

Proposed Active Transportation Projects

This chapter presents the proposed projects, based upon current plans and conditions (as discussed in previous chapters), as well as a prioritization methodology.

Previous Expenditures on Bicycle and Pedestrian Facilities

Over the past five years Inyo County and the City of Bishop have implemented several non-motorized facility projects which are helping to improve mobility and safety for active transportation users (Table 10). These include sidewalk projects in the City of Bishop and bicycle lanes in unincorporated Inyo County. These projects now provide a safer connection between commercial and residential uses for residents.

TABLE 10: Completed Active Transportation Projects

2010 - 2015

Year	Implementing Agency	Project Description	Project Cost	Funding Source
2010	City of Bishop	Grove St. Sidewalks	\$1,068,000	SR2S
2011	Inyo County	Virtual Transportation Museum	\$25,000	ARRA TE
2014	City of Bishop	Pine to Park Multi-Use Path	\$287,000	STIP / TEA Exchange
2015	Inyo County	Sunland Drive - Class III Bicycle Lanes	\$732,000	STIP
2015	FHWA	Upper Rock Creek Road Uphill Bicycle Lane	\$1,000,000	Forest Highways

Source: Inyo County, City of Bishop

Project Lists

Tables 11 through 17 lists proposed improvements in the Inyo County region which will increase safety for pedestrians and cyclists as well as encourage more residents to use more active types of transportation. Both infrastructure and non-infrastructure projects are proposed. Projects in Table 11 and 12 are listed in order of priority based on the prioritization criteria described below.

Project Prioritization and Plan Implementation Strategies

Prior to Submittal of ATP Grant Application

Giving the highly competitive nature of the ATP Grant program, it is important to prioritize potential projects. The following evaluation criteria were developed by the Consultant Team in an effort to prioritize projects for the next ATP grant cycle. Each criteria has been assigned a weight, based on the goals and objectives of the Active Transportation Program. As part of the project prioritization process, each project should be categorized as to the degree it meets the evaluation criteria listed below: 0 = Does not meet criteria, 1 = Low, 2 = Medium, 3 = High. The degree the project meets the criteria is then multiplied by the weight to determine the number of points for the project. A total of 51 points are possible per project.

Evaluation Criteria

- ◆ **Potential for Increased Walking or Bicycling (Weight = 5)** – The primary objective of the ATP program is to increase the number of people in the plan area using active transportation. Therefore, this evaluation criteria is particularly important and represents up to 30 points on the ATP grant application. In Inyo County, it is difficult to quantify existing and projected walking or bicycling rates, particularly for small project areas. In cases where quantitative data is not available, a qualitative analysis could be used, along with the general projections of bicycle/walking mode share increase discussed in this plan. Aspects of a project that are likely to increase walking or biking include: facility separated from vehicle traffic and direct short distance connection between residential, Native American reservation and commercial facilities, schools, medical facilities, recreational facilities, employment centers, or public transit.

In order to be more competitive for grant funding, it would be worthwhile to conduct counts in the project area prior to the project prioritization process as well as after project construction. This data can then be used as a basis for bicycle/walking trip estimates for other projects.

- ◆ **Safety (Weight = 4)** – An important factor to consider is the degree to which a project which has the potential to reduce accidents or increase safety for either existing or future users. Figures 10 and 11 and Appendix D of this document display the geographic location of bicycle and pedestrian accidents in recent years. A project can also meet this criteria at a high level if it eliminates potential safety hazards such as: reduces speed of nearby motor vehicles, increases sight distance and visibility between motorists and non-motorized users, addresses unsafe conditions, provides a separated facility between motorists, or improves compliance with traffic laws and non-motorized users.
- ◆ **Public/Stakeholder Input (Weight = 2)** – The City of Bishop recently conducted several community/stakeholder outreach efforts as a method to gauge public support for proposed ATP projects as well as identify new projects which meet community needs. At these meetings, participants were asked to identify their top priority projects from a master list of projects. Similar forums should be conducted by the implementing agencies. Projects which rank high among the public and stakeholders should receive the full weight for this evaluation criteria element.
- ◆ **Closes a Gap in the Bicycle or Pedestrian Network (Weight = 1)** – A project which closes an obvious gap in the sidewalk or bicycle facility network meets this criteria. This could be a small section of sidewalk within the City of Bishop or larger section of unsafe roadway commonly used as a bicycle travel route.
- ◆ **Public Health (Weight = 1)** – The evaluator should consider how the project will improve public health. Statistics which could be improved by the project include: obesity rates, physical inactivity, diabetes, and meeting fitness standards.
- ◆ **Benefits a Disadvantaged Area (Weight = 2)** – If a project is located in a disadvantaged census tract according to the most recent census data (median income < 80% of statewide income) or at least 75 percent of the public school students in the project area are eligible for a free or reduced lunch, the project is considered to benefit a disadvantaged community. If 100 percent of the funds will benefit this disadvantaged area, then the project meets this criteria at a high level.
- ◆ **Cost Effectiveness (Weight = 2)** – After considering all the criteria listed above, the cost effectiveness of the project should be compared between candidate projects. The projects which will have the greatest increase in bicycling and walking trips per dollar spent should receive full points under this criteria. The ATP Benefit/Cost Tool developed by CTC could be used for this analysis.

The implementing agency must also ensure that there is sufficient funding and staff available to maintain the project after construction.

Table 11 and 12 list the higher priority ATP projects while Table 13 and 14 list long term projects and projects which are currently in the conceptual phase. The Consultant Team used the evaluation criteria to prioritize projects in Tables 11 and 12. The top ranking projects should be evaluated further by each implementing agency to determine potential candidates for the next cycle of ATP grant funding.

Submit ATP Grant Application

Once a project is selected as the top priority project, the implementing agency may wish to consider applying for ATP grant funding. Additional public input forums may be useful to confirm a high level of support for the top priority project.

Successful ATP Grant Award

The implementing agency should keep in close contact with ICLTC during project construction by providing regular status updates throughout the environmental, design, and construction process.

Post ATP Project Construction

After a project is constructed, the implementing agency should continue to collect data and public input on the project so as to have improved evaluation criteria for future ATP projects. Data collection could include bicycle/pedestrian counts in the project area, user surveys, and interviews with affected stakeholders such as a school district.

Funding Strategies and Anticipated Revenue Sources

Funding has not yet been secured for any of the active transportation projects proposed in this plan. As such, the projects listed in Tables 11 through 17 are considered financially unconstrained. As identified in the RTP, the majority of recurring regional State Transportation Improvement Program (STIP) funding is tied up in the Olancho Cartago four-lane project which will greatly increase safety in the region. Therefore, ATP funds are the most likely source of funding for the non-motorized infrastructure and non-infrastructure projects listed in this ATP. As ATP funds are highly competitive and impossible to project, the ICLTC and implementing agencies should follow these funding strategies with respect to ATP projects.

- ◆ **Combine with Roadway Projects** – In an effort to maximize available transportation revenues, ICLTC, Inyo County and the City of Bishop should continue to incorporate improvements to non-motorized facilities into roadway rehabilitation projects.
- ◆ **Consider the Most Cost Effective Option** – Particularly in the case of bicycle facilities, ICLTC, Inyo County and the City of Bishop should consider the effectiveness of the most cost effective options that would meet the goals of the ATP program. For example, striping and signing a roadway with adequate width will provide an increase in safety for cyclists at a relatively low cost. Maintenance such as sweeping and clearing of overhanging brush on existing shoulders is another strategy to increase safety for a low cost.

TABLE 11: Inyo County Region Unfunded Active Transportation Projects - Part 1

Priority	Location	Proposed Project Description	Total Cost (1,000s)	Funding Source	Safe Routes to School
<u>County</u>					
1	Big Pine	Town to Tract Class II/III Bicycle Lanes - 1.7 miles On Reynolds from Myrtle Lane to County Rd, School St., Baker Creek Rd to US 395 and all of School St and Blake St	\$868	ATP	Y
2	Lone Pine	South Lone Pine Sidewalk (0.45 miles of sidewalk on one side of US 395 from end of sidewalk near LADWP to Teya Road)	NA	ATP	Y
3	Bishop Area	Class II/III Bicycle Lanes on Red Hill Road from Ed Powers Rd to SR 168	\$700	ATP	N
4	Lone Pine	Sidewalk connectivity on county roads in downtown area	NA	ATP	N
5	Lone Pine	Class II/III Bicycle Lanes on Post St., Lone Pine Av, and Lakeview St.	NA	ATP	Y
6	Bishop Area	Meadow Farms North Sidewalk (0.23 miles of sidewalk on the north side of US 395 or North Sierra Highway from Cherry Lane to the art store)	NA	ATP	N
7	Bishop Area	Class II/III Bicycle Lanes Schober Lane (1.1 miles between Barlow Lane and Sunland Lane)	NA	ATP	N
8	Lone Pine	Class II/III Bicycle Lanes Horseshoe Meadows Road (2.1 miles from Sunset Road to Whitney Portal Road)	NA	ATP	N
9	Tecopa	Old Spanish Trail Highway (0.72 miles from Tecopa Hot Springs Road to Downey Road) Class II/III	NA	ATP	Y
10	Bishop Area	Sidewalks on SR 168 between Meadow Lane and Grandview	NA	ATP	N
11	Bishop Area	Class II/III Bicycle Lanes Sawmill Road (1.7 miles from Ed Powers Road west to US 395)	NA	ATP	N
12	Inyo County	Share the Road Signage in Round Valley	NA	ATP	N
13	Bishop Area	Class II/III Bicycle Lanes Ed Powers Rd between SR 168 and US 395	NA	ATP	N
Ongoing	Countywide	Add fog lines and "Share the Road" signage on rural roads where feasible	NA	ATP	--
<u>Death Valley National Park</u>					
1	Death Valley NP	Class II/III bicycle lanes on SR 190 from Cow Creek Rd to the Furnace Creek Inn	NA	ATP/FLAP	N
2	Death Valley NP	Class II/III bicycle lanes on SR 190 from Cow Creek Rd to Stovepipe Wells Resort	NA	ATP/FLAP	N
3	Death Valley NP	Class II/III bicycle lanes on Badwater Road from SR 190 to Badwater	NA	ATP/FLAP	N
<u>Bishop Paiute Tribe</u>					
1	Bishop Tribe	Indian Path from See Vee Lane to Schools - Improve trail using decomposed granite and polymer stabilizer for all-weather durable surface	\$140	ATP	Y
2	Bishop Tribe	Sidewalk - Barlow Lane to Diaz Lane	\$262	ATP	N
3	Bishop Tribe	Street lighting on tribal roads to increase bicycle and pedestrian visibility and safety	\$12	ATP	N
4	Bishop Tribe	Sidewalk - Diaz Lane Eastward from Barlow Lane	\$273	ATP	Y
5	Bishop Tribe	Sidewalk - Tu Su Lane	\$546	ATP	N
6	Bishop Tribe	Sidewalk - See Vee Lane	\$546	ATP	Y

TABLE 12: Inyo County Region Unfunded Active Transportation Projects - Part 2

Priority	Location	Proposed Project Description	Total Cost (1,000s)	Funding Source	Safe Routes to School
City of Bishop					
1	City of Bishop	Spruce Yaney Hanby Bicycle Lanes/Sidewalks - Along Spruce, west of Hanby, south side of Yaney at City Park	\$1,160	ATP	N
2	City of Bishop	Diaz to School Class I Bike Path - Diaz Lane to elementary schools	\$1,000	ATP	Y
3	City of Bishop	Academy Sidewalk - Provide continuous curb, gutter, sidewalk	\$400	ATP	Y
4	City of Bishop	Pine Sidewalks - Fill in gaps in sidewalk along at least one side of West Pine, Main to Fowler	\$250	ATP	N
5	City of Bishop	Fowler Sidewalk - Provide continuous curb, gutter, sidewalk	\$980	ATP	N
6	City of Bishop	Sierra to School Path - Extend Class 1 bike path from Sierra Street to elementary schools	\$400	ATP	Y
7	City of Bishop	Home St. Connection - Class I path west of elementary schools to Home Street School campus	\$500	ATP	N
8	City of Bishop	Class II/III bicycle lanes on Fowler and Elm St. as alternative to US 395	NA	ATP	N
9	City of Bishop	Close sidewalk gaps along Elm St.	NA	ATP	Y
10	City of Bishop/Caltrans	Continue Class II/III bicycle lanes on West/East Line Street	NA	ATP	N
11	City of Bishop	Hanby Sidewalks - Curb, gutter, and sidewalk Line to Pine	\$500	ATP	N
12	City of Bishop	Wayfinding signage to direct cyclists onto alternative routes to US 395	NA	ATP	N
13	City of Bishop	Lighting (solar powered flashing lights) at crosswalks along US 395	NA	ATP	Y
14	City of Bishop	Sierra Street Sidewalk - Construct sidewalk along at least the north side of Sierra between Main and Home	\$300	ATP	N
15	City of Bishop	Main Street Streetlights - Place decorative streetlights and hanging baskets on Main Street	\$600	ATP	N
16	City of Bishop	Bike Path Rehab - Reconstruct bike path between Sierra Street and North Sierra Highway	\$250	ATP	N
17	City of Bishop	Hobson to Coats Path - Class 1 bike path/pedestrian path from Hobson Street to Coats Street	\$450	ATP	N
18	City of Bishop	Pine to Canal Path - Class 1 bike path from East Pine street to east side of Bishop Creek Canal	\$500	ATP	N
Total Cost			\$10,637		

Source: Inyo County, City of Bishop, Bishop Paiute Tribe 2013 Transportation Plan

This page left intentionally blank.

TABLE 13: Inyo County Regional Unfunded Bicycle Facility Projects – Part 3

Priority ⁽¹⁾	Location	Facility	From	To	Proposed Project Description	Miles	Performance Indicator	Purpose and Need	Corresponding Goal
U	Bishop area	Sunrise Ln/Longview Dr Connector	Sunrise Ln	Schoeber Ln	Extend path north of Schoeber Lane bend. Obtain easements and add path connections to these streets.	0.3	S, M/A	M	5
Class II or III									
U	Bishop area	CA 168 (West Line Street)	US 395	Cerro Coso Community College	Add shoulders at least 6' wide and signage between current end of shoulders west of Bishop, to Ed Powers Road	4.8	S, M/A	M	5
U	Bishop area	Collins Rd	Gerkin Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.7	S, M/A	M	5
U	Bishop area	Diaz Ln	N See Vee Ln	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	S, M/A	M	5
U	Bishop area	Dixon Ln	Sanger Ln	US 6	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.3	S, M/A	M	5
U	Bishop area	E Yaney St	Spruce St	Hanby Ave	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.1	S, M/A	M	5
U	Bishop area	Ed Powers Rd	US 395	CA 168	Expand shoulder - add shoulder stripes or bike lanes.	2.4	S, M/A	M	5
U	Bishop area	Five Bridges Rd	Jean Blanc Rd	US 6	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.8	S, M/A	M	5
U	Bishop area	Hanby Ave	E Yaney St	E Line St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.6	S, M/A	M	5
U	Bishop area	Main St (US 395)/US 6	Dixon Ln	Sunland Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	5.1	S, M/A	M	5
U	Bishop area	N Barlow Ln	US 395	SR 168	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	S, M/A	M	5
U	Bishop area	N Barlow Ln	Bar M Ln	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage. Rehabilitate existing facilities.	0.5	S, M/A	M	5
U	Bishop area	N See Vee Ln	US 395	SR 168	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	S, M/A	M	5
U	Bishop area	N Tu Su Ln	US 395	SR 168	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	S, M/A	M	5
U	Bishop area	Pine Creek Rd	N Round Valley Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.7	S, M/A	M	5
U	Bishop area	Reata Rd	Canal bridge	Airport Rd	Existing shoulder wide enough for Class 3 facility, add signage.	1	S, M/A	M	5
U	Bishop area	N/S Round Valley Rd	Reata Rd	Coyote Valley Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.1	S, M/A	M	5
U	Bishop area	Sanger Ln	Brichim Ln	Sawmill Rd	Existing shoulder wide enough for Class 3 facility, add signage.	7.4	S, M/A	M	5
U	Bishop area	Spruce St	Dixon Ln	Bar M Ln	Expand shoulder - add shoulder stripes or bike lanes and signage. Rehabilitate existing facilities.	0.7	S, M/A	M	5
U	Bishop area	Sunland Ln	Wye Rd	E Yaney St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.4	S, M/A	M	5
U	Bishop area	Sunrise Ln	SR 168	S Main St	Expand shoulder. Overlay to improve pavement quality. Strip shoulders from W. Line Street to Gerkin Lane and US 395.	3.8	S, M/A	M	5
U	Bishop area	Underwood Ln	Reata Rd	S Barlow Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	S, M/A	M	5
U	Bishop area	US 395	N Barlow Ln	US 6	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.6	S, M/A	M	5
U	Bishop area	US 6	Dixon Ln	Silver Canyon Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	2.7	S, M/A	M	5
U	Bishop area	Wye Rd	US 395	Spruce St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	S, M/A	M	5
U	Bishop area	Lower Rock Creek Road	Brichim Ln/Pine Creek Rd.	Mono County Line	Expand shoulder - add shoulder stripes or bike lanes and signage.	2.3	S, M/A	M	5
U	Bishop area	Downtown commercial district circulation alternatives	Route signage for "Laws - Warm Springs" loop route	Loop ride east of Bishop	Add bike route signs with directions and distances at turns, for example "Laws Railroad Museum - 2"	19.1	S, M/A	M	5
U	Bishop area	E Line St	Westerly US 395 Alternate	through main street Bishop	Bike route with signage, and optionally Shared Roadway Bicycle Markings, on Fowler, Grove, Pine, Third, and South Streets.	N/A	S, M/A	M	5
U	Bishop area	Gerkin Rd	S Main St	Canal bridge	Existing shoulder wide enough for Class 3 facility, add signage.	0.5	S, M/A	M	5
U	Bishop area	Gerkin Rd	Sierra Bonita	Collins Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	S, M/A	M	5
U	Bishop area	Gerkin Rd	Collins Rd	Lucas Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	S, M/A	M	5
U	Bishop area	US 395	Inyo/Mono County line	Barlow Ln	Add shoulder stripes or bike lanes, share the road signage.	11.6	S, M/A	M	5
U	Bishop area	S Barlow Ln	Underwood Ln	Schoeber Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.1	S, M/A	M	5
U	Bishop area	S Barlow Ln	S end of Class I facility	Underwood Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	S, M/A	M	5
U	Bishop area	S Barlow Ln	Sunland Dr	County Rd, SR 168E	Add shoulder stripes or bike lanes, share the road signage.	11.5	S, M/A	M	5
U	Bishop area	Eastside Rd	Poleta Rd	Warm Springs Rd	Expand shoulder, stripe/bike lanes or signage	2.2	S, M/A	M	5
U	Bishop area	Jean Blanc Rd	Fish Slough Rd	Five Bridges Rd	Expand shoulder, stripe/bike lanes or signage	0.6	S, M/A	M	5
U	Bishop area	Keough Hot Springs Rd	County Rd	US 395	Expand shoulder, stripe/bike lanes or signage	0.6	S, M/A	M	5
U	Bishop area	Longview Dr	S Barlow Ln	End	Expand shoulder, stripe/bike lanes or signage	0.5	S, M/A	M	5
U	Bishop area	Poleta Rd	Airport Rd	Eastside Rd	Expand shoulder, stripe/bike lanes or signage	3.2	S, M/A	M	5
U	Bishop area	Warm Springs Rd	S Main St	Eastside Rd	Expand shoulder, stripe/bike lanes or signage	4.6	S, M/A	M	5
U	Bishop area	Pleasant Valley Dam Rd	US 395	Southern end of Pleasant Valley Reservoir	Expand shoulder, stripe/bike lanes or signage	2.5	S, M/A	M	5
U	Bishop area	Gorge Rd	Lower Rock Creek Rd (Old Sherwin Grade)	Northern end of Pleasant Valley Reservoir, LADWP	Expand shoulder, stripe/bike lanes or signage	1.8	S, M/A	M	5
U	Bishop area	Birchim Ln	N/S Round Valley Rd	Lower Rock Creek Rd (Old Sherwin Grade)	Expand shoulder, stripe/bike lanes or signage	1.3	S, M/A	M	5
U	Bishop area	Wye Rd	Spruce St	Canal Path	Expand shoulder, stripe/bike lanes or signage	0.2	S, M/A	M	5
U	Big Pine	Steward Ln	US 395	Newman St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.1	S, M/A	M	5
U	Big Pine	Bartell Avenue	US 395	Newman St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	S, M/A	M	5
U	Big Pine	County Rd	Reynolds Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	S, M/A	M	5
U	Big Pine	Fish Springs Rd	US 395	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	3	S, M/A	M	5
U	Big Pine	Newman St	Bartell Rd	Steward Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	S, M/A	M	5
U	Big Pine	Steward Ln	Newman St	Big Pine Canal	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.1	S, M/A	M	5
U	Big Pine	US 395	County Rd	Fish Springs Rd	Expand shoulder stripes or bike lanes, share the road signage.	5.2	S, M/A	M	5
U	Big Pine/Independence	Black Rock Springs Rd	Tinemaha Rd	US 395	Expand shoulder, stripe/bike lanes or signage	0.8	S, M/A	M	5
U	Big Pine/Independence	Aberdeen Station Rd	Tinemaha Rd	US 395	Expand shoulder, stripe/bike lanes or signage	1.2	S, M/A	M	5
U	Big Pine/Independence	Goodale Rd	Tinemaha Rd	US 395	Expand shoulder, stripe/bike lanes or signage	1	S, M/A	M	5
U	Big Pine/Independence	Tinemaha Rd	Aberdeen Station Rd	Goodale Rd	Add signage and shoulder stripes	5.8	S, M/A	M	5
U	Big Pine/Independence	Tinemaha Rd	Fish Springs Rd	Fuller Rd	Add signage and shoulder stripes	2.1	S, M/A	M	5
U	Big Pine/Independence	Tinemaha Rd (north)	Fish Springs Rd	Tinemaha Rd	Add signage and shoulder stripes	0.5	S, M/A	M	5
U	Independence	Fort Independence Rd	Schabell Ln	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.4	S, M/A	M	5
U	Independence	E Miller	Shabell Ln	Fort Independence Rd	Expand shoulder - add shoulder stripes or bike lanes.	0.4	S, M/A	M	5
U	Independence	Fish Hatchery Rd	S Oak Creek Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.3	S, M/A	M	5
U	Independence	Shabell Ln	E Miller	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.8	S, M/A	M	5
U	Independence	US 395	Fish Hatchery Rd	Fort Independence Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.3	S, M/A	M	5
U	Independence	Mazourka Canyon Rd	Fish Hatchery Rd	Market St	Add bike lanes, and share the road signage.	2.3	S, M/A	M	5
U	Independence	US 395	US 395	E of Abandoned Railroad	Expand shoulder, stripe/bike lanes or signage	4.6	S, M/A	M	5
U	Independence	US 395	Fish Springs Rd	Shabell Ln	Add shoulder stripes or bike lanes, and share the road signage.	16.5	S, M/A	M	5
U	Independence/Lone Pine	US 395	E Market St	Manzanar Reward Rd	Add shoulder stripes or bike lanes, and share the road signage.	5.4	S, M/A	M	5
U	Lone Pine	E Begole St	US 395	Manzanar Reward Rd	Add shoulder stripes or bike lanes, and share the road signage.	11.1	S, M/A	M	5
U	Lone Pine	E Muir St	S Lone Pine Ave	N Jackson St	Alternate route signage. Expand shoulder	0.1	S, M/A	M	5
U	Lone Pine	Horseshoe Meadows Rd	Whitney Portal Rd	Lubken Canyon Rd	Alternate route signage. Expand shoulder	0.1	S, M/A	M	5
U	Lone Pine	Lubken Canyon Rd	Horseshoe Meadows Rd	US 395	Add striping/ bike lanes. Bicycle safety signage present.	3.5	S, M/A	M	5
U	Lone Pine	N Jackson St	E Begole St	Whitney Portal Rd	Alternate route signage. Expand shoulder	0.3	S, M/A	M	5
U	Lone Pine	N Washington St	W Locust St	E Muir St	Alternate route signage. Expand shoulder	0.4	S, M/A	M	5
U	Lone Pine	S Lone Pine Ave	E Locust St	E Muir St	Alternate route signage. Expand shoulder	0.4	S, M/A	M	5
U	Lone Pine	SR 136	US 395	Cerro Gordo Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	12.7	S, M/A	M	5
U	Lone Pine	Sub Station Rd	E Inyo St	Abandoned Railroad	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.9	S, M/A	M	5
U	Lone Pine	Tuttle Creek Rd	Whitney Portal Rd	Lubken Canyon Rd	Route constrained by narrow canyon and riparian area. Add shoulder stripes or signage.	5.4	S, M/A	M	5
U	Lone Pine	W Locust St	N Washington St	US 395	Alternate route signage. Expand shoulder	0.1	S, M/A	M	5
U	Lone Pine	Whitney Portal Rd	S Main St	S Lone Pine Ave	Alternate route signage. Expand shoulder	0.1	S, M/A	M	5
U	Lone Pine	North Main St (US 395)	Lone Pine Park	Pangborn Lane	Signage, striping, sidewalk, both sides of Highway	0.8	S, M/A	M	5
U	Lone Pine	South Main St (US 395)	Inyo St	CA 136	Signage, striping, sidewalk, both sides of Highway	1.5	S, M/A	M	5
U	Lone Pine	Lone Pine Reservation to Town (Teya St, Zucco Rd, Inyo St)	US 395 / Teya St	US 395 / Inyo St	Expand shoulder - add shoulder stripes or bike lanes and signage	0.9	S, M/A	M	5
U	Lone Pine	E Inyo St	S Main St	Sub Station Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.2	S, M/A	M	5
U	Lone Pine	E Muir St	S Washington St	S Main St	Alternate route signage. Expand shoulder	0.1	S, M/A	M	5
U	Lone Pine	Whitney Portal Rd	S Main St	Horseshoe Meadows Rd	Add shoulder stripes or bike lanes. Bicycle safety signage present.	3.5	S, M/A	M	5
U	Lone Pine	US 395	Gill Station Coso Rd	Inyo/Kern County Line	Add shoulder stripes or bike lanes, and share the road signage.	18	S, M/A	M	5
U	Lone Pine	Lone Pine Narrow Gauge Rd	US 395	Owneyo Lone Pine Rd	Add shoulder stripes or bike lanes and signage.	3.6	S, M/A	M	5
U	Lone Pine	US 395	Teya Rd	Gill Station Coso Rd	Add shoulder stripes or bike lanes, and share the road signage.	39.3	S, M/A	M	5
U	Tecopa	Furnace Creek Rd	Old Spanish Trail Highway	China Ranch Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.8	S, M/A	M	5
U	Tecopa	Furnace Creek Rd	Old Spanish Trail Highway	China Ranch Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.8	S, M/A	M	5
U	Tecopa	Tecopa Hot Springs Rd	Furnace Creek Rd	Tecopa Hot Springs (Resort)	Extend existing Class 3 facility near Tecopa Hot Springs to North and South.	0.6	S, M/A	M	5
U	Tecopa	Old Spanish Trail	Furnace Creek Rd	Nevada State Line	Expand shoulder, stripe/bike lanes or signage	30	S, M/A	M	5
U	Tecopa	SR 127	SR 178	Furnace Creek Rd	Expand shoulder, stripe/bike lanes or signage	6.8	S, M/A	M	5
U	Tecopa	SR 178	Furnace Creek Wash Rd	SR 127	Expand shoulder, stripe/bike lanes or signage	6.9	S, M/A	M	5
U	Tecopa	SR 178	SR 127	Chicago Valley Rd	Expand shoulder, stripe/bike lanes or signage	5.4	S, M/A	M	5

Source: 2008 Inyo County Collaborative Bikeways Plan. Projects are classed as Funded and Unfunded since there are no longer any regular sources of funding for alternative transportation projects.
 Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained

TABLE 14: Concept Level Projects Non-Motorized Improvement Projects

Lone Pine Heritage Trail - Bicycle and Pedestrian Improvements along US 395 in Lone Pine

Install 11 kiosks highlighting the natural and historic points of interest in the Lone Pine area
Complete a shared-use pedestrian and bicycle path on west side of US 395 from the Grave of 1872 Earthquake Victims and Pangborn Road south to Russel Spainhower Park at Begole St.
Class II bike lane on US 395 from Begole to Inyo St
Traffic calming and pedestrian refuge islands on US 395 at Lone Pine Narrow Gauge Road, Whitney Portal Road and Muir st, Burkhardt Road, Teya Street.
Share-use pedestrian and bicycle path on east side of US 395 from Inyo Str to the southeast corner of SR 136 and US 395

Lone Pine Heritage Trail Bicycle and Pedestrian Improvements East of Lone Pine

Class I bike path on the south shoulder of SR 136 from Interagency Visitor Center to abandoned Southern Pacific Railroad Line
Class I bike path on Southern Pacific Railroad corrido to Lone Pine Narrow Gauge Road
Class III bike route improvements to Lone Pine Narrow Gauge Road west to US 395

Lone Pine Heritage Trail - Bicycle and Pedestrian Improvements West of Lone Pine

Class I bike path west of US 395 past the Alabama Hills Golf Course to Diaz Lake
Class II bike path on US 395 from SR 136 to Lubken Creek Road
Class II bike route on Lubken Creek Road, Tuttle Creek and Whitney Portal Roads

TABLE 15: Inyo County Non-Infrastructure Bicycle Projects

Location	Program Description	Cost Estimate
City of Bishop	Create a Bicycle Route Map	\$1,000
Bishop Area	Wayfinding Signage	\$1,000
Bishop Area	Recreational Bicycle Loop Map and Signage	\$3,000
Big Pine	Create a Bicycle Route Map	\$1,000
Independence	Create a Bicycle Route Map	\$1,000
Lone Pine	Create a Bicycle Route Map	\$1,000
Whitney Portal	Create a Parking map showing day-use only and overnight permissible parking areas in the Whitney Portal recreation area	NA
Regionwide	Education/Encouragement Programs	\$3,000

TABLE 16: Recreational Trails Program Potential Projects - Part 1

Implementing Agency	Project Name	Description/Location	Cost Estimate
Death Valley National Park	Salt Creek Boardwalk Trail	Accessible parking, boardwalk and restroom facilities	NA
Inyo County/LADWP	Lower Owens River Project	Wayfinding signage along highways and interior gateways	\$30,000
Inyo County/LADWP	Lower Owens River Project	Directional signage along US 395 at 6 gateway locations	\$16,000
Inyo County/LADWP	Lower Owens River Project	Interior gateway signs at 6 county roadway locations (2 at each location)	\$45,000
Inyo County/LADWP	Lower Owens River Project	Interior directional signs - 2 at 11 different intersections	\$2,500
Inyo County/LADWP	Lower Owens River Project	Lower Owens River Trail markers - 120 cairns with mileage markers, 98 intersection cairns	\$78,000
Inyo County/LADWP	Lower Owens River Project	Develop and construct 6 interpretive 4 panel kiosks with gravel driveway and parking area	\$135,000
Inyo County/LADWP	Lower Owens River Project	Lower Owens River Trail (12 ft wide)- Clearing, minor grading, fill , and maintenance to achieve USFS Level 2 road maintenance standards.	\$70,000
Inyo County/LADWP	Lower Owens River Project	Paddle Trail - Design and construction of 3 low impact put in/take out points	\$23,000
Inyo County/LADWP	Lower Owens River Project	Black Rock Birding Trail - Design and construction of a 3 mile, 5 ft wide trail	\$70,000
Inyo County/LADWP	Lower Owens River Project	Bird Blinds - Site clearing and construction of 3 bird blinds	\$30,000
Inyo County/LADWP	Lower Owens River Project	Marsh Boardwalk at Delta - Design and construction of 1,000 ft boardwalk	\$325,000
Inyo County/BLM	Lone Pine Heritage Trail	SR 136 east to Dolomite Loop Road - Unimproved recreation trail with signage and trail markers	NA
Inyo County/BLM	Lone Pine Heritage Trail -	SR 136 to Lone Pine Narrow Gauge Road - Unimproved recreation trail with signage and trail markers	NA
Inyo County/BLM	Lone Pine Heritage Trail	Dolomite Loop Road, SR 136 to Owenyo Road - Unimproved recreation trail with signage and trail markers	NA
Inyo County/BLM	Lone Pine Heritage Trail	Owenyo Road from Dolomite to Lone Pine Narrow Gauge Road - Unimproved recreation trail with signage and trail markers	NA
Inyo County/BLM	Lone Pine Heritage Trail	Lone Pine Narrow Gauge Road - Unimproved recreation trail with signage and trail markers	NA
Inyo County/BLM	Lone Pine Heritage Trail	Pangborn Lane and Lone Pine Ave - Unimproved recreation trail with signage and trail markers	NA
Inyo County/BLM	Lone Pine Heritage Trail	Connect Lone Pine Indian Reservation, Alabama Hills Golf Course and Diaz Lake - Unimproved recreation trail with signage and trail markers	NA
Inyo County/BLM	Lone Pine Heritage Trail	Re-establish historic trail from Lone Pine to Whitney Portal, via Alabama Hills - Unimproved recreation trail with signage and trail markers	NA

TABLE 17: Recreational Trails Program Potential Projects - Part 2

Implementing Agency	Project Name	Description/Location	Cost Estimate
BLM	Alabama Hills Interpretive Plan	Upgrade portal signs and kiosk at turnout on Whitney Portal Road to meet new BLM sign standards	NA
City of Bishop	Bishop Creek Canyon Trail	Construct unpaved path between Bishop and recreation sites in Bishop Creek Canyon	\$350,000
Bishop Paiute Tribe	Conservation Open Space Area (COSA)	Walking and bicycling paths	NA
US Forest Service	Whitney Portal	Develop pedestrian wayfinding signage	NA
US Forest Service	Whitney Portal	Complete trail around the lake connecting the day-use area to the Whitney Portal Store	NA
US Forest Service	Whitney Portal	Construct bridge over stream from day-use area to the Whitney Portal Store	NA
US Forest Service	Whitney Portal	Construct a bridge to connect the middle parking area with the picnic area and the waterfall	NA
US Forest Service	Whitney Portal	Construct trail from Meysan Lakes trailhead roadside parking to Whitney Portal core recreation area	NA