

Bishop Pavement

Inyo County, California

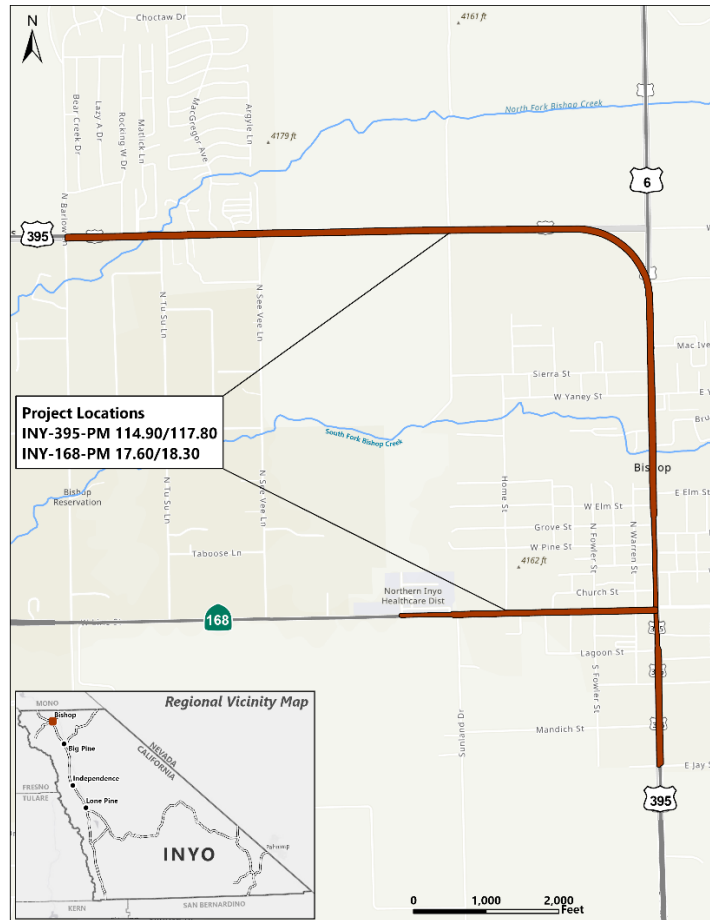
District 9 – INY – 395 (postmile 114.90/117.80)

And INY – 168 (postmile 17.60/18.30)

EA/Project ID: 09-37470/0918000019

State Clearinghouse Number: 2021060606

Initial Study with Mitigated Negative Declaration



Prepared by the
State of California, Department of Transportation
August 2021



General Information About This Document

What's in this document:

The following appendix has been added to the document since the draft environmental document was circulated for public review and comment:

- **Appendix C** Comment Letters and Responses

Document prepared by: Ryan Spaulding, Associate Environmental Planner

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 write to or call Caltrans, Attention: Angela Calloway, Environmental Office Chief, California Department of Transportation, 500 South Main Street, Bishop, California 93514; 760-920-9059 (Voice), or use the California Relay Service 1-800-735-2922 (Voice to TTY), 1-800-855-3000 (Spanish TTY to Voice and Voice to TTY), or 711.

State Clearinghouse Number: 2021060606
09-INY-395-PM 114.90/117.80 and 09-INY-168- PM 17.6/18.3
09-37470/0918000019

Caltrans proposes to rehabilitate pavement, construct a multiuse path, replace portions of sidewalk, improve drainage, and perform other work on U.S. Route 395, from postmiles 114.90 to 117.80, and on State Route 168, from postmiles 17.60 to 18.30, in and near the City of Bishop, in Inyo County.

INITIAL STUDY with Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation
Responsible Agencies: California Transportation Commission, California Department
of Fish and Wildlife, Lahontan Regional Water Quality Control Board

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08/12/2021

Date

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Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: 2021060606

District-County-Route-Post Mile: 09-INY-395-114.90/117.80,
09-INY-168-17.6/18.3

EA/Project Identification: 09-37470 / 0918000019

Project Description

The California Department of Transportation (Caltrans) proposes to rehabilitate pavement, construct a multiuse path, replace portions of sidewalk, improve drainage, and perform other work on U.S. Route 395, from postmiles 114.90 to 117.80, and on State Route 168, from postmiles 17.60 to 18.30, in and near the City of Bishop, in Inyo County.

