

Inyo County does not currently have a separate pedestrian plan, although many of the improvements identified in the Bicycle Plan will provide a safer facility for both cyclists and pedestrians.

Existing Pedestrian Facilities

Sidewalks are generally limited to those streets within a block of US 395 and along US 395 through the center of Inyo County communities. There is also an extensive network of sidewalks in the Meadow Creek subdivision in the Bishop area. Crosswalks exist along US 395 in the communities of Bishop, Lone Pine, Big Pine and Independence. As shown in Figure 12, the City of Bishop has constructed sidewalks along many of the streets within the incorporated portion of Bishop.

Pedestrian Facilities at Regional Transit Hubs and Stops

ESTA, the public transit operator in the region provides intercity and town to town public transit service in both Inyo and Mono Counties. The primary transit hub in the City of Bishop is in the Vons/Kmart shopping center at the north end of town off of US 395. From here, passengers can catch a bus to destinations as far south as Lancaster and as far north as Reno, NV. The Bishop hub is located directly in front of the Kmart store in the middle of the parking lot. As such, there is sidewalk directly adjacent to the stop. There are also existing sidewalks on the City of Bishop streets located directly east (Spruce St.), south (Mac Iver St.), and west (US 395), but there are gaps in the sidewalk on Wye Road located on the north border of the shopping center complex.

ESTA regional routes also stop along US 395 in the other Inyo County communities such as Wilkerson, Lone Pine, Big Pine and Independence. Several of these bus stops are not connected to pedestrian facilities. These include Wilkerson, Reynolds Rd in Big Pine, and Aberdeen.

Pedestrian Facilities at Schools

Existing pedestrian facilities near Inyo County schools and the need for additional facilities is discussed in the Safe Routes to Schools Element.

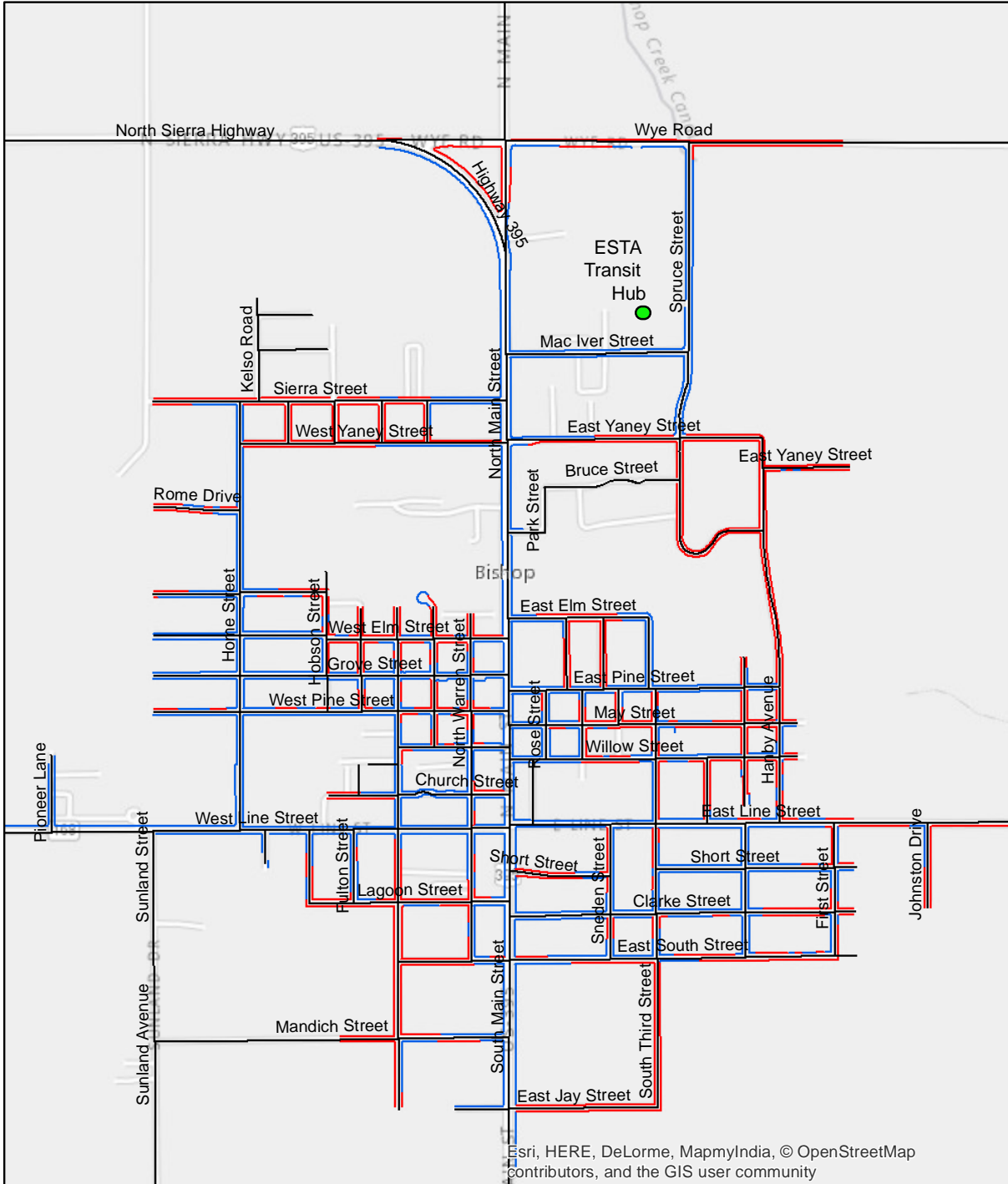
Pedestrian Needs

As shown in Figure 12, the sidewalk network in the City of Bishop is not complete. Notable gaps in the sidewalk network include:

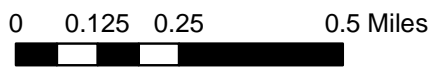
- Along Hanby Ave between East Pine Street and Yaney Street
- Through the City Park near the ball fields
- Sierra Street
- West Pine Street
- Grove Street
- West Elm Street

Also the Dixon Lane Meadow Creek neighborhood is of concern. These streets connect residents to recreation, schools, as well as important goods and services.

Figure 12
City of Bishop Sidewalk Network



- Sidewalk
- No Sidewalk



Due to the high proportion of land owned by public agencies, Inyo County communities are rather compact, lending the communities to being “walkable” or “bikeable” communities. However, the Inyo County Collaborative Bicycle Plan, Tribal Transportation Plans and various public input processes, identified some obstacles and needs for pedestrian and non-motorized travel safety and continuity. These issues are summarized below.

- ◆ Narrow roadway shoulders – As in most rural areas with two lane highways and roads, the shoulder is not always wide enough for bicycle or pedestrian travel without requiring passing vehicles to cross the double yellow line. Along many County roads, there are no fog lines to help define the roadway and provide protection for bicyclists. Roadway sections where this is particularly important for safety and connectivity reasons are:
 - SR 168 to Cerro Coso Community College
 - Red Hill Road between SR 168 and Ed Powers Rd
 - Ed Powers Rd between SR 168 and US 395
 - SR 178 accessing Death Valley National Park
 - Line Street (SR 168 in Bishop)
- ◆ Bishop – US 395, Main Street, bisects the Bishop area and many of the intersecting roadways do not cross the highway, making east-west and north-south travel discontinuous. There are three main north-south “through” corridors: Home Street, Main Street, and Hanby/Yaney/Spruce. The Hanby/Yaney/Spruce corridor does not have continuous sidewalks.
- ◆ Safe Routes to Schools – Children travelling from the reservation to the schools need an all-weather safe route alternative to SR 168. Along the same lines, there is a need for a safe route alternative to US 395 from North Bishop to the schools between the end of Sierra Street and Keough Street. Traffic volumes on Home Street which provides access to all public schools in Bishop are larger than most other city streets, underscoring the need to maintain sidewalks and other non-motorized facilities for safe travel to school on this street.
- ◆ Continuous Sidewalks –The community of Lone Pine is also lacking continuous sidewalks, particularly around the post office.
- ◆ Crossing US 395 – Although there are multiple crosswalks on US 395 in Inyo County communities, safe crossings are still a concern. This is the main issue for school children in Big Pine (the school is located on US 395).
- ◆ Animals – Cyclists and pedestrians in the Bishop area have had confrontations with dogs. According to surveys conducted as part of the Collaborative Bikeway Plan, many parents will not let their children walk to school because of dogs, particularly through the reservation.
- ◆ Connectivity to Public Transit – An important part of constructing facilities which encourage safe non-motorized use is to ensure that there is connectivity between bicycle facilities/sidewalks and public transit. It may also be helpful to place bike racks at bus stops. Construction of sidewalks and curb cuts near bus stops is important for transit passengers with disabilities.
- ◆ Maintenance – After a bicycle or pedestrian facility is constructed it is important to maintain the facility or roadway, free of gravel and foliage that inhibit safe travel.
- ◆ Signage and Education – Many residents are unaware of the bicycle and pedestrian facilities which exist in the Bishop area. As the area also receives a high number of visitors, an important regional

transportation need is to create better awareness of facilities and safe routes. This could be done through signage, pavement markings and education. Although as noted in the public input process, too many signs can decrease the value of signage so pavement treatments may be useful.

- ◆ Connections to Recreation – Inyo County recreation trailheads are often located several miles from communities which can be used as gateways or supply stops for visiting hikers, climbers, etc. Better non-motorized facility connections would increase tourism and recreation opportunities for residents with no access to a vehicle. The Lone Pine Heritage Trail Plan is an example. This proposed series of trails for walkers and bikers would improve non-motorized access along Main Street and provide connectivity between Lone Pine and the nearby communities of Alabama Hills, Pangborn Lane, Foothill Trailer Park, and the Lone Pine Reservation.
- ◆ LORP – There is abundant opportunity for recreation oriented non-motorized trails projects in the LORP area. The Lower Owens River Recreation Use Plan identified the following key issues:
 - Tule growth and management
 - Public information and outreach
 - Access, signage, and wayfinding
 - Recreation on privately-held lands
 - Environmental education and stewardship
 - Economic development
 - The interface between ranching and recreation uses
 - Protection of cultural resources
 - Recreation operations and management
- ◆ Bishop Paiute - As the Bishop Paiute Reservation is located adjacent to the City of Bishop and between two state highways, walking and biking work, school, and services is convenient. Challenges arise because most of the roadway shoulders are soft dirt or overgrown with vegetation, making walking or biking more difficult. There is a dirt path which connects the Reservation to the schools just east of tribal lands known as the Indian Trail. Although it is a common route to school for children, it is dirt, not maintained, and poorly graded. There are also a series of trails in the Conservation and Open Space Area (COSA) in the southeastern portion of the reservation which do not currently connect to West Line Street. There are essentially no sidewalks on the reservation. There is a need for connectivity to existing sidewalks on the northern and southern boundaries of the reservation.
- ◆ Big Pine/Big Pine Paiute – There are no bicycle facilities on the Big Pine Reservation. There is a need to improve connectivity and create a safe bicycling/walking alternative to US 395 between Big Pine and the Reservation.
- ◆ Fort Independence/Independence – A safer non-motorized connection is also needed between the Fort Independence Reservation and the community of Independence where goods and services are available.
- ◆ Lone Pine – The same issues occur in Long Pine. Non-motorized travel south of downtown is particularly unsafe due to a higher speed limit and the lack of sidewalks.
- ◆ Inyo National Forest – The distance on roadways with no bicycle and pedestrian facilities may discourage alternative transportation to Inyo National Forest trailheads.

Estimated Pedestrian Trips

Existing

As indicated in the bicycle element, there are minimal data sources available for estimating travel mode split in rural areas such as Inyo County. Several data sources were considered in this document to estimate existing pedestrian trips in Inyo County. Table 9 presents estimated pedestrian trips as well as bicycle trips in Inyo County. In total, it is estimated that roughly 298,200 pedestrian trips are made annually in Inyo County for commute purposes based on US Census American Community Survey data. Inyo County pedestrian commute mode split of 7.0 percent is significantly higher than the statewide average of 2.4 percent. Although Inyo County's communities are great distances apart, they are each relatively small and compact, allowing for the possibility of walking to work/school or other activities.

Anecdotal evidence from Inyo County school districts suggest that anywhere from 0 to 50 percent of students walk **or** bike to school in at least one direction. Applying the average bicycle/walk mode share to the number of students enrolled in Inyo County schools equates to roughly 181,350 non-auto trips to school. As shown in Table 9, an estimated 649,950 non-auto trips are made in Inyo County for work/school purposes.

The California Household Travel Survey (June 2013) provides an estimate for the number of daily trips for **all** trip purposes. Survey data indicates that roughly 8.3 trips per household or 3.6 trips per person are made on an average day. In Inyo County this equates to around 24 million trips annually. After applying bicycle mode split from Census data (7.0 percent), it is estimated that roughly 1.7 million walking trips are made in Inyo County annually for all purposes.

Walking Trips Resulting from Plan Implementation

The Federal Highway Administration (FHWA) conducted a Non-Motorized Transportation Pilot Program (NTPP). The purpose of the project was to analyze and evaluate the impacts of non-motorized investments on travel behavior. Four study areas were evaluated: Columbia, Marin County, Minneapolis Area, and Sheboygan County. For the study, bicycle and pedestrian counts were taken at the same locations every year from 2007 – 2013 as non-motorized improvements were implemented. The results showed that for all four study areas pedestrian and bicycle counts increased by 19 and 62 percent, respectively over the 7 year period. These increases equate to 3.7 and 10.5 percent average annual growth rates for walking and bicycling, respectively. Of the study areas, Sheboygan County, WI is the most rural of the study areas and therefore the most similar to Inyo County. In Sheboygan County, walking trips increased by 85 percent during the study period while bicycling decreased by 1 percent. Some of this disparity can be attributed to construction of pedestrian projects first, heavy construction activities inhibited non-motorized travel, and the county opted to not market the new facilities until they were completed after 2013.

Given the high level of increase in walking seen in Sheboygan County and the proximity of services to residential areas in Inyo County communities, a conservative estimate for the increase in walking trips resulting from the implementation of the ATP projects listed in this plan, is 15 percent (slightly less than the average of the four study areas). Applying the 15 percent to the 298,200 estimated annual commute walk trips results in a total of 342,930 walk trips after the implementation of the plan. This equates to an increase of 44,730 walk trips. After applying the 15 percent increase to total active transportation trips for school purposes results in an increase of 90,488 walk/bike trips to school each year. It is estimated that roughly half of these trips or 45,000 would be made on foot.

Pedestrian Crashes

Figure 10 displays crashes involving pedestrians and automobiles in Inyo County (not including the Bishop area) between 2010 and 2013. More detailed statistics regarding accident location are displayed in Appendix D. Two pedestrian related crashes occurred on US 395 and one at the Onion Valley Campground outside Independence. In the Bishop area (Figure 11), several pedestrian crashes occurred along the US 395 corridor in the incorporated city and three occurred on or near the Bishop Paiute Reservation.

Table 8 in the previous chapter demonstrates that a total of 13 pedestrian crashes were recorded by CHP between 2010 and 2013. Zero fatalities occurred, but 31 percent resulted in severe injuries. On average 3.25 pedestrian crashes occurred in Inyo County each year. This plan sets forth the following pedestrian safety related goals:

Pedestrian Collision Goal: No more than 2 total pedestrian collisions per year

Fatality Goal: 0 percent fatality rate

Pedestrian Severe Injury Goal: No more than 25 percent of total pedestrian collisions

Pedestrian Related Transportation Goals

Inyo County has already established and adopted goals, objectives, and policies with respect to pedestrian transportation in the region. The Inyo County Regional Transportation Plan identifies the following goals which are relevant to active pedestrian transportation:

Goal 4: Provide Effective, Economically Feasible, and Efficient Public Transportation in Inyo County That Is Safe, Convenient, And Efficient, Reduces the Dependence on Privately Owned Vehicles, and Meets the Identified Transportation Needs of the County, Emphasizing Service to the Transportation Disadvantaged

Goal 5: Encourage and Promote Greater Use of Active Means of Personal Transportation in the Region

Objective 5.1: Encourage Development of Non-motorized Facilities. Encourage the development of non-motorized facilities that will be convenient to use, easy to access, continuous, safe, and integrated into a multimodal transportation network. The facilities should serve as many segments of the population, both resident and tourist, as possible.

Policy 5.1.1: Consider the Non-motorized Mode in Planning. Consider the non-motorized mode as an alternative in the transportation planning process.

Goal 12: Land Use Integration

Objective 12.1: Improve livability in the County through land use and transportation decisions that encourage walking, transit, and bicycling.

