

Meadow Farms ADA Project

Inyo County, California
DISTRICT 9 – INY – 395 (PM 117.3-117.9)
09-36680/0916000021

Recirculated Initial Study with Proposed Mitigated Negative Declaration / Environmental Assessment



**Prepared by the
State of California, Department of Transportation**

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.



October 2020

General Information about This Document

What's in this document:

The California Department of Transportation (Department), as assigned by the Federal Highway Administration (FHWA), has prepared this Recirculated Initial Study/Environmental Assessment (IS/EA), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in Inyo County, California. The Department is the lead agency under the National Environmental Policy Act (NEPA). The Department is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

This document supplements the "Meadow Farms ADA Initial Study with Proposed Mitigated Negative Declaration and Environmental Assessment" circulated for public comment in April-May 2020 (State Clearinghouse Number 2020049012). The project description and analyses in that document remain valid and are incorporated by reference into this recirculated document. This document will describe two additional project alternatives under consideration and any potential impacts resulting from them but will not discuss any topics, including resource impacts or analyses that remain unchanged from the first document. The original Meadow Farms ADA Initial Study with Proposed Mitigated Negative Declaration and Environmental Assessment should be reviewed for any information not contained in this document; it has been included in this document as Appendix F.

What you should do:

- Please read this document.
- Additional copies of this document and the related technical studies are available for review at the Caltrans District 9 office located at 500 S. Main Street, Bishop, CA 93514. This document may be requested by sending an email to Angela Calloway, angie.calloway@dot.ca.gov, sending a written request to Angela Calloway, 500 S. Main St., Bishop CA 93514, calling (760) 872-0601, or visiting the Caltrans office Monday-Friday between 2:30 pm and 5:30 pm. Please note masks are required when visiting the District office per State COVID 19 guidelines.
- We'd like to hear what you think. If you have any comments about the proposed project or would like to request a public meeting, please send your written comments or request via postal mail or email to the Department by the deadline.
- An online public meeting is scheduled to provide information about the two new project alternatives. This meeting will be held on Wednesday, November 4, 2020 from 6-7:30 pm PST. You may join the meeting by selecting the link by calling the number below:
- <https://cadot.webex.com/cadot/j.php?MTID=ma7d16e74311270b00978cfafdde28302>
- Meeting number: 146 145 4765 Password: 6Q57QqNvMvv
- Or via phone by calling: 1-408-418-9388; Access Code 146 145 4765
- Send comments via postal mail to:
Angela Calloway, Environmental Branch Chief,
Department of Transportation, Environmental Analysis
500 S. Main Street, Bishop, CA 93514
- Send comments via email to: angie.calloway@dot.ca.gov
- Be sure to send comments by the deadline: November 10, 2020.

What happens next:

After comments are received from the public and reviewing agencies, the Department, as assigned by the FHWA, may: (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is obtained, the Department could design and construct all or part of the project.

Alternative Formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attn: Florene Trainor, Public Information Officer, 500 South Main Street, Bishop CA 93513; (760) 872-0601 (Voice) or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711.

Improve existing facilities to current ADA standards on U.S. 395 from North See Vee Lane to North Barlow Lane
(postmile 117.7-117.9) in Inyo county just north of the Bishop city limit.

**Recirculated INITIAL STUDY with Proposed Mitigated Negative Declaration /
Environmental Assessment**

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

CEQA Responsible Agencies:
California Transportation Commission
Inyo County
CA Department of Fish and Wildlife
CA Regional Water Quality Control Board
NEPA Cooperating Agency: U.S. Army Corps of Engineers

10/08/2020

Date

Dennee Alcala

Dennee Alcala
Deputy District Director
Planning and Environmental Analysis
California Department of Transportation
NEPA Lead Agency

10/08/2020

Date

Dennee Alcala

Dennee Alcala
Deputy District Director
Planning and Environmental Analysis
California Department of Transportation
CEQA Lead Agency

The following persons may be contacted for more information about this document:

Angela Calloway
Environmental Office Chief
500 S. Main Street, Bishop CA 93514
(760) 872-2424; angie.calloway@dot.ca.gov

PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

In accordance with the Americans with Disabilities Act (ADA) of 1990 and the California Government Code Sections 4450 et seq., the California Department of Transportation (Caltrans) proposes to upgrade pedestrian facilities to comply with State pedestrian accessibility design standards. The scope of the project includes upgrading non-standard curb ramps, driveways, pedestrian push buttons, restriping pavement markings, relocating traffic signals and masts, and constructing new pedestrian and bicycle facilities on both sides of U.S. Highway 395 between North See Vee Lane (postmile 117.3) and North Barlow Lane (postmile 117.9).

Determination

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is the Department's intent to adopt an MND for this project. This does not mean that the Department's decision regarding the project is final. This MND is subject to change based on comments received by interested agencies and the public.

This document supplements the "Meadow Farms ADA Initial Study with Proposed Mitigated Negative Declaration and Environmental Assessment" circulated for public comment in April-May 2020 (State Clearinghouse Number 2020049012). The project description and analyses in that are incorporated by reference into this recirculated document. This document will describe two additional project alternatives under consideration and any potential impacts resulting from them but will not discuss resource impacts or analyses that remain unchanged from the first document.

The Department has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on Agriculture, Air Quality, Energy, Greenhouse Gas Emissions, Land Use, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation, Tribal Resources, and Wildfire.

In addition, the proposed project would have less than significant effects on Aesthetics, Biological Resources, Cultural Resources, Geology, Hazards and Hazardous Materials, Hydrology, Noise, Utilities, and the Human Environment (Community Impacts; Alternative 1 only).

With the following mitigation measures incorporated, the proposed project would have less than significant effects on the Human Environment (Community Impacts; Alternative 2 only).

COM-2: Alternative 2 proposes to purchase and develop an off-street parking area to mitigate and replace the loss of parking spaces.

Dennee Alcalá
Deputy District Director
District 9
California Department of Transportation

Date

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Chapter 1 – Proposed Project

Introduction

NEPA Assignment

California participated in the “Surface Transportation Project Delivery Pilot Program” (Pilot Program) pursuant to 23 USC 327, for more than five years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (P.L. 112-141), signed by President Obama on July 6, 2012, amended 23 USC 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, the Department entered into a Memorandum of Understanding pursuant to 23 USC 327 (NEPA Assignment MOU) with FHWA. The NEPA Assignment MOU became effective October 1, 2012, and was renewed on December 23, 2016, for a term of five years. In summary, the Department continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, FHWA assigned and the Department assumed all of the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off of the State Highway System within the State of California, except for certain categorical exclusions that FHWA assigned to the Department under the 23 USC 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

The California Department of Transportation (Department), as assigned by the Federal Highway Administration (FHWA), is the lead agency under the National Environmental Policy Act (NEPA). The Department is the lead agency under the California Environmental Quality Act (CEQA).

The Department of Transportation (Caltrans) proposes to upgrade pedestrian facilities to comply with the Americans with Disabilities Act (ADA) of 1990, and the California Government Code Section 4450 et seq by upgrading pedestrian facilities to comply with State pedestrian accessibility design standards. The scope of the project includes upgrading non-standard curb ramps and driveways, installing pedestrian push buttons, restriping pavement marking, relocating traffic signals and masts, and constructing new pedestrian and bicycle facilities on both sides of the highway.

There are now four “build” alternatives for the proposed project and one “no-build” alternative. Alternatives 1 and 2 vary in the amount of new right-of-way required to build the project. Alternatives 3 and 4, proposed in this recirculated document, have the same right-of-way requirements as Alternative 1 but vary in the placement of bicycle lanes and where on-street parking is allowed on US 395. Additionally, there is a project feature under consideration for Alternative 4 only which would create nine parking spaces on the northbound side of US 395.

The two new Build alternatives under consideration (Alternatives 3 and 4) were created after public comments were received on the original project alternatives (Alternatives 1, 2, and No-Build) and are intended to address concerns raised by interested parties. All four Build alternatives are still under consideration, however Caltrans wanted to develop these additional alternatives and circulate them for public review and comment.

Alternative 1 proposes to widen the existing facility by approximately 7.6 feet on both sides of the highway. This widening would allow for a facility consisting of two travel lanes in each direction, a center two-way left turn lane, one 5-foot bicycle lane in each direction, full 8-foot

shoulders for on-street parking, and a 6-foot sidewalk on both sides of the highway. The bridge over Bishop Creek would need to be widened to accommodate the wider facility. Curb ramps at road intersections and driveways would be newly constructed or reconstructed.

Alternative 2 proposes to work mainly within the existing Caltrans right-of-way to allow for a facility consisting of two travel lanes in each direction, a center two-way left turn lane, one 5-foot bicycle lane in each direction and a 5-foot sidewalk on both sides of the highway. Due to its narrower shoulder width, on-street parking would not be allowed in this alternative. New curb ramps at road intersections and driveways would be reconstructed.

Alternative 3 proposes to widen the existing facility by approximately 7.6 feet on both sides of the highway and create four vehicle travel lanes in the same manner as Alternatives 1 and 4. This alternative would combine the bicycle lanes on both sides of US 395 with the sidewalks, creating approximately 10-foot-wide multiuse sidewalk paths for both pedestrians and cyclists. Alternative 3 would allow on-street parallel parking in the same manner as Alternative 1, however Alternative 3 would not locate the bicycle lanes between vehicle travel lanes and on-street parallel parking spaces.

Alternative 4 proposes to widen the existing facility by approximately 7.6 feet on both sides of the highway and would create four vehicle travel lanes in the same manner as Alternatives 1 and 3. Alternative 4 differs from Alternatives 1 and 3 in the placement of bicycle lanes and on-street parking spaces on the northbound and southbound sides of US 395. Alternative 4 would not allow on-street parking on the northbound side of US 395 but would have a 3-foot painted buffer lane and a 5-foot bicycle lane between the vehicle lanes and the sidewalk and would create a 10-foot wide sidewalk for pedestrians. On the southbound side, on-street parking would be allowed, and the bicycle lane would be combined with the sidewalk to create a 10-foot-wide multiuse sidewalk path shared by cyclists and pedestrians. The southbound side of US 395 would be the same under Alternatives 3 and 4.

Please see the Alternatives section of this document for a thorough discussion of each alternative.

The proposed project is included in the 2018 State Highway Operation and Protection Program (SHOPP) and is proposed for funding from the 201.361 program (ADA improvements on the National Highway System). It is also included in the 2019 Inyo County Regional Transportation Plan (RTP).

Project Description

This section describes the proposed action and the project alternatives developed to meet the purpose and need of the project, while avoiding or minimizing environmental impacts. The alternatives are: “Alternative 1”, “Alternative 2”, “Alternative 3”, “Alternative 4” and the “No-Build Alternative”. Alternatives 1 and 2 were described in the original Initial Study/Environmental Assessment (IS/EA) released for public comment in April 2020. This document supplements that IS/EA and considers two additional alternatives (Alternatives 3 and 4). ***All descriptions and analyses from the original IS/EA are incorporated by reference into this document and therefore are not restated in their entirety.***

The project is located in Inyo County on Route 395 from North See Vee Lane (postmile 117.3) to North Barlow Lane (postmile 117.9). The total length of the project is approximately 0.5 mile. Within the limits of the proposed project, Route 395 is a conventional four-lane highway with two

mixed-flow lanes in each direction divided by a center two-way left turn lane. The facility is currently striped with a median, lanes and shoulders of variable widths. The center turn lane varies from 10 to 12 feet wide, the travel lanes are 11 to 12 feet wide, and the shoulders vary from 6 to 8 feet wide. Shoulders at the North Fork Bishop Creek Bridge (Bridge No. 48-0016) are approximately 6 feet wide. Through the project limits U.S. 395 is commonly referred to as “North Sierra Highway” and/or the “Meadow Farms” area. The posted speed limit is 35 mph.

The corridor is partially improved with existing pedestrian facilities, however not all facilities meet current Americans With Disabilities Act (ADA) standards, and there are gaps where sidewalks do not exist. On the north side of the highway, sidewalks, curbs and street gutters exist between the Bishop Creek Bridge and North Barlow Lane except for a sidewalk gap between the bridge and Matlick Lane (approximately 160 feet, Figure 4). On the south side of the highway there are approximately 130 feet of sidewalks, curbs and street gutters extending south from the Chevron gas station at Tu Su Lane. Existing sidewalks on both sides of the highway can vary in width from 4 to 10 feet.



Figure 1 - Sidewalk gaps on north (right) and southbound sides of U.S. 395 at Bishop Creek Bridge.

The purpose of the project is to upgrade the highway to current ADA design standards and provide a well-defined path of access for pedestrians and non-motorized users of the facility.

Alternatives

1. Project Alternatives

- a. There were two proposed “Build” alternatives, and one “No-build” alternative discussed in the original Meadow Farms IS/EA, released in April 2020. The Build alternatives were named “Alternative 1” and “Alternative 2”, and the no-action alternative was called “No-build”. Alternatives 1, 2, and No-Build all remain under consideration for this project.

- b. This document supplements the original Meadow Farms IS/EA by adding two additional Build alternatives, titled “Alternative 3”, and “Alternative 4”. These new alternatives were developed after considering public comments and feedback. Alternatives 1 and 2 as well as the No-Build alternative remain under consideration for this project and are incorporated by reference into this Recirculated IS/EA.

i. Common Design Features of the Build Alternatives

Major common features on all Build Alternatives are: pavement striping for a 12-foot wide two way left turn lane (TWLTL), two travel lanes in each direction (total of four lanes of travel), and bicycle lanes in each direction, although the size and location of bicycle lanes vary by alternative. All Build alternatives also include a proposed pedestrian-activated beacon or signal and painted crosswalk near postmile 117.5 by Mahogany Smoked Meats (2345 North Sierra Highway). The crosswalk would provide a pedestrian crossing at the approximate midpoint between the two nearest existing crossings of U.S. 395; See Vee Lane and Rocking W Drive. Caltrans traffic engineers will investigate the feasibility of adding a pedestrian refuge (i.e. island) within the center lane during the design phase of the project. A protected bus turnout area is proposed for all Build alternatives near the south eastern portion of the Bishop Plaza parking lot between Rocking W Drive and Barlow Lane. The turnout would allow Eastern Sierra Transit buses and shuttles to stop outside of the northbound travel lane for passenger pickup/drop off (Figure 2, below). Creation of the bus turnout is not expected to require removal of existing parking spaces from the Bishop Plaza lot.



Figure 2 - Approximate location of proposed Eastern Sierra Transit bus turnout on North Sierra Highway.

crossing across U.S. 395 at See Vee Lane is signal-activated in conjunction with traffic signal timing. Curb ramps at this intersection would be corrected or replaced as needed to meet current ADA standards. The crosswalk along and parallel to U.S. 395 at Rocking W Drive (between O'Reilly Auto Parts and Bishop Plaza lot) would be painted under this project but would not include a pedestrian-activated beacon or signal.

Facility drainage improvements proposed in all build alternatives include replacing approximately 1,200 feet of underground corrugated steel stormwater piping on the north side of U.S. 395 from Barlow Lane to Bishop Creek. This culvert is the responsibility of the Bishop Creek Water Association (BCWA), although the water being transported is owned and controlled by Los Angeles Department of Water and Power (LADWP). New or upgraded drop inlets and drain pipes at various intersections would be needed to convey the concentrated flows developed by the expanded sidewalks, curbs and gutters.

This project contains a number of standardized project measures which are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are addressed in more detail in the Environmental Consequences sections found in Chapter 2. Alternatives 1, 2, and No-Build were described in detail within the original environmental document for this project and are not included here.

ii. Unique Features of Build Alternatives (Alternatives 3 and 4 Only)

Alternative 3 – Shared Use Path on Both Sides of U.S. 395

During the public comment period for Alternatives 1, 2, and No-Build, multiple people expressed concerns with the location of the bicycle lane in Alternative 1. Their concerns were centered around the placement of the bicycle lane between moving vehicle traffic and parked cars. Alternatives 3 and 4 were developed after circulation of the original IS/EA in response to these and similar comments.

Alternative 3 would have the same physical footprint as Alternative 1, and the additional right-of-way required to build the facility would be the same for both Alternatives 1 and 3.

Alternative 3 would construct a 12-foot wide center two-way-left-turn-lane, then two 11-foot wide vehicle lanes on either side of the center turn lane, two 12-foot wide vehicle lanes on the outside of the facility, then an 8-foot wide space on both sides of the facility for on-street parallel parking. Finally, a 10-foot wide sidewalk would be constructed on both sides of the highway and would allow both pedestrian and bicycle use. Please see Figure 10 below for a cross-section view of what Alternative 3 would look like when built.

Alternative 3 addresses certain comments received by moving the bicycle lane outside of the vehicle travel lanes and combines it with sidewalks, which have been widened from Alternative 1 to accommodate both pedestrians and cyclists. It is anticipated signage and/or paint markings will be used to notify sidewalk users of its multiuse designation and to reduce conflicts between pedestrians and cyclists. This alternative also allows on-street parallel parking on both sides of U.S. 395 which would result in a net increase of usable parking spaces throughout the corridor. The addition of on-street parking spaces serves to minimize any impacts from the removal of some parking spaces to build the wider sidewalks, and to provide a net increase of parking to accommodate any potential future commercial growth in the corridor. It is anticipated

Diagram illustrating the cross-section of North Sierra Highway, showing the proposed and existing right-of-way (R/W) dimensions and lane configurations.

Proposed R/W Dimensions:

- 10.00' Shared Use Path (Left)
- 8.00' Shoulder Parking (Left)
- 12.00' SB Lane
- 11.00' SB Lane
- 12.00' TWTL (Travel Way Total Lanes)
- 11.00' NB Lane
- 12.00' NB Lane
- 8.00' Shoulder Parking (Right)
- 10.00' Shared Use Path (Right)

Existing R/W Dimensions:

- 80.00' Existing R/W
- 4.5' Shoulder (Left)
- 7' Shoulder (Left)
- 11' Lane (Left)
- 11' Lane (Left)
- 12' TWTL (Travel Way Total Lanes)
- 11' Lane (Right)
- 11' Lane (Right)
- 7' Shoulder (Right)
- 4.5' Shoulder (Right)

Other Features:

- Pedestrian Scale Lighting (Left and Right)
- A2-6 Curb & Gutter (Left and Right)
- Existing U/G Telephone (Left)

Alternative 3 Cross-Section
 North Sierra Highway
 Route 395 PM 117.3/117.9

Alternative 4 – Buffered Northbound Bicycle Lane and Southbound Shared Use Path

Under Alternative 4, the facility would have a 12-foot wide center two-way-left-turn lane, and two 11-foot wide travel lanes (one in each direction) and two 12-foot travel lanes (one in each direction). This alternative would create different facilities on the northbound and southbound sides of U.S. 395. On the northbound side (right side of Figure 11, below), a three-foot wide striped buffer lane would be painted, followed on the outside by a 5-foot wide bicycle lane. The bicycle lane would be on the asphalt, separated from cars by the painted buffer lane. There would be no on-street parallel parking allowed on the northbound side of U.S. 395 under this alternative. A ten-foot wide sidewalk would also be constructed on the northbound side for pedestrians. The additional right-of-way required to build Alternative 4 would be the same as proposed under Alternative 1.

Rev. March 2020

This alternative was developed in response to public comments expressing concern about the bicycle lanes being placed between moving vehicle traffic and on-street parked vehicles, as well as concerns about allowing on-street parallel parking on the northbound side of the highway resulting in idling vehicle noise (Alternative 1). It also addresses concerns raised from multiple sources about purchasing and developing land for an off-street parking lot (Alternative 2). The majority of parking spaces which would be removed to build the facility are on the southbound side of the facility and allowing on-street parking on the southbound side only would serve to minimize any potential impacts from removing parking spaces on this side of the facility. The northbound side of the highway would see some parking spaces removed, however the existing large parking lot at 2345 N. Sierra Highway is approximately 160 feet away from the antique stores and would be sufficient to accommodate observed and expected use for both business areas. Both the parking lot and the antique stores are located on the same property parcel, allowing use by patrons of both businesses while meeting Inyo County parking requirements. A design feature is being considered for Alternative 4 which would construct a large bulb-out area in front of 2293 North Sierra Highway (Antique Peddler and associated antique stores) to allow on-street parallel parking in front of these business. This feature would provide approximately nine on-street parallel parking spaces near the antique shops. The feature is being considered to further minimize any impacts on patrons of the nearby businesses by providing parking spaces closer than the parking lot at 2345 N. Sierra Highway.

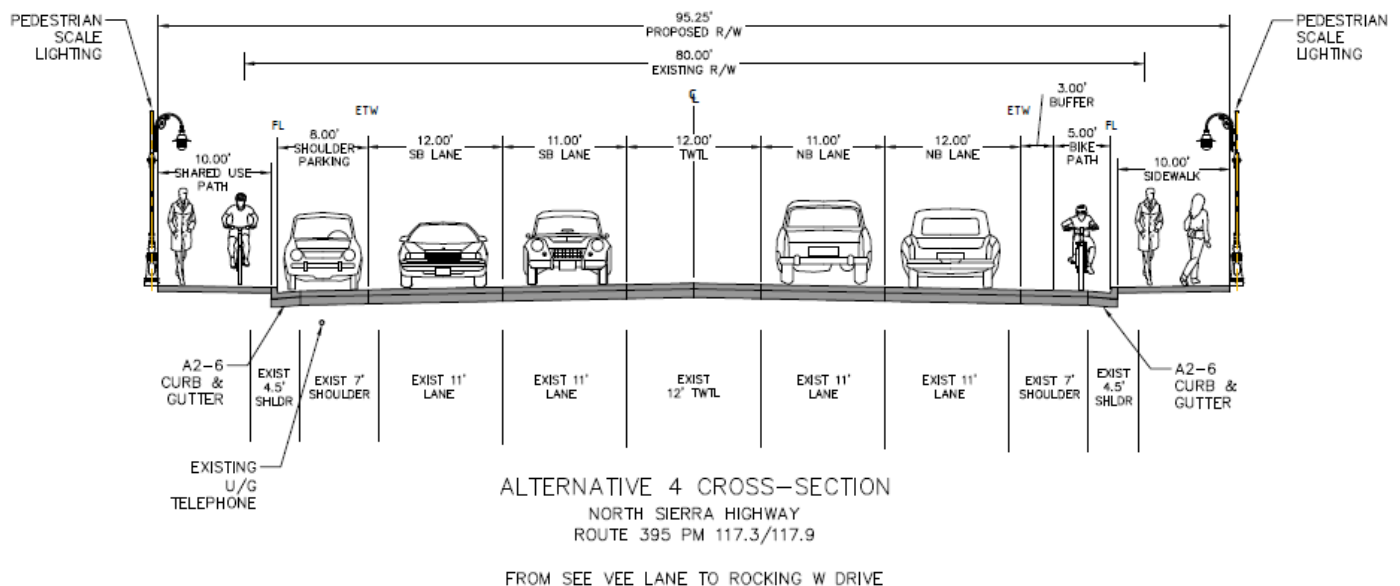


Figure 4 - Alternative 4 Cross-section

COMPARISON OF ALTERNATIVES

Project Feature	Alternative 1	Alternative 2	No-Build Alternative (Existing Condition)	Alternative 3	Alternative 4
Vehicle Travel Lanes	4 lanes, each 11-feet wide, 2 lanes in each direction	4 lanes, each 11-feet wide, 2 lanes in each direction	4 existing lanes vary from 11 to 12 feet wide, 2 lanes in each direction	4 lanes, 2 lanes 11-feet wide, 2 lanes 12-feet wide, in each direction	4 lanes, 2 lanes 11-feet wide, 2 lanes 12-feet wide, in each direction
Center Two-way Left Turn Lane (TWLTL)	1 TWLTL, 12-feet wide	1 TWLTL, 12-feet wide	1 TWLTL exists, width varies from 10 to 12 feet wide	1 TWLTL, 12-feet wide	1 TWLTL, 12-feet wide
Sidewalks	6-foot wide sidewalks on both sides of highway	5-foot wide sidewalks on both sides of highway	Sidewalks are intermittent and disconnected. Vary in width but less than 6-feet wide	10-foot shared use (pedestrian and cyclist) sidewalk on both sides of highway	10-foot sidewalk (pedestrian only) on northbound side, 10-foot shared use (pedestrian and cyclist) path on southbound side
Highway Shoulders	8-foot wide shoulders on both sides of highway for on-street parking	5-foot wide shoulders, mixed use with bicycle lane	Shoulders vary in width from 6 to 8 feet wide	8-foot wide shoulders on both sides of highway for on-street parking	Northbound side has 5-foot bicycle lane and 3-foot painted buffer. Southbound side has 8-foot wide shoulder for on-street parking
Bicycle Lane	Designated Class II lane, 5-feet wide, 1 lane in each direction	Class II lane combined with 5-foot highway shoulder, 1 lane in each direction	No bicycle lane designated; cyclists use highway shoulder	Multiuse path (pedestrian and cyclist) on both sides of highway	Designated Class II lane (5-feet wide with 3-foot buffer) on northbound side. Multiuse path (pedestrian and

Project Feature	Alternative 1	Alternative 2	No-Build Alternative (Existing Condition)	Alternative 3	Alternative 4
					cyclist) on southbound side
On-Street Parking	Dedicated 8-foot parking lane along US 395 marked and allowed	Not allowed due to combined bicycle lanes and shoulders	On-street parking along US 395 and nose-in on-street parking partially within Caltrans right of way currently occurs and intermittently used	Dedicated 8-foot parking lanes along US 395 for parallel on-street parking	No on-street parking on northbound side. *Design feature for bulb-out at Antique stores under consideration would allow approximately 8 on-street spaces. Dedicated 8-foot parking lanes on southbound US 395 for on-street parallel parking
Off-Street Parking	No additional off-street parking required due to 8-foot dedicated parking lane	One of two lots are proposed to be developed by Caltrans	Various business lots, some of which occur within existing Caltrans right-of-way, and side streets	No additional off-street parking required due to dedicated on-street parking	No additional off-street parking required due to dedicated on-street parking on southbound side.
New Right-of-Way Required	Approximately 7.6 feet on each side of highway throughout project limits. Slightly more may be needed at various locations to conform sidewalks, driveways, curb ramps	Not required throughout project limits. Some needed at various locations to conform sidewalks, driveways, curb ramps and add signal control devices	No right-of-way required	Approximately 7.6 feet on each side of highway throughout project limits. Slightly more may be needed at various locations to conform sidewalks, driveways, curb ramps	Approximately 7.6 feet on each side of highway throughout project limits. Slightly more may be needed at various locations to conform sidewalks, driveways, curb ramps and add

Project Feature	Alternative 1	Alternative 2	No-Build Alternative (Existing Condition)	Alternative 3	Alternative 4
	and add signal control devices			and add signal control devices	signal control devices
Utility Relocations	Approximately 21 utility poles will need relocation. Various underground lines as needed	Generally not required. Some minor lines may need relocation as needed	No relocations	Approximately 21 utility poles will need relocation. Various underground lines as needed	Approximately 21 utility poles will need relocation. Various underground lines as needed
Business Sign Relocations	Various business signs will need to be relocated to accommodate wider facility and relocated utilities	Generally not required	No relocations	Various business signs will need to be relocated to accommodate wider facility and relocated utilities	Various business signs will need to be relocated to accommodate wider facility and relocated utilities
Designated Bus Turnout	Yes, near Bishop Plaza parking lot	Yes, near Bishop Plaza parking lot	No	Yes, near Bishop Plaza parking lot	Yes, near Bishop Plaza parking lot
North Fork Bishop Creek Bridge Widening	Bridge would be widened by installing concrete pilings in creek. Existing sidewalks removed and converted to bicycle lanes. Pedestrian paths separated by concrete barriers	Bridge would not be widened.	Bridge would not be widened	Bridge would be widened by installing concrete pilings in creek. Existing sidewalks removed and converted to bicycle lanes. Pedestrian paths separated by concrete barriers	Bridge would be widened by installing concrete pilings in creek. Existing sidewalks removed and converted to bicycle lanes. Pedestrian paths separated by concrete barriers

Project Feature	Alternative 1	Alternative 2	No-Build Alternative (Existing Condition)	Alternative 3	Alternative 4
Meets Project Purpose and Need	Yes	Yes	No	Yes	Yes
Current Project Cost Estimate (Capital Support, Construction and Right-of-Way)	\$16,692,000	\$15,343,406	\$0	\$17,568,706	\$17,568,706

Alternatives 1, 2, and No-Build were discussed in the Meadow Farms Initial Study with Proposed Mitigated Negative Declaration and Environmental Assessment released for public comment in April 2020 and are incorporated by reference into this recirculated Initial Study and Environmental Assessment (IS/EA); a full discussion of these Alternatives are not provided again. Please see the original IS/EA for a complete discussion of these Alternatives.

Alternatives 3 and 4 were developed in response to comments received from the general public and external agencies during the public comment period for Alternatives 1, 2, and No-Build. Alternatives 3 and 4 have the same footprint, additional right-of-way needs, and potential impacts on most resources as Alternative 1. Any new potential impacts or changes to existing impacts already identified under Alternative 1 will be discussed in this document under the appropriate resource section. The main differences between Alternatives 3 and 4 and Alternative 1 come from adjustments to bicycle lanes and on-street parking availability. The criteria to evaluate alternatives are (in no particular order) cost, meeting the purpose and need of the project, and weighing project benefits against any potential impacts to the human and natural environments.

At this time Caltrans has not identified a preferred alternative and is seeking public input on the new project alternatives (Alternatives 3 and 4).

In a comment received during the original public comment period, Inyo County Board of Supervisors expressed a written preference for Alternative 1, as the development of an off-street parking lot under Alternative 2 would result in converting commercial zoned property into a parking area (Supervisor Kingsley, 5/12/2020). Written comments received from the

Inyo County Local Transportation Commission expressed support for the project but did not specify a locally preferred alternative (Director Errante, 6/1/2020). All public comments and responses for both the original Meadow Farms IS/EA and this recirculated IS/EA will be included in the final environmental document which is anticipated to be released in December 2020.

Multiple comments received from the general public expressed concern with the purchase and development of an off-street parking lot under Alternative 2 and the potential impact to those landowners. Some comments expressed concern about bicycle lanes being between moving vehicles and parked cars under Alternative 1. No public comments expressed concerns about a lack of parking availability under Alternative 1, however some commercial properties will see parking spaces removed along US 395 (notably on the southbound side of the highway). Caltrans has developed minimization measures to further lessen any effects of parking removal under Alternatives 1, 3, and 4 (please see Chapter 2 – Traffic and Transportation/Pedestrian and Bicycle Facilities/Parking for a thorough parking discussion).

After the public circulation period, all comments will be considered, and the Department will select a preferred alternative and make the final determination of the project's effect on the environment. Under the California Environmental Quality Act (CEQA), if no unmitigable significant adverse impacts are identified, the Department will prepare a Negative Declaration (ND) or Mitigated ND.

Similarly, if the Department, as assigned by the Federal Highway Administration (FHWA), determines the National Environmental Policy Act (NEPA) action does not significantly impact the environment, the Department will issue a Finding of No Significant Impact (FONSI).

Alternatives Considered but Eliminated from Further Discussion

The Project Initiation Document (PID) discussed four possible “Build” Alternatives in the early stage of project development. Two of these alternatives were rejected as they had improvements and impacts which were somewhere between those of the two Build Alternatives (Alternatives 1 and 2) discussed in the original environmental document released for public review in April 2020. The current Build Alternative 1 was identified as Alternative 3 in the PID, and current Build Alternative 2 was identified as Alternative 4 in the PID. They were renamed to Alternatives 1 and 2 after the other alternatives were eliminated from the project. Although two alternatives were eliminated prior to public circulation in April 2020, this recirculated environmental document adds an additional two alternatives into consideration; the original alternatives from April 2020 (Alternatives 1, 2, and No-Build) and the two new alternatives (Alternatives 3 and 4) for a total of five possible project alternatives. Please note that the current build alternatives 1 and 2 are different from the two dismissed alternatives discussed below. After some alternatives were dismissed, the remaining alternatives under consideration were renamed (given new numbers).

The first eliminated alternative (originally identified as Alternative 1) would have included approximately 4.6 feet of new right-of-way on both sides of the highway, four 12-foot travel lanes, a 12-foot center TWLTL, median, 8-foot shoulders, a Class II bicycle lane, and 6-foot sidewalks on both sides of the highway. On-street parking would not have been provided. This alternative would have required bridge widening and utility relocations. It was eliminated prior to release of the environmental document in April 2020.

The second eliminated alternative (originally identified as Alternative 2) would have included approximately 1.6 feet of new right-of-way on both sides of the highway, four 12-foot lanes, a 12-foot center TWLTL, 5-foot shoulders, accommodation for a Class II bicycle lane and a 6-foot sidewalk on both sides of the highway. This alternative would not have allowed on-street parallel parking. This alternative would have required bridge widening and utility relocations. Shoulder widths would have been narrower than the highway north and south of the project limits. It was eliminated prior to release of the environmental document in April 2020.

These two alternatives were eliminated from formal consideration for the project as their impact areas varied in width between those of the alternatives still under consideration. The Caltrans project development team decided that studying the alternative with the smallest impact area (current Alternative 2) and the largest impact area (current Alternative 1) would be sufficient to analyze all potential impacts and facility benefits. After public circulation and comments, if specific impacts are identified and must be avoided by altering design widths at certain locations, a hybrid version of current Alternatives 1 and 2 may be chosen. Due to this, a formal analysis of the rejected alternatives was not deemed necessary.

The two new alternatives under consideration, Alternatives 3 and 4, arose from public comments received about Alternatives 1, 2, and No-Build during the public circulation period which began in April 2020. Alternatives 3 and 4 do not replace Alternatives 1, 2, or No-Build. All five alternatives are currently under consideration for this project.

Permits and Approvals Needed

The following permits, licenses, agreements, and certifications (PLACs) are required for project construction:

Agency	PLAC	Status
United States Army Corps of Engineers	Section 404 Permit for filling or dredging waters of the United States.	Section 404 Permit application will be submitted after approval of the Final Environmental Document (FED). Permit issuance anticipated prior to November 2023
California Department of Fish and Wildlife	1602 Agreement for Streambed Alteration	Application for 1602 permit expected after FED approval. Permit issuance anticipated prior to November 2023
California Water Resources Board, Lahontan Regional Water Quality Control Board	401 Certification/Waste Discharge Requirements Document	Application for Section 401 permit expected after FED approval. Permit issuance anticipated prior to November 2023
California Transportation Commission	CTC vote to approve funds	Following the approval of the FED, the California Transportation Commission will be required to vote to approve funding for the project. CTC vote anticipated in December 2020
Inyo County	Potential agreement for ownership and maintenance of parking lot (Alternative 2 only)	Initial conversations with Inyo County staff have occurred and will be continued through the project design period if Alternative 2 is selected.
State Historic Preservation Officer (SHPO)	Concurrence on evaluation of historic properties and avoidance measures	Consultation ongoing and concurrence expected prior to FED approval.

Chapter 2 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

TOPICS CONSIDERED BUT DETERMINED NOT TO BE RELEVANT

This recirculated IS/EA only includes information pertaining to the new proposed project alternatives (Alternatives 3 and 4), and the topics covered below pertain only to these alternatives. Impacts for Alternatives 1 and 2 can be found in the original IS/EA for this project. This document incorporates by reference all other information from the original IS/EA and therefore does not restate all information from that document. Certain portions of the original document are included in this recirculated document for clarity and background information.

Air Quality

The proposed project is exempt from conformity analysis per 40 CFR 93.126 as the activities are included under the code in “Table 2 – Exempt Projects”, including shoulder improvements, pavement resurfacing, and widening narrow pavements without adding additional travel lanes. Caltrans standard air quality specifications such as emissions control devices, equipment idling times, and dust control will be implemented. Short-term degradation of localized air quality due to construction dust may occur but will be minimized by these standard specifications. *Air, Noise, Water and Hazardous Waste Clearance Memo and Clearance Memo Revision 1; March 2020*

Biological Resources (Habitats and Natural Communities)

No habitats and natural communities of special concerns which could be affected by Alternatives 3 or 4 were identified during biological resource surveys. Special-status animal species and their habitats are discussed in the original Meadow Farms ADA IS/EA under Biological Resources – Animal Species. *Natural Environment Study – Minimal Impacts and Biological Resources Amended Scoping Report; February 2020*

Biological Resources (Plant Species)

No special-status plant species were identified during botanical surveys performed in June 2019 and are not expected to occur within the project limits during construction. Standard practices to prevent introduction and spread of invasive plant species will be implemented if revegetation is required. *Natural Environment Study – Minimal Impacts and Biological Resources Amended Scoping Report; February 2020*

Biological Resources (Threatened and Endangered Species)

Species lists obtained from the U.S. Fish and Wildlife Service indicated three species protected under the Federal Endangered Species Act may occur within the project vicinity. These listed species; Lahontan Cutthroat Trout, Owens Pupfish, and Owens Tui Chub, were not identified during field surveys and are not known to occur within the immediate project area. There will be No Effect from either build alternative on any federally-listed species. No species listed under the California Endangered Species Act are known to occur within the project area and therefore none will be impacted by either Alternative 3 or 4 of the proposed project. No essential fish habitat under the Magnuson-Steven Fishery Conservation and Management Act occur in or near the project area, therefore no consultation with the National Marine Fisheries Service was required. *Natural Environment Study – Minimal Impacts and Biological Resources Amended Scoping Report; February 2020*

Coastal Zone

There will be no effects to coastal resources because the project is not located within the coastal zone.

Community Facilities and Emergency Services

No community facilities or emergency service stations occur within the project limits. Facilities and service stations outside of the project limits will not be affected during construction as standard traffic control measures will be implemented which allow emergency vehicle access. Preconstruction public notices will be distributed to allow community members to take alternate routes or plan for delays during construction activities. *Community Impacts Analysis; July 2019*

Economic Conditions

The build alternatives 3 and 4 are not expected to be a major factor in changes or expansion of the regional economy. Better pedestrian and bicycle access throughout the corridor and the potential for new off-street parking lots may promote increased walking and biking to local businesses, however this is not expected to directly result in significant new business investments or housing developments in the area. *Community Impacts Analysis; July 2019*

Energy

The proposed Alternatives 3 and 4 will not induce substantial energy use above existing conditions. Any lighting elements included in the project will adhere to all Inyo County ordinances. The proposed project is not a capacity-increasing project and will not reduce in increased fuel consumption.

Floodplains

There will be no effects to the 100-year floodplain because the project is not located within a 100-year base floodplain. According to the FEMA Flood Insurance Rate Map 06027C0095D, the project area is located in an "area of minimal flood hazard".

Farmlands

No Farmlands designated as prime, unique, or farmland of statewide or local importance under the Farmland Protection Policy Act occur within the proposed project limits. No lands under the Williamson Act occurs in Inyo County. *Community Impacts Analysis; July 2019*

Growth

Growth in Bishop and Inyo County has been relatively minor over the past twenty years. From 2000 to 2019, the County's population grew by 2.89%, and the City's by 9.06%. The proposed facility improvements under Alternatives 3 or 4 would make the project area incrementally more attractive to residents and visitors, but these factors are not likely to be a major factor in decisions to live or start businesses in the area as availability of empty lots for housing and businesses is limited. *Community Impacts Analysis; July 2019*

Paleontology

No significant paleontological resources have been previously discovered in or near the proposed project area. Due to this and the limited depth of excavation anticipated, there will be no impacts to paleontological resources. *Paleontological Resources Identification Report; March 2020*

Parks and Recreation

There are no public parks or recreational facilities along the project segment within the project's impact area. *Community Impacts Analysis; July 2019*

Population and Housing

The build alternatives 3 and 4 do not involve construction of new housing or displacement of existing residents. There would be no change in the resident population of the census tracts along the project segment as a result of this project. *Community Impacts Analysis; July 2019*

Timberlands

No Timberlands protected under the California Timberland Productivity Act (TPA) of 1982 occur within the proposed project area. *Community Impacts Analysis; July 2019*

Utilities

Alternatives 3 and 4 would require relocating approximately 21 utility poles. Both alternatives may also require relocating various underground telephone and other utility lines. All relocations would occur in coordination with utility and emergency service providers to minimize any potential impacts to residents and emergency services. Potential impacts to other environmental resources from utility relocations are discussed in the appropriate resource sections. *Community Impacts Analysis; July 2019, Meadow Farms Draft Project Report; March 2020*

Noise

The proposed project is considered a Class III project under 23 CFR 772.7(a), and therefore does not require a noise analysis. Any noise generated by the project will be temporary during construction activities and will adhere to all standard specifications for noise control as well as City and County ordinances. The post-project facility would not generate more noise than existing conditions. *Air, Noise, Water and Hazardous Waste Clearance Memo and Clearance Memo Revision 1; March 2020*

Visual/Aesthetics

Neither Alternative 3 or 4 would result in a significant noticeable change in the physical characteristics of the environment or community. *Meadow Farms Visual Questionnaire; January 2020*

Water Quality

Contamination of any surface waters will be avoided by implementing all appropriate standard Best Management Practices (BMPs) as outlined in the National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit and Construction General Permit. Depending on the area of disturbance, the construction contractor will be required to submit either a Water Pollution Control Program (WPCP) or Stormwater Pollution Prevention Plan (SWPPP) which outlines how they will meet all required water quality standards during construction. Caltrans will ensure compliance through standard stormwater inspection procedures. Standard water treatment devices such as oil water separators or bioswales will be implemented into the project during the design phase of the project if needed to treat runoff from the road. A Lahontan Regional Water Quality Control Board 401 permit and US Army Corps of Engineers 404 permit will be required prior to project construction. *Air, Noise, Water and Hazardous Waste Clearance Memo and Clearance Memo Revision 1; March 2020. Natural Environment Study – Minimal Impacts and Biological Resources Amended Scoping Report; February 2020*

Wild and Scenic Rivers

There are no waterways listed under the Wild and Scenic Rivers Act (1968) in or adjacent to the proposed project area. National Wild and Scenic Rivers System, March 2020, <https://www.rivers.gov/>

Wildfire

The proposed project is not located within or near a State Responsibility Area Very High Fire Hazard Severity Zone as mapped by the California Office of the State Fire Marshal (CAL FIRE). The proposed project is located in a Local Responsibility Area. CAL FIRE has determined that Inyo County has no Very High Fire Hazard Severity Zones in any Local Responsibility Area as of March 2020.

Land Use

No build alternative would have a substantial impact to existing or planned land use. No changes in land use would occur from Alternative 3 or 4.

Consistency with State, Regional, and Local Plans and Programs

All build alternatives would improve US 395 in the project area through the construction of sidewalks, crosswalks, bicycle lanes, and defined driveways and are consistent with all plans and programs. The project is included in the Inyo County Regional Transportation Plan (RTP) 2015, the Inyo County Ten-Year State Highway Operation and Protection Program (SHOPP) Plan, and includes elements of, and is consistent with, the Inyo County North Sierra Highway Plan.

Environmental Justice

While there are minority populations and low-income households near the project area, neither residential nor commercial displacement would occur under any of the Build alternatives. Alternatives 3, and 4 will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of EO 12898. No further environmental justice analysis is required.

Community Character and Cohesion

The community character is not anticipated to be significantly impacted from any of the Build alternatives as the proposed alternatives would benefit pedestrian, bicycle, and ADA access throughout the corridor. Other past and future projects have created bicycle lanes and sidewalks in areas around the proposed project limits, and any of the Build alternatives would enhance the cohesiveness of the project area with the surrounding area. Community character changes are not significant as sidewalks and bicycle lanes are common roadside features in this and other nearby areas.

Cultural Resources

Discussed in original Meadow Farms ADA IS/EA and incorporated by reference. No archaeological resources were identified in the Area of Potential Effect (APE), however one built environmental resource was identified; the Coon's Gallery. The Coon's Gallery was determined to be eligible for the National Register of Historic Properties, and therefore by default, the California Register of Historical Resources as described by the State historic Preservation Officer concurrence letter (June 26, 2020). To implement the project, a minor amount of right-of-way will be acquired from the Coon's Gallery parcel. This small loss of property will not constitute an adverse effect to the resource as the significance of the historic property lies largely in the gallery building itself. To help ensure no impact will occur to the gallery building, high-visibility temporary construction fencing will be placed between construction activities and the building (environmental commitment CR-1).

Hazardous Waste/Materials

Discussed in original Meadow Farms ADA IS/EA and incorporated by reference. Previous studies note one underground storage tank cleanup has occurred within the project limits. Although the Regional Water Quality Control Board has indicated that no further clean up action

is required at this site, further testing is being pursued by Caltrans to verify the absence of hazardous waste. These investigations will be completed prior to any right-of-way acquisition for any Build alternative, including Alternatives 3 or 4 if selected.

Biological Resources (Wetlands and other Waters)

Discussed in original Meadow Farms ADA IS/EA and incorporated by reference. Alternatives 3 and 4 have the same project footprint and features as Alternative 1 which could impact waters. Temporary water diversions would be needed at Matlick Ditch and various culverts, and the bridge over the North Fork of Bishop Creek would be widened by placing four 24-inch diameter concrete pilings into the creek for bridge support. Permits and onsite monitors will be required to avoid and minimize impacts to waters.

Biological Resources (Animal Species)

Discussed in original Meadow Farms ADA IS/EA and incorporated by reference. Two special-status fish species are known or assumed present within the Biological Study Area; Owens Valley speckled dace and Owens sucker. Biological monitors will be onsite during any dewatering activities to safely relocate fish species in the project area. Preconstruction surveys for bat and bird species will occur prior to construction to identify any nesting activity in the area. Active nests will be avoided.

TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES/PARKING

Regulatory Setting

The Department, as assigned by the Federal Highway Administration (FHWA), directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of Federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all Federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR 27) implementing Section 504 of the Rehabilitation Act (29 United States Code [USC] 794). The FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to federal-aid projects, including Transportation Enhancement Activities.

As mentioned previously, this recirculated IS/EA incorporates by reference all information, graphs, maps etc. which were included in corresponding sections of the original IS/EA for the Meadow Farms ADA Project. This recirculated IS/EA is focused on the addition of two Build alternatives (Alternatives 3 and 4), therefore, not all information about Alternatives 1, 2 and No-Build has been reproduced below. Some information from the original IS/EA has been restated below for background and clarity.

Affected Environment

A Community Impacts Analysis Study was performed for Caltrans in July 2019. All discussions regarding potential impacts to the Human Environment are based on this study, unless otherwise noted, and have been updated as additional design has been completed.

Access and Circulation

US 395 throughout the project segment has four travel lanes, with two lanes in each direction and a painted median that serves as a two-way left turn lane (TWLTL) at intersecting streets and driveways. Signalized intersections are present at the intersection of North Barlow Lane and US 395 and the intersection of North See Vee Lane and US 395. Recent installation of the signal at the intersection of US 395 and North See Vee Lane included construction of sidewalks, curb ramps, and driveway improvements near that intersection.

The daily traffic volumes on US 395 through the project segment were 15,800 vehicles in 2015 and 17,000 vehicles in 2017. They are expected to increase to 17,720 vehicles by 2035.

The project segment has discontinuous sidewalks, with paved or dirt shoulders on areas where there are no sidewalks, curbs, and gutters. The existing sidewalks are outside or partially within Caltrans ROW and do not meet current state and federal requirements for ADA accessibility. There is a crosswalk at the signalized intersection of North Barlow Lane and US 395. A crosswalk was also recently provided across North See Vee Lane with installation of the traffic signal at the intersection of North See Vee Lane and US 395.

Bicycle Facilities

Caltrans identifies a Class II (Bike Lane) facility on US 395 from Elm Street in Bishop to North Brockman Lane, which includes the proposed project segment. The Inyo County Active Transportation Plan also shows existing Class II or III bicycle lanes on US 395 near the project segment, extending east (southbound) of North See Vee Lane and west (northbound) of North Barlow Lane. Existing Class II or III bicycle lanes are also shown on North Barlow Lane north of US 395 and Saniger Lane. Proposed Class II or III bicycle lanes are shown south of US 395 on North Barlow Lane, North Tu Su Lane, and North See Vee Lane. Bicyclists currently use the sidewalks and shoulders on both sides of US 395 within the project limits, but there are no bike lane markings or signs.

The Inyo County Active Transportation Plan (Bicycle Element of the Plan) states that there is an existing Class II or III bicycle lane on US 395 between Elm Street, City Park, and North Brockman Lane, which is consistent with Caltrans District 9 Bicycle Guide; however, there is a gap in the network where the Sierra Street multiuse pathway ends and between the Bishop Paiute Reservation and area schools. Bicycle parking facilities are present at the Paiute Palace Casino (south of US 395 and east of Pa Ha Lane).

Parking

Off-street parking spaces on individual parcels along the project segment have been analyzed based on zoning requirements in the Inyo County Zoning Code and Bishop Municipal Code. While off-street parking spaces are available, on-street parking along the project segment currently occurs within the paved highway shoulders of US 395. While the shoulders are not designated for on-street parking, the absence of curbs and gutters and intermittent enforcement

have led to customer vehicles parking between the outside travel lane and commercial buildings along US 395.

Due to vehicles regularly parking in unmarked or undesignated spaces, both on-street and off-street, the parking counts used to assess parking reductions and additions are estimates based on the area needed for standard designated parking spaces.

A parking inventory and occupancy survey was conducted along US 395 and within approximately 300 feet of US 395 on intersecting streets. The survey was conducted on April 26, 27, and 28, 2019 (Friday, Saturday, and Sunday), which coincided with the opening weekend of the fishing season to account for potential peak parking conditions along the project segment. This allowed the survey to capture potential peak parking demand at local businesses along US 395 that would otherwise not occur midweek or on a normal weekend. While some of the businesses along the project segment have peak demands during specific seasons, such as the winter months for the snowboard rental shop and spring for the fly shop, the restaurants and the deli grocery market should be well patronized regardless of season.

Public Transportation

The project study area is served by the ESTA, which provides bus services in Inyo and Mono counties through deviated fixed routes, local in-town dial-a-ride services, multiple town-to-town services, and interregional service from Reno, Nevada, to Lancaster, California. ESTA fixed-route service buses run along the project segment, with a stop at the Rite-Aid (in Bishop Plaza) on US 395 and Rocking W Drive, and include:

- Lone Pine to Reno Route has one northbound and one southbound trip per day Monday through Friday.
- Mammoth Lakes to Lancaster Route has one northbound and one southbound trip per day Monday through Friday.
- Mammoth Express runs from Bishop to Mammoth Lakes. It has four northbound and four southbound trips per day Monday through Friday.
- Lone Pine Express runs from Bishop to Lone Pine. It has three to four northbound and three to four southbound trips per day Monday through Friday.
- Benton to Bishop Route runs along US 6 and has a stop on Main Street. It has one northbound and one southbound trip on Tuesdays and Fridays.

ESTA ridership information along the project segment for the past year (June 1, 2018, to May 31, 2019) is provided in Table 8 and shows there were 2,816 riders last year (or an average of 11 riders per weekday).

Environmental Consequences

Common to All Build Alternatives (1-4)

The proposed project does not include construction of additional travel lanes or changes in the roadway or intersection geometrics of US 395, and no increase or change in traffic patterns or volumes on the project segment are expected. Under all build alternatives, US 395 would

continue to have four lanes, although some restriping and slight adjustments of lane widths would occur. Sidewalks, crosswalks and driveway entrances would be constructed. The new sidewalks would separate pedestrians from the vehicle travel lanes and, with the proposed crosswalks and better-defined driveways, would improve accessibility and safety for all users. The proposed sidewalks would be constructed to meet state and federal requirements for ADA accessibility by providing adequate passing space, passageways around ramps, curb ramps across streets or landings at curb ramps, grade breaks, and warning surfaces, as well as meet cross slope and ramp slope requirements and clear width and vertical height requirements. The proposed addition of a pedestrian-activated crosswalk across US 395 at postmile 117.51 (near Mahogany Smoked Meats) would further serve to increase pedestrian and bicyclist access to both sides of the highway. The feasibility of adding a pedestrian refuge within the center lane at this crosswalk will be investigated during the Design phase of the project.

Constraints to access and circulation would be limited to the construction phase of the project when construction equipment crews and disturbed ground surfaces would partially block vehicle and pedestrian access. These impacts would be temporary and minimal, with pedestrians directed to the other side of US 395 that is not under construction. The standard Traffic Management Plan (TMP) will outline how Caltrans will maintain access to adjacent residential and commercial properties at all times, and would include measures such as cones, portable signs, flaggers, coordination with property owners, stakeholders, and public service providers on planned lane closures, the use of Caltrans Highway Information Network, and traveler information notification in a public information campaign.

Parking

Alternatives 3 and 4

Alternatives 3 and 4 would lead to the loss of approximately 39 on-street and off-street parking spaces in abutting lots on US 395 in front of existing businesses. They would prevent vehicles from backing out into US 395 when leaving these parking spaces by constructing sidewalks and driveways that meet current highway standards. The loss of parking spaces would start when each side of US 395 would be coned off to allow project construction.

Alternative 3 proposes to allow on-street parallel parking on the paved highway shoulders, both northbound and southbound directions, in the same way as Alternative 1. Approximately 53 on-street parking spaces would be provided under either of these alternatives (Alternatives 1 or 3). There is an approximate net gain of 14 parking spaces under these alternatives, however the distribution of parking spaces after construction would be different than current conditions. Due to the observed parking counts and zoning requirements, neither Alternative 1 nor Alternative 3 would result in a significant impact on parking availability throughout the corridor.



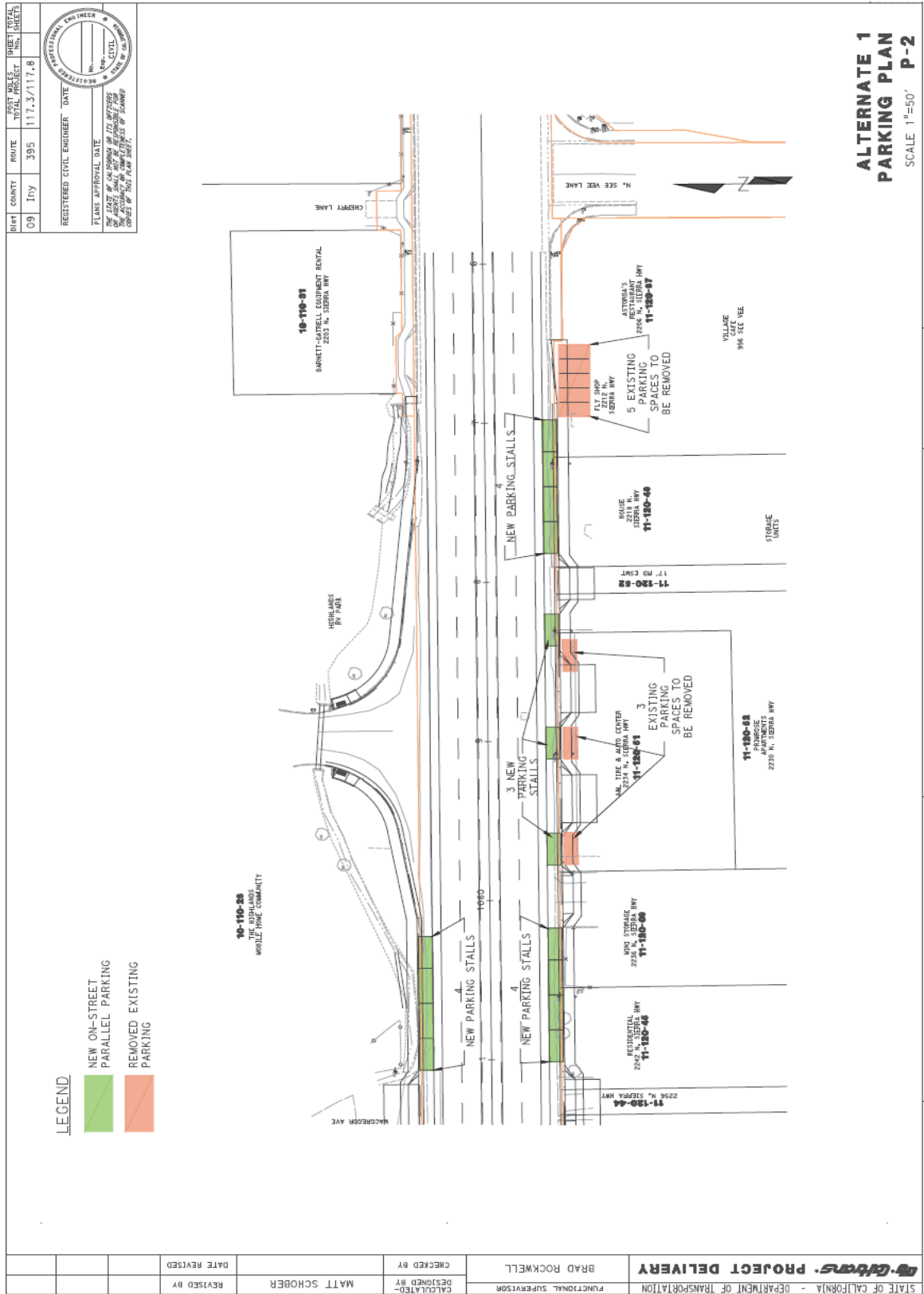


Figure 6 - Parking additions and losses for Alternatives 1 and 3

Alternative 4 would result in the same number of lost parking spaces (approximately 39) but would only allow on-street parking on the southbound side of US 395. The northbound side of US 395 contains fewer businesses and a large parking lot located at 2345 N. Sierra Highway, which would continue to serve patrons of businesses on the northbound side of the highway. Approximately 19 parking spaces would be removed on the northbound side of US 395 under Alternative 4, with no on-street parallel parking proposed to replace it. There is a design alternative also under consideration which would create a bulb-out area in front of the Antique Peddler (2293 North Sierra Highway) which would create approximately 9 on-street parallel parking spaces directly in front of this business (see Figure 5). This design feature is only being considered for Alternative 4, as Alternative 3 would already include on-street parallel parking spaces along the northbound side of US 395. There are no additional impacts to any resource from the addition of this project feature as it would have the same project footprint as Alternatives 1, 3, and 4 (without project feature). The project feature is being considered as an additional minimization measure for Alternative 4 to reduce any potential impacts on patrons of the antique businesses who otherwise would have to walk approximately 160 feet from the nearby parking lot to the business without this feature. Approximately 20 parking spaces would be removed on the southbound side of US 395, and approximately 31 on-street parallel parking spaces would be created for a net increase of 11 available parking spaces under Alternative 4.

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	
THE STATE OF CALIFORNIA ON ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.	



IS/EA Annotated Outline

Parking

The removal of parking spaces under Alternatives 3 would not result in significant impacts to the Human Environment as Alternative 3 would result in a net increase of parking spaces within the corridor through the addition of on-street parallel parking. Through continued coordination with Inyo County planning and zoning staff, Caltrans anticipates all commercial properties will continue to meet their requirements for parking availability if Alternative 3 were built. Caltrans is committed to coordinating with individual business owners throughout the project area to discuss potential impacts to parking availability and zoning requirements on their property and potential solutions in the event zoning requirements are not met as a result of this project (see commitment COM-5 below).

The removal of parking spaces on the southbound side of US 395 under Alternative 4 would not result in significant impacts to the Human Environment as there will be a net increase in available parking spaces through on-street parallel parking. On-street parallel parking would not be allowed on the northbound side of US 395 under Alternative 4, and approximately 19 parking spaces would be removed to accommodate the multi-use sidewalks. Of the 19 parking spaces to be removed, approximately 15 are in front of the Antique Peddler and associated antique stores at 2293 North Sierra Highway. These businesses are located on a portion of a larger parcel which includes the parking lot at 2345 North Sierra Highway. This parking lot is approximately 160 feet from the antique stores and contains enough available parking to serve patrons of the antique stores as well as meet all County zoning requirements for the entire parcel. A standalone design feature is under consideration for Alternatives 2 and 4 which would create a bulb-out in front of the antique stores to allow on-street parallel parking (approximately 8 spaces) which would further minimize any impacts to patrons of these businesses.

COM-4: Consider design feature of bulb-out for on-street parallel parking in front of antique stores (Alternatives 2 and 4)

Through coordination with Inyo County staff, Caltrans has determined that the removal of parking spaces on the southbound side of US 395 under Alternatives 1, 3, and 4 would not result in commercial property owners becoming unable to meet Inyo County zoning parking space requirements, however Caltrans remains committed to coordinating with individual property owners to discuss their parking requirements and potential changes from these alternatives. If it is determined a commercial property owner would no longer be able to meet zoning requirements due to Alternatives 1, 3, or 4, Caltrans will assist the property owners in either creating additional parking spaces on their property (and off of US 395), or pursuing a variance from Inyo County which would allow the property to continue to operate as normal with reduced parking on the subject property. The following commitment has been added to the Environmental Commitments Record to ensure this coordination and discussion of solutions occurs and minimizes any potential impacts to property owners.

COM-5: Caltrans R/W staff will coordinate with individual commercial property owners to discuss zoning and parking requirements. If parking requirements of individual parcels cannot be met after project is constructed, Caltrans will assist in either creating additional parking elsewhere on the subject property or pursuing a County variance which would allow the business to remain within zoning compliance with reduced parking availability (all Build alternatives)

Chapter 3 – California Environmental Quality Act (CEQA) Evaluation

Determining Significance under CEQA

The proposed project is a joint project by the California Department of Transportation (Department) and the Federal Highway Administration (FHWA) and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWA's responsibility for environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 United States Code Section 327 (23 USC 327) and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans. The Department is the lead agency under CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an EIS, or a lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) *as a whole* has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require the Department to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of "mandatory findings of significance," which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

CEQA Environmental Checklist

The following is an excerpt from the CEQA Checklist that discusses impacts related to parking – the only impact discussed in this recirculated IS/EA. The remainder of the CEQA Checklist remains unchanged and can be found in the original IS/EA document.

MANDATORY FINDINGS OF SIGNIFICANCE

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CEQA Significance Determinations for Mandatory Findings of Significance

A) Less than Significant Impact

The project will be constructed under permits issued by the California Fish and Wildlife Service as well as the Lahontan Regional Water Quality Control Board. With the avoidance and minimization measures outlined in the "Biological Resources" section as well as those which may be included in the future permits, the project will not have a significant impact on the natural environment. *Natural Environment Study – Minimal Impacts and Biological Resources Amended Scoping Report; February 2020*

B) No Impact

No other sidewalk project is anticipated to occur in the project location in the future. A similar project has occurred within the City of Bishop (Bishop ADA Project), and a traffic signal and crosswalk were installed at the southern end of the project (See Vee Signal Project). A separate sidewalk project, Bishop Pavement, is in the early stages of environmental analysis; the Bishop Pavement project would extend sidewalks and bicycle lanes from See Vee Lane south to the Bishop Fairgrounds where existing sidewalk ends. No cumulative impacts are anticipated as most work will occur within previously-disturbed highway areas. Each project has been analyzed for impact individually, and cumulatively are expected to increase walkability, ADA accessibility,

and multi-modal access in and around the proposed project area. *Community Impacts Analysis; July 2019*

C) Less than Significant Impact with Mitigation Incorporated

Impacts to the human environment are expected to be temporary during construction, and permanent under Alternatives 1, 3 and 4 with the acquisition of additional right-of-way for a wider highway facility, however they are anticipated to be less than significant as on-street parking spaces would be allowed under Alternative 1 and 3, and on-street parking would be allowed on the southbound side of the highway under Alternative 4. Under Alternative 2 an off-street parking lot would be developed to mitigate for the loss of parking throughout the corridor and the lack of on-street parking created by the alternative. The result of any alternative would be a net increase in available parking in the corridor with the development of an off-street parking lot as mitigation for Alternative 2 or creation of on-street parallel parking spaces under Alternatives 1, 3, and 4. Without the development of an off-street parking lot, Alternative 2 would result in the loss of 33 on-street parking spaces in the project area, reducing the estimated on-street parking availability from 256 spaces to 223 spaces (~13% reduction). Alternatives 1, 3 and 4 would have a less than significant impact on human beings, and Alternative 2 would have a less than significant impact on human beings with mitigation (off-street parking lot development) incorporated. *Community Impacts Analysis; July 2019*

Further discussion of new Alternatives 3 and 4

Alternatives 3 and 4, newly proposed in this recirculated IS/EA, could also have impacts on parking, however the impacts are less than significant due to the creation of on-street parking along US 395 and the existing availability of parking in a nearby lot. Alternative 3 would allow on-street parallel parking in the same fashion as Alternative 1 (allowed on both northbound and southbound sides of US 395), resulting in a net increase in available parking throughout the corridor. Alternative 4 would allow on-street parallel parking on the southbound side of US 395 only; there would be a net increase of parking on the southbound side and a decrease in parking (approximately 19 spaces) on the northbound side. An existing parking lot is located approximately 160 feet from the area on the northbound side which would see the greatest reduction in parking spaces (Antique Peddler; approximately 15 spaces removed), and this parking lot is on the same legal land parcel as the Antique Peddler which would allow the Antique Peddler store to remain within Inyo County zoning ordinances. Use of the nearby parking facility by Antique Peddler patrons is not considered a significant impact as the distance from the existing lot and storefront is approximately 160 feet, however a design feature is being considered which would create a bulb-out area for on-street parallel parking in front of this business on the northbound side of US 395. The bulb-out is estimated to create approximately 9 parking spaces and would further minimize any impacts to the business patrons.

Additionally, Caltrans will continue to coordinate with business owners throughout the project area for all Build alternatives to resolve any potential parking issues. Preliminary research and communications with Inyo County staff indicate that no businesses would be out of zoning compliance from the removal of parking spaces under any Build alternative, however during the right-of-way process each property will be considered individually to develop impact minimization measures for parking loss, if needed. Potential considerations, if the business can no longer remain within County parking ordinances, would be for Caltrans to assist in developing additional parking spaces elsewhere on the property or Caltrans assisting the business owner in pursuing a County variance which would waive the parking requirements. These are additional minimization measures for less than significant impacts:

COM-4: Consider design feature of bulb-out for on-street parallel parking in front of antique stores (Alternatives 2 and 4)

COM-5: Caltrans R/W staff will coordinate with individual commercial property owners to discuss zoning and parking requirements. If parking requirements of individual parcels cannot be met after project is constructed, Caltrans will assist in either creating additional parking elsewhere on the subject property or pursuing a County variance which would allow the business to remain within zoning compliance with reduced parking availability (all Build alternatives)

Climate Change

The Climate Change analysis included in the original Meadow Farms IS/EA is incorporated by reference into this recirculated document and therefore not reproduced here.

Chapter 4 – Comments and Coordination

Public circulation of the original Draft Initial Study and Proposed Mitigation Negative Declaration / Environmental Assessment was scheduled to occur for 45 days between April 1 and May 16, 2020. Due to the social distancing guidance issued by the Center for Disease Control (CDC) in response to the COVID-19 outbreak, the planned public meeting for this project was initially cancelled. Requests for a public meeting were, however, accepted during the public circulation and comment period. After receiving multiple requests for a public meeting, an online public forum was held on May 21, 2020. Prior to this meeting public notices were published in English and Spanish newspapers, media posts via CT Facebook and Twitter, and direct mailings were sent to 1800 residents in the project area notifying them of the meeting. The public comment period was officially extended from May 15 to June 1, 2020 via the CA State Clearinghouse to accommodate public comments after the meeting. Approximately 21 members of the public attended the online meeting. Official comments were not accepted during the meeting, and attendees were encouraged to provide written or digital comments prior to 6/1/2020.

After the public comment period closed on June 1, 2020, multiple internal project development team meetings were held to discuss public comments received and potential solutions to concerns raised. In response to some of these comments, Caltrans determined it would be in the best interest of the public to develop two additional project Build alternatives (Alternatives 3 and 4) and create this recirculated environmental document. The recirculated document will circulate for public comment from October 12, 2020 to November 12, 2020. An online public informational meeting is scheduled for Wednesday, November 4, 2020. Please see page 2 of this document, titled “General Information About This Document”, for meeting information. While developing the new Build alternatives, Caltrans held meetings with Inyo County Planning and Zoning staff to discuss parking ordinances and potential avoidance and minimization measures for the loss of private parking spaces. Commitments COM-4 and COM-5 were developed after these meetings.

Chapter 5 – List of Preparers

The following Department staff and consultants contributed to the preparation of this IS/EA.

Bradley Bowers, Environmental Coordinator and Paleontology Specialist; M.S. Environmental Science and Management, University of California, Santa Barbara; B.S. Magna Cum Laude, Geological Sciences & Environmental Hydrogeology, California State University, Los Angeles; 7 years of experience working in the environmental sector. Contribution: Environmental Document Preparation, Recirculated Environmental Document Preparation, Section 4(f) Study, Map Creation, Geological Evaluation, Paleontology Evaluation, Community Impacts Analysis Oversight

Angela Calloway, Senior Environmental Planner. M.A., Anthropology, California State University, Sacramento; B.S., Anthropology, Indiana State University; 16 years of experience in California and Great Basin archaeology and environmental document preparation. Contribution: Environmental document oversight.

Matthew Goike, Environmental Engineer. B.S. and M.S. in Civil Engineering from Michigan State University; 18 years of experience in transportation project development, 2 years of experience as a specialist in Air, Noise, Hazardous Waste, Water, Wastewater, and Stormwater. Contribution: Air, Noise, and Hazardous Waste assessment.

Jim Hibbert, District Landscape Architect; B.A. Geography, University of Alaska-Fairbanks, Fairbanks, AK; 2nd B.L.A. Landscape Architecture, University of Oregon, Eugene, OR. California Licensed Landscape Architect No. 5136. 18 years of experience in landscape architecture; Contribution: Visual Impacts Analysis.

Stephen Pfeiler, Associate Biologist. B.S. in Environmental Science from California State University Channel Islands; M.S., in Wildlife Biology from Utah State University; 3 years of experience as a geotechnical specialist for quality assurance/quality control in construction-related projects; 6 years of experience in research, restoration, and conservation of biological resources. Contribution: Natural Environment Study (Minimal Impacts)

Emilie Zelazo, Associate Environmental Planner (Archaeology); M.A. Anthropology, California State University Sacramento; M.A. Historic Preservation, Savannah College of Art and Design; 16 years of experience in California and Great Basin archaeology. Professionally Qualified Staff-Principal Investigator Prehistoric Archaeology, Architectural Historian. Contribution: Cultural Resource Compliance Oversight, Section 4(f) Study

APPENDICES

Appendix A. Section 4(f) Incorporated by Reference

Appendix B. Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

November 2019

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground 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."*

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

A blue ink signature of Toks Omishakin, consisting of a stylized 'T' followed by a cursive 'O' and 'M'.

Toks Omishakin
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Appendix C and D Incorporated by Reference

Appendix E. Avoidance, Minimization and/or Mitigation Summary

This section is incorporated by reference from the original Meadow Farms ADA IS/EA. Only new commitments developed since that document was circulated for public review are included here.

Community Impacts

COM-4: Consider design feature of bulb-out for on-street parallel parking in front of antique stores (Alternatives 2 and 4)

COM-5: Caltrans R/W staff will coordinate with individual commercial property owners to discuss zoning and parking requirements. If parking requirements of individual parcels cannot be met after project is constructed, Caltrans will assist in either creating additional parking elsewhere on the subject property or pursuing a County variance which would allow the business to remain within zoning compliance with reduced parking availability (all Build alternatives)

Appendix F. Meadow Farms ADA Initial Study with Proposed Mitigated Negative Declaration and Environmental Assessment (April 2020)

*For a complete copy of the original environmental document circulated for public review in April/May 2020, please contact the Caltrans District 9 Office in writing at 500 S. Main Street, Bishop, CA 93514 or via phone at (760) 872-0601. The original document may also be viewed online through the CA State Clearinghouse CEQA Website by typing the clearinghouse number (2020049012) into the search bar at: <https://ceqanet.opr.ca.gov/>

09/INY/395/117.3-117.9
09-36680
0916000021

Improve existing facilities to current ADA standards on U.S. 395 from North See Vee Lane to North Barlow Lane (postmile 117.3-117.9) in Inyo County just north of the Bishop city limit.

INITIAL STUDY with Proposed Mitigated Negative Declaration / Environmental Assessment


Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

CEQA Responsible Agencies:
California Transportation Commission
Inyo County
CA Department of Fish and Wildlife
CA Regional Water Quality Control Board
NEPA Cooperating Agency: U.S. Army Corps of Engineers

Date

4/1/2020


Ryan Dermody
Deputy District Director
Planning and Environmental Analysis
California Department of Transportation
CEQA Lead Agency, NEPA Lead Agency

The following persons may be contacted for more information about this document:

Bradley Bowers
Associate Environmental Coordinator
500 S. Main Street, Bishop CA 93514
(760) 872-2331; bradley.bowers@dot.ca.gov

PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

In accordance with the Americans with Disabilities Act (ADA) of 1990 and the California Government Code Sections 4450 et seq., the California Department of Transportation (Caltrans) proposes to upgrade pedestrian facilities to comply with State pedestrian accessibility design standards. The scope of the project includes upgrading non-standard curb ramps, driveways, pedestrian push buttons, restriping pavement markings, relocating traffic signals and masts, and constructing new pedestrian and bicycle facilities on both sides of U.S. Highway 395 between North See Vee Lane (postmile 117.3) and North Barlow Lane (postmile 117.8).

Determination

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is the Department's intent to adopt an MND for this project. This does not mean that the Department's decision regarding the project is final. This MND is subject to change based on comments received by interested agencies and the public.

The Department has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on Agriculture, Air Quality, Energy, Greenhouse Gas Emissions, Land Use, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation, Tribal Resources, and Wildfire.

In addition, the proposed project would have less than significant effects on Aesthetics, Biological Resources, Cultural Resources, Geology, Hazards and Hazardous Materials, Hydrology, Noise, Utilities, and the Human Environment (Community Impacts; Alternative 1 only).

With the following mitigation measures incorporated, the proposed project would have less than significant effects on the Human Environment (Community Impacts; Alternative 2 only).

COM-2: Alternative 2 proposes to purchase and develop an off-street parking area to replace the loss of parking spaces.

Ryan Dermody
Deputy District Director
Planning and Environmental Analysis
District 9
California Department of Transportation

Date