Determination

An Initial Study has been prepared by the California Department of Transportation (Caltrans), District 9.

On the basis of this study it is determined that the proposed action with the incorporation of the identified mitigation measures will not have a significant effect on the environment for the following reasons:

- The proposed project will have no impacts to Aesthetics, Agriculture, Air Quality, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.
- In addition, the proposed project will have less than significant impacts to Hazards and Hazardous Materials, Hydrology and Water Quality, and Noise.
- With the following mitigation measure, the proposed project will have less than significant impacts to Biological Resources: removal of trees with a diameter at breast height of 4 inches or more will be mitigated by planting native trees within the project impact area or representative habitat areas nearby in consultation with California Department of Fish and Wildlife.

Dennee Alcala

Dennee Alcala
Deputy District Director, Planning and Environmental
District 9
California Department of Transportation

08/12/2021

Date

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Chapter 1 **Proposed Project**

1.1 Introduction

The Department of Transportation (Caltrans) proposes to rehabilitate pavement on all travel lanes on U.S. Route 395 from 0.1 mile south of Jay Street (postmile 114.9) to Barlow Lane (postmile 117.8) and on State Route 168 between Pioneer Lane (postmile 17.6) and Main Street / U.S. Route 395 (postmile 18.3). In addition to pavement rehabilitation, the project will, construct a multiuse path from near Wye Road to See Vee Lane, upgrade drainage at various locations, replace sidewalk, curb ramps, and driveways at various locations, relocate traffic signal poles at 3 corners of the U.S. Route 395 and State Route 168 intersection, upgrade pedestrian signal controls, construct enhanced pedestrian facilities on U.S. Route 395 at Clarke Street, Academy Avenue and Mac Iver Street, construct a pedestrian hybrid beacon on U.S. Route 395 at the Sierra Street bike path crossing. The project includes a design option to remove parking from State Route 168 within the project limits in order to establish bike lanes. For a project location and vicinity map, please see figure 1-1 on page two.

1.2 Purpose and Need

The project “purpose” is a set of objectives the project intends to meet. The project “need” is the transportation deficiency that the project was initiated to address.

1.2.1 Purpose

The purpose of this project is to restore the facility to a state of good repair so that the roadway will be in a condition that requires minimal maintenance, and to extend the service life of the facility and to bring portions of existing sidewalks and curb ramps to meet current regulations.

1.2.2 Need

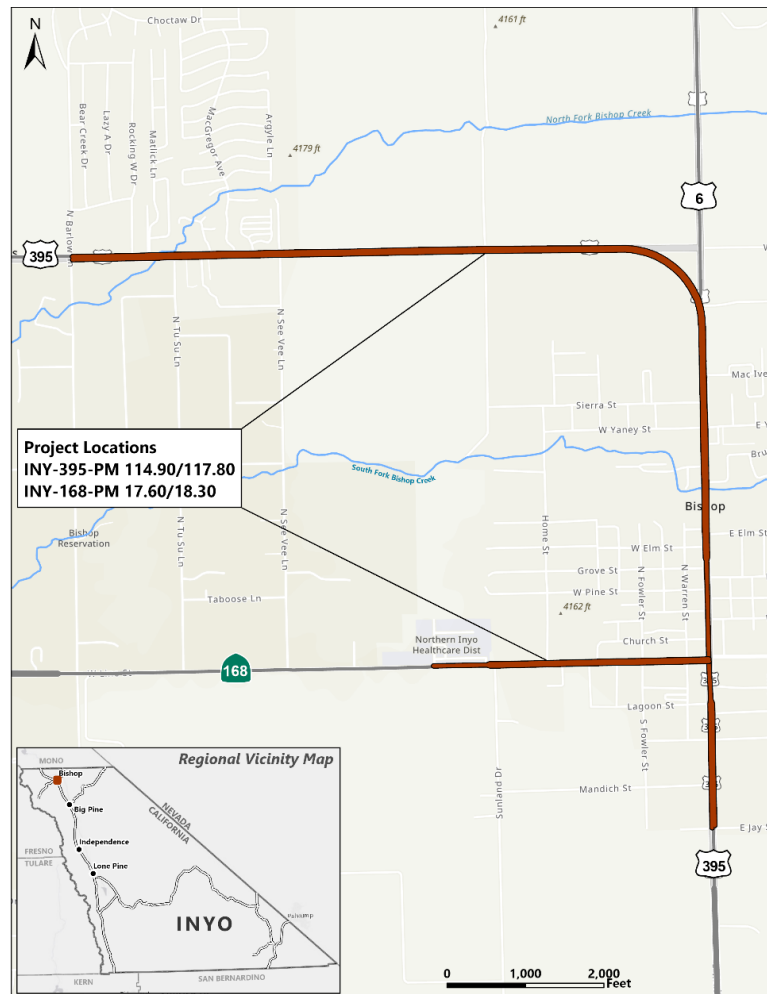
The pavement within the project limits is exhibiting distress and structural deficiencies. This has caused a deterioration that, if continued, will severely decrease the ride quality of the existing roadway. Portions of pedestrian facilities and Americans with Disabilities Act ramps need to be upgraded to meet the current Americans with Disabilities Act standards. Drainage improvements are needed on U.S. Route 395 to eliminate standing water.

1.3 Project Description

This environmental document has been prepared for a project that will rehabilitate pavement, construct a multiuse path, replace portions of sidewalk, improve drainage, install a bike lane, and perform other work on U.S. Route 395 and State Route 168 in and near the City of Bishop (see figure 1-1 below).

Caltrans includes standard specifications for the purposes of reducing impacts to the environment on every project constructed. These specifications include dust control, provisions for the handling of nesting birds, policies on the handling of hazardous materials and construction noise levels, et cetera. These standard specifications are incorporated as project features and are included as part of the project description. The significance of impacts under CEQA resulting from the project are considered after implementation of these measures.

Figure 1-1 Project Location and Vicinity Map



1.4 Project Alternatives

There are two build alternatives and one no-build alternative for the proposed project.

1.4.1 Build Alternatives

The two build alternatives would reconstruct the existing pavement on U.S. Route 395 and State Route 168 throughout the project limits providing enhanced pavement, ride, and mobility conditions for vehicular and non-vehicular modes of transportation while reducing road maintenance costs. Included in both build alternatives is the construction of portions of sidewalk, driveways, ramps, and pedestrian traffic signals to current Americans with Disabilities Act standards, construction of a multi-use path, and drainage improvements. Roadway alignments, profiles, and lane widths would not be changed under any alternative.

Common Design Features of the Build Alternatives

- On State Route 168, the project will remove 0.35 foot of existing asphalt pavement surface in both directions between Pioneer Lane (postmile 17.66) and Main St (postmile 18.31) and replace with new matching thickness hot mix asphalt (0.35 foot).
- Relocate three existing traffic signal poles at the junction of U.S. Route 395 and State Route 168 and upgrade the pedestrian push buttons to meet Americans with Disabilities Act requirements.
- Construct a pedestrian hybrid beacon on U.S. Route 395 at the existing Sierra Street Bike Path.
- Construct pedestrian crossing enhancements on U.S. Route 395 at Clarke Street, Academy Avenue, and Mac Iver Street.
- Replace lane striping with 6-inch stripes.
- Replace six traffic count stations.
- Upgrade sidewalks, driveways, and curb and gutter on Main Street on both sides between State Route 168/West Line Street (postmile 115.40) and Academy Avenue (postmile 115.52).
- Replace sidewalks, driveways, curb ramps, curb, and gutter where drainage improvements occur.
- Construct a 10-foot-wide multiuse path on the south side of U.S. Route 395 from the existing sidewalk near Wye Road to See Vee Lane. The proposed path would connect to the existing Sierra Bike Path (U.S. Route 395, postmile 116.83). The path surface could be constructed of Portland cement for longevity and lower maintenance cost or of asphalt concrete for potentially lower construction cost. Approximately 28 power poles will need to be relocated to the south on acquired right of way for the construction of the path.

- Replace deteriorated pipe and drainage inlets on the west side of U.S. Route 395 between Mandich Street and South Street.
- Install new slotted pipe and drainage inlets on the west side on U.S. Route 395 from near Clarke Street (postmile 115.27) to Church Street (postmile 115.45).
- Replace an existing line drain, install an inlet, and construct a storm drain crossing on U.S. Route 395 just north of State Route 168 (near Rusty's Saloon).
- Construct new slