Highlands Mobile Home Park (MHP) with access to a signal for those residents. The new signal at See Vee Lane/US 395 would provide a protected left turn for Highlands MHP, and shorten the distance to Bishop for some Meadow Creek subdivision and Dixon Lane residents. This shortened distance will also reduce emergency vehicle response time to the north most Meadow Creek subdivisions and the Dixon Lane area (Attachment 10, “City/County Circulation Recommendation 2” has an illustration of this connection). The components of this recommendation could be developed in independent phases.

**Figure 17: City of Bishop Circulation Plan**

The City of  
Bishop General Plan

Circulation Plan



- The addition of “B Street”, and extension of Jay Street and Wye Road to “B Street”, as shown in the City of Bishop’s Master Plan (see Figure 17).** Currently, Main Street/US 395 is the only through street connecting south and north Bishop on its east side. Hanby Avenue, a residential street with deep surface cross drains, only connects east Bishop from East Line Street to Yaney Street. With the connection of Spruce Street and Yaney Street in 2000, Hanby Avenue began being used by many for access to the businesses located near the US 395/US 6 junction. The addition of “B Street” would give relief to Hanby Street and provide a non-residential through street connecting Bishop from its south most to north most points. Additionally, “B Street” with its connection to Jay Street and Wye Road would provide commercial vehicle access to the Bishop Airport. The Jay Street/”B Street”/Wye Road alignment (along the canal) was rejected as a potential truck route during the course of this Study due to its proximity to Bishop residential areas and would not be suitable for future exchange with Caltrans for a new US 395 alignment. Attachment 10, “City/County Circulation Recommendation 3” has an illustration of these connections. For local circulation improvement purposes, analysis of the Jay Street/”B Street”/Wye Road configuration shows great benefit and could be

considered on its own merits, even if a truck route were not developed. “A Street”, as shown on the City’s Circulation Plan, could provide north-south connections for the west side of Bishop. There are, however, significant constraints that may prevent the construction of this street. Within the City’s jurisdiction, the Bishop Care Center blocks connection to Line Street/SR 168 as it was constructed on the proposed alignment. Additionally, the Tribe, as part of the mitigation process with the Army Corp of Engineers to develop Pa Cu Lane, has created a permanent wetland area that is also blocking the proposed “A Street” alignment. It is unlikely that the Army Corp would allow the construction of a street across this designated wetland area.

4. **Extension of Jay Street west to Barlow Lane.** Currently, the only direct access to Bishop for the South Barlow area is Line Street/SR 168. This extension would relieve some of the congestion on Line Street/SR 168 by providing another access into Bishop. Additionally, since Jay Street already crosses US 395, its connection to Barlow would provide another street connecting west to east Bishop across Main Street/US 395. This connection is shown in the City of Bishop Master Plan (see Figure 17). Attachment 10, “City/County Circulation Recommendation 4” has an illustration of one possible way to make this connection.
5. **Improve the US 6/Wye Road intersection.** The current Wye Road/US 6 intersection is misaligned creating some confusion for new users. Aligning this intersection will reduce confusion and increase safety. Increased use of the eastbound portion of Wye Road west of the US 6 and/or increased traffic volumes on US 6 will result in queuing of Wye Road back to US 395 due to the stop sign at the intersection of Wye Road/US 6. With growth anticipated in the Tri-Valley area of Mono County, increased use of Wye Road west of US 6 and on US 6 can be anticipated. Increase queuing length or a more efficient means of clearing the queue on Wye Road west of the US 6 intersection needs to be provided. Attachment 10, “City/County Circulation Recommendation 5” has an illustration of the March 2006 City of Bishop proposal for this intersection, which will help with the confusion factor at this location. However, as previously stated, this intersection is inherently insufficient for future anticipated traffic volumes and needs full reconfiguration of the US 6/US 395/ Wye intersection.
6. **Provide through streets parallel to Main Street/US 395 on the west and east sides of Bishop.** These streets should be close enough to Main Street in order to provide access to the back of existing businesses along Main Street/US 395. On the west side of Bishop, Warren Street runs from West South Street north to West Elm Street. If Warren could be extended north to Yaney Street, the signal at US 395 and Yaney could be used to access Wye area businesses. Extending Warren Street south to Jay Street would almost provide a complete parallel west side alignment. Another possibility for the west side is to connect North Fowler through the DWP parcel, referred to as Peoples Park, to the Coats/Yaney intersection, where direct access to the fairgrounds and to the Yaney/US 395 signal would be provided. The east side of Bishop does not have a continuous street near Main Street/US 395. The closest possibility would be Third Street. Third Street currently extends from Jay Street at

the south to East Elm Street at the north. Extending Third Street to Spruce Street might be a possibility, however this would require going through Bishop City Park. Bishop City Park would be a “4f” facility as defined by the Department of Transportation Act of 1966. The environmental review process required to connect these streets may restrict their connection. Another disadvantage of using Third Street is that it is currently mostly residential. A through street, west of Third Street but closer to Main Street/US 395, would be preferable in order that most of the development along this street could be commercial. Any alignment between Third Street and Main Street/US 395 will require the acquisition of privately held, developed land. A long term master plan for development of this new road would be required to reserve and prevent development of identified properties necessary for the new road. However, any alignment in this location would also have to cross the Bishop City Park, and as previously stated, the environmental review process may prevent this.

- 7. Align East/West City Street Connections.** Currently the only through street across US 395 for the vast majority of residents living on the east side of Bishop is Line Street. Providing another point of crossing, between Line Street and Yaney, would provide relief to East Line Street. Aligning East and West Pine Street across US 395 to a four-way intersection would provide another signalized east/west crossing of Main Street/US 395. This location would also allow one signal to provide left turn movement onto US 395 for both the east and west sides of Bishop. As proposed in the City of Bishop General Plan the alignment of East Pine Street with Grove Street across US 395 is also an option. Aligning East Pine Street and Grove Street would align the streets the City has designated as neighborhood collectors as shown in the City Master Plan (see Figure 17). Attachment 10, “City/County Circulation Recommendation 7” has an illustration of a West-to-East Pine Street alignment/connection.

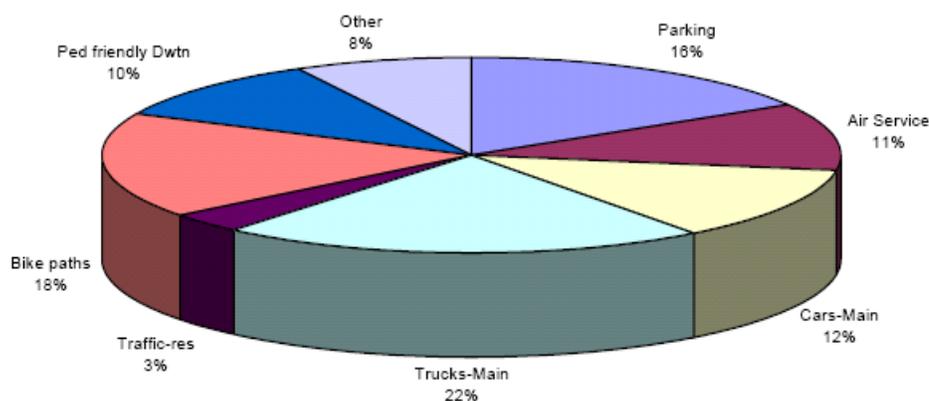
### **Other City/County Circulation Related Issues**

During PDT discussions of potential solutions to maintain existing and future traffic volumes in the CBD and still meet the study objectives, one possibility was a couplet design using Main Street/US 395 and Warren Street. In this couplet configuration, existing Main Street/US 395 would be used for NB US 395 and Warren Street would be used for SB US 395. Warren Street, in addition to being made one way, would require parking removal, widening and other work to bring it up to Caltrans highway standards. Transitions at the south and north end of the couplet would require the acquisition of privately held, developed land. Attachment 10, City/County Circulation Possible Couplet Design has an illustration of one possible design for a Main Street/Warren Street couplet. Because Main Street and Warren Street would become one-way streets, a couplet design would involve significant changes to local circulation patterns in the Bishop CBD, especially to streets that currently connect Warren and Main. This kind of radical change may result in opposition from local residents and businesses. In order for this kind of drastic redesign of Bishop’s downtown to occur, strong local support and cooperation with Caltrans would be required.

The couplet design has many potential benefits, but would require more time and effort to fully analyze than available in this Feasibility Study. The couplet design has the potential to partially meet some of the PDT's original study objectives as proposed in this document. For instance: While it will remove some parking on Warren, it may allow for landscaping and the return of some of the parking on the existing Main Street corridor. It keeps services in Bishop visible, and while these businesses would only have one direction of US 395 traveling past their business, with the inclusion of Warren Street for southbound traffic it would essentially double the existing US 395 frontage available for local businesses. It could also improve access to the airport via Line Street. Since only northbound traffic would be using the current Line Street/Main Street/US 395/SR168 intersection, the two through northbound lanes could be centered on the existing pavement allowing for a larger turn radius for eastbound trucks going to the airport. Southbound US 395 trucks heading for the airport would be accessing that same intersection from the Line Street/SR 168 side and would be coming in straight. While this design would not remove trucks from Main Street, it would essentially cut in half the number of trucks on Main Street, since only northbound trucks will be on Main Street and only southbound trucks will be on Warren Street.

It should be noted that the Bishop community is very supportive of the addition and expansion of existing bicycle paths, particularly paths connecting the unincorporated residential areas of Bishop with downtown services, schools, and parks. A survey conducted in 2003 at the Tri County Fair showed 18% of those surveyed thought Bishop's top transportation concern was the "Need for bicycle paths in Bishop". The only transportation issue with a higher percentage (at 22%) was "Too many trucks on Main Street". Figure 18 shows the percentage of responses from the 2003 Fair Survey. Appendix 3, Section D has the complete 2003 Fair Survey. Comments were received at every public meeting favoring improvement and expansion of the bicycle path system.

**Figure 18: 2003 Tri-County Fair Survey**



The public transit system was another transportation issue brought up in the public surveys. Respondents to a telephone survey conducted in 2003 even went as far as to propose expanded use of public transit as a solution to congestion in the Bishop CBD (see Appendix 3, Section E).

Established in 1988, Inyo Mono Transit (IMT) is responsible for coordinating public transportation needs in the Bishop area. Currently, IMT offers fixed route and dial-a-ride within Bishop and the surrounding area, along with fixed routes to Ridgecrest and Reno. IMT reports ridership in the Bishop area at 55,000 in 2004/2005 and is anticipating a 7 % increase for 2005/2006. While increased use of public transit may reduce local traffic on Main Street/US 395, it is unlikely that increased public transit use would ever reduce traffic volumes enough to allow for the significant operational changes the project sponsors desire for Main Street/US 395.

## **Environmental Determination and Environmental Issues**

It is anticipated that an Environmental Impact Report/Environmental Impact Statement will be required for any of the six alternative routes proposed in this document, due to potential social and economic impacts to Bishop, the potential for significant impacts to the area's cultural and biological resources and potential hazardous waste conflicts. The environmental determination could vary anywhere between 72 months and 120 months for the full range of alternatives presented. Early elimination of alternatives has the potential to significantly reduce cost and time frames for environmental studies. Attachment 6 is the Preliminary Environmental Analysis Report and contains an analysis of the anticipated significant environmental impacts, costs and timelines. These estimates are based on Caltrans costs and requirements. County/City environmental costs and requirements may be different. If this project proceeds as a joint County/City project, the Federal Highways Administration (FHWA) (or Caltrans under FHWA delegation of authority) and the County of Inyo would likely act as lead agencies in the preparation of a joint California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) environmental document.

All alternatives proposed in this document avoid known potential 4f facilities. Potential 4f facilities within the Bishop area include: Bishop Country Club, Elks Park, Bishop City Park, Millpond Recreational Facility, Laws Railroad Museum, Izaak Walton Park, Sunland Indian Cemetery, Pioneer Cemetery, and Line Street Cemetery. Other important facilities avoided include: Sunland Solid Waste Disposal Site, the Bishop Airport (including areas designated for future airport expansion and associated airspace clearance zones), the City of Bishop and ESCSD wastewater facilities, a LADWP power sub-station, and Plant 6 (a SCE power generation facility).

As previously noted, there are currently no available lands for wetland mitigation in Inyo County. All proposed alternatives affect wetlands to some degree. If wetland mitigation is required, Federal policy of zero wetland loss may significantly delay or prevent the construction of any of these proposed alternatives.

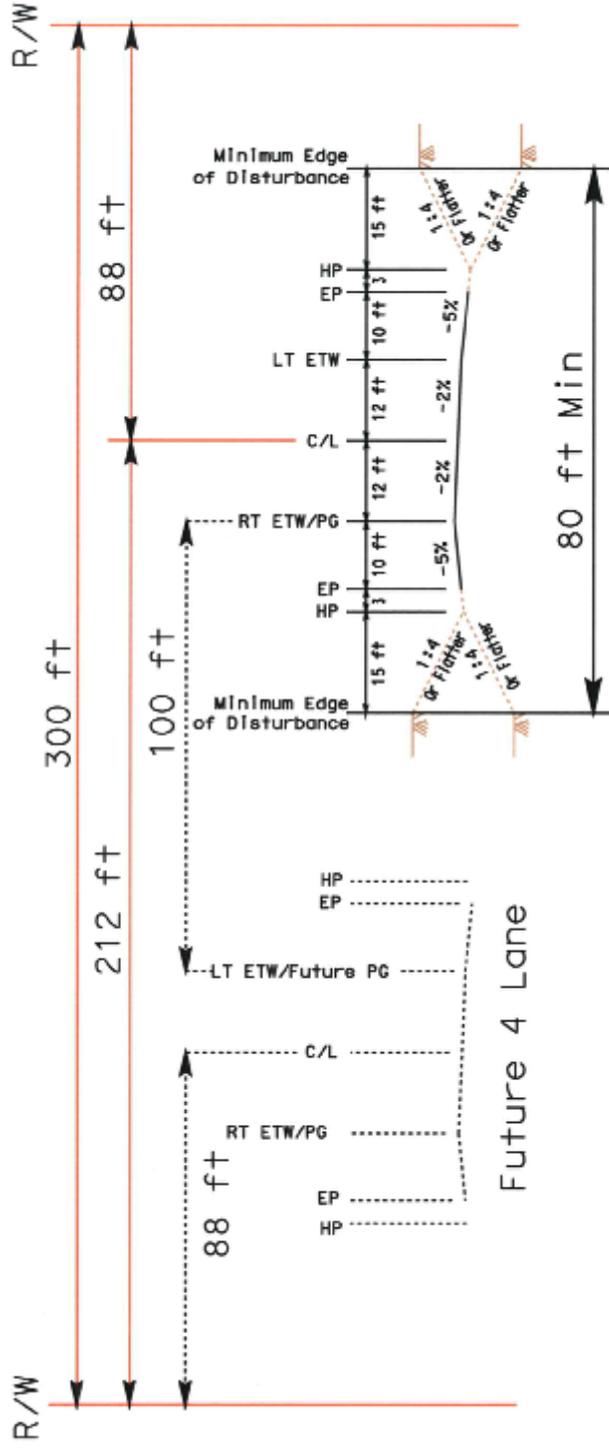
A Wye Road Connection may require the acquisition and removal of two gas stations. Caltrans policy is to avoid acquisition of lands with potential hazardous material cleanup. If these lands are acquired, and hazardous material cleanup is necessary, R/W costs could increase significantly.

## **Right of Way**

Given that the timing for the development of an alternate route is undeterminable at this time, corridor preservation should be pursued. In order to preserve the lands needed for a possible future four-lane, it is recommended that R/W for a full divided four-lane facility be acquired even if a two-lane facility were to be built. Figures 19, 20 and 21 illustrate the proposed typical cross section for each alternative. These cross sections show a 300-foot R/W corridor, with the two-lane truck route built to one side of the corridor. Acquiring the R/W for the four-lane footprint now will protect the lands needed for a possible future bypass from development. With the acquisition of the full R/W, the City and County can restrict/prevent commercial development near it, and best plan for the locations of future commercial and residential development. With the acquisition of the full R/W, access points can be identified, which will allow the City to identify which lands are best suited for future development and plan for the infilling of undeveloped areas between the City and the new route in a manner best suited to Bishop's unique needs. This is especially important in Bishop because of limited land availability and the political process involved in the acquisition of lands from the LADWP. All R/W cost estimates shown in Attachment 7 and Table 8 are for acquisition of the lands needed for a four-lane with a divided median, except for the departure locations south of Bishop for Alternative 5 and 6 and the Wye Road connection. For the departure locations of Alternative 5 and 6, the cross section is an all paved two-lane section with a 180-foot R/W corridor. The Wye Road Connection R/W corridor along existing Wye Road would need to be wider than the existing 50 feet. At least another 10 feet would be required; 20 feet would be preferable, allowing for at least a 70-foot R/W corridor along Wye Road.

The vast majority of lands required for any of the alternative routes are owned by the LADWP. Improvements necessary to make a Wye Road connection for an eastern alignment would require the acquisition of private lands and, depending on the connection selected, possibly privately developed LADWP leased land. All alignments have some utility involvement, but western alignments could have significantly more. Utility agencies involved are SCE, LADWP, City of Bishop, and ESCSD. See Attachment 7 for a summary of R/W cost estimates for each alternative.

Figure 19: Alternatives 1 and 2



<u>Key</u>	
HP	– Hinge Point
EP	– Edge of Pavement
ETW	– Edge of Travel Way
CL	– Center Line
PG	– Profile Grade
LT	– Left
RT	– Right

Figure 20: Alternatives 3 and 4, and North-South Portions of Alternatives 5 and 6

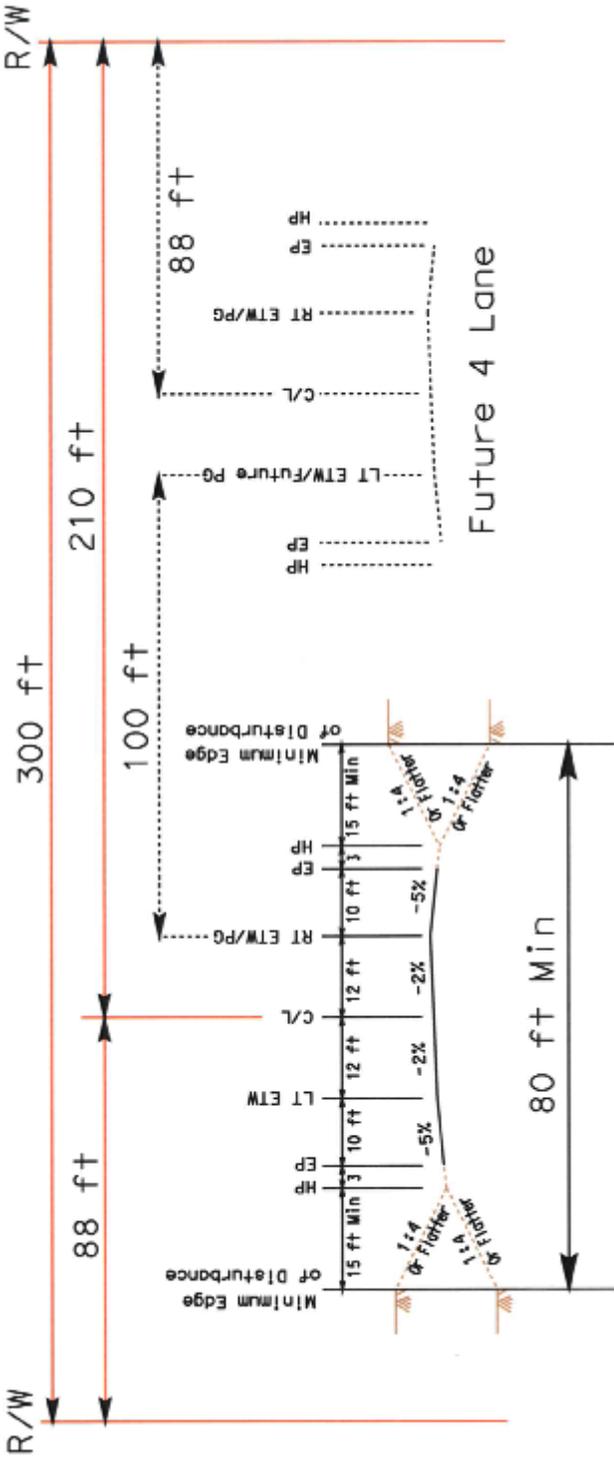
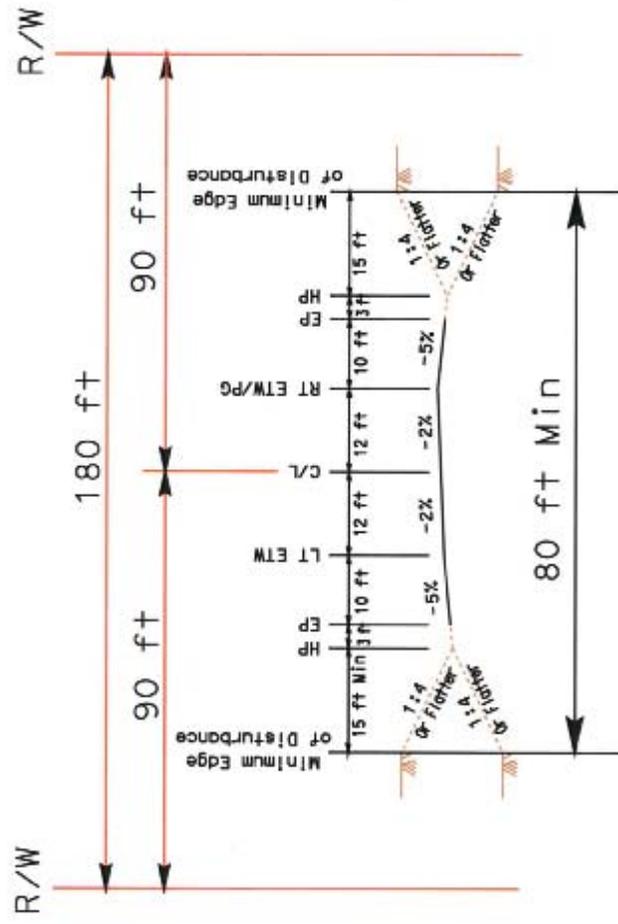


Figure 21: East-West Portions of Alternatives 5 and 6



## **Funding/Time Lines**

It is anticipated that this project would not be programmed in the State Transportation Improvement Program (STIP) until after funding of the Olancha/Cartago Four Lane project. The Olancha/Cartago Four Lane project will complete the four-laning of US 395 in Inyo County. Other funding for City and County components could be sought prior to completion of US 395 four-laning. The next step, should it be decided to continue with this project, would be a Project Initiation Document (PID).

**Table 8: Construction and R/W Capital Cost Estimates  
(Support Costs Not Included)**

	<b>Roadway Cost in \$1,000,000</b>	<b>R/W Cost Range in \$1,000,000*</b>	<b>Total Cost Range in \$1,000,000</b>
<b>Alternative 1</b>	39.2	3.0 to 4.8	42.2 to 44.0
<b>Alternative 2</b>	35.4	2.3 to 5.2	37.7 to 40.7
<b>Alternative 3-Wye</b>	30.2	12.1 to 18.7	42.2 to 48.9
<b>Alternative 3-North</b>	45.8	13.1 to 25.0	58.9 to 70.8
<b>Alternative 4-Wye</b>	25.4	9.6 to 13.5	35.0 to 38.9
<b>Alternative 4-North</b>	41.0	10.6 to 21.5	51.6 to 62.5
<b>Alternative 5-Wye</b>	19.7	9.3 to 11.9	29.1 to 31.6
<b>Alternative 5-North</b>	36.0	10.3 to 21.3	46.3 to 57.2
<b>Alternative 6-Wye</b>	18.6	8.4 to 11.0	27.0 to 29.5
<b>Alternative 6-North</b>	33.9	9.7 to 21.2	43.6 to 55.1

**The level of detail available to develop these capital cost estimates is only accurate to within the above ranges and are useful for long range planning purposes only.**

\* Right of Way cost includes mitigation for wetlands. Estimates for wetland impact areas and costs for mitigation lands are uncertain.

**Table 9: Tentative Project Time Line**

<b>Milestone</b>	<b>Months</b>
Write PID	24
PA/ED, Includes Circulate Draft Project Report/ Draft Environmental Document, hearings	120
Plans Specifications & Estimates	24
Construction	24
Total	192

**All milestones are used to indicate relative time frames for planning purposes only.**

## **Caltrans District 9 Contacts**

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Tom Dayak, Chief, Eastern Sierra Environmental Branch

## **References**

### **Attachments**

- Attachment 1 – “Industrial Boom, Storey County’s next big chapter in development”, Reno Gazette-Journal, May 8, 2005, Susan Voyles
- Attachment 2 – “Pros and Cons of Restricting Trucks to the Number 1 Lane through the City of Bishop”, California Department of Transportation, Project Development, Bishop Design, 2005.
- Attachment 3 – “Economic Impact Factors in Rural Community Bypass Scenarios”, California Department of Transportation, Division of Planning, November 7, 2003
- Attachment 4 – Traffic Study Report, Inyo 395
- Attachment 5 – Traffic Study Report, Inyo 6
- Attachment 6 – Preliminary Environmental Analysis Report
- Attachment 7 – Right of Way Summary Report
- Attachment 8 – Possible Wye Road Connections
- Attachment 9 – Cost Estimates
- Attachment 10 – City/County Recommendations

### **Appendices**

- Appendix 1 – “Bishop Freeway Brief, California Highway Commission-Brief”, California Department of Public Works, Division of Highways, District 9, April 1966.
- Appendix 2 – “Bishop, An Analysis of the Economic Impact of a Proposed Freeway Bypass of the City of Bishop, Inyo County, California”- Inlandia Economic and Governmental Research, May 1965.
- Appendix 3 – Bishop Area Access and Circulation Study Public Participation Process Summary, California Department of Transportation, Division of Planning, 2005
- Appendix 4 – “Preliminary Community Impact Assessment-Bishop Area Access and Circulation Study”-Jones and Stokes, June 2005. A study sponsored by the California Department of Transportation, Division of Planning.
- Appendix 5 – “Bishop Area Access and Circulation Study (BAACS) Paramics Model Report”- California Department of Transportation, Division of Planning, December 28, 2006.