The Inyo County General Plan Circulation Element includes several implementation measures relevant to pedestrian transportation:

- ◆ Design and develop routes to accommodate bikeways, equestrian trails, and pedestrian facilities.
- ◆ Incorporate pedestrian and/or equestrian facilities as part of the recreational trails system, and link these to all land use areas. Consider the development and adoption of a pedestrian master plan.

- ◆ Mark clearly pedestrian, equestrian, and recreational trails where crossing a roadway. The City of Bishop General Plan Mobility Element lists specific goals, policies and actions for pedestrians:

Goal: Provide safe and attractive pedestrian facilities throughout the City.

Policy 6.1 Consider pedestrians in all land use and transportation planning.

Policy 6.2 Support the implementation of sidewalks and walkways on existing and future streets as in Policy 2.3.

Policy 6.3 Promote facilities and amenities that enhance the walkability of the City.

Policy 6.4 Require all new or renovated pedestrian facilities to be of a sufficient width to ensure pedestrian comfort and safety and to accommodate the special needs of the physically disabled.

Policy 6.5 Promote connections of City pedestrian facilities to trail networks outside of the City

Action 6.1 Facilitate the creation of “walking tour” and “way-finding” information that can direct residents and visitors to experience the walkability of the City.

Action 6.2 Provide pedestrian-oriented features, such as benches, enhanced landscaping, and trash receptacles, in high pedestrian usage areas such as the Downtown and Park areas.

Action 6.3 Work with neighborhoods to implement sidewalks on unimproved local streets so that sidewalk continuity can be established.

Action 6.4 Require new development to provide sidewalks and other pedestrian-dedicated facilities on new public streets as in Policy 2.3

Action 6.5 Pursue funding for the continued replacement and repair of sidewalks that have deteriorated due to age and tree-root invasion.

Pedestrian Facility Maintenance

As identified at public workshops, an important part of developing an active transportation network is maintaining the facilities in a safe condition. For pedestrian facilities this includes clearing vegetation, removal of rocks and dirt, and repairing cracks and root damage to ensure that the facility is in operable working conditions for use by individuals with disabilities. The Inyo County General Plan Circulation Element identifies the following implementation measures with respect to non-motorized facility maintenance:

- ◆ Monitor bicycle usage of existing bicycle facilities and road system, and make improvements when necessary and feasible.
- ◆ Require that bicycle facilities be maintained at regular intervals to prevent deterioration of the facilities.

- ◆ Seek opportunities for joint participation of the state and City of Bishop (when appropriate) in the construction and maintenance of non-motorized facilities. The County shall also pursue other funding sources to assist in the planning, design, construction, and maintenance of bicycle facilities and trails.

The Bishop General Plan Mobility Element includes the following Action:

- ◆ Pursue funding for the continued replacement and repair of sidewalks that have deteriorated due to age and tree-root invasion.

These implementation measures are applicable to both bicycle and pedestrian facilities. After the construction of a new non-motorized facility, the implementing agency should periodically review the condition of the new facility and identify required maintenance.

Pedestrian Safety, Education and Encouragement

Pedestrian safety, education and encouragement are particularly important for young children. When pedestrians between the ages of five and nine are injured, it is most often when cars have hit them as they cross the street mid-block, particularly from between parked cars (Transportation Research Board, 2004). Pedestrian safety skills can be taught to elementary and middle school age children through the school or law enforcement. A pedestrian safety skills class should incorporate the following points:

- ◆ Involving parents
- ◆ Being visible
- ◆ Choose routes with the fewest streets to cross
- ◆ Protocol for crossing streets or travelling near large vehicles

Pedestrian encouragement activities are strategies designed to create excitement and interest in walking to work, school, or other activities and promote the environmental and health benefits of active transportation. Examples of encouragement activities include:

- ◆ Special Events – Walk and Roll days, Earth Day, Bike to Work/School Day
- ◆ Mileage clubs and contests which include prizes
- ◆ On-going activities such as walking events during recess

Currently there are limited pedestrian safety, education and encouragement programs. Entities such as Toiyabe Indian Health Clinic and Inyo County Health and Human Services have expressed interest in helping Inyo County and/or the City of Bishop with promoting new pedestrian facilities to clients. This would be particularly beneficial for the disadvantaged community.

Proposed Pedestrian Facility Improvements

As many of the capital improvements proposed in this plan identify improvements for multiple modes of transportation, all active transportation projects (not including Recreational Trails Projects) are combined in Tables 10-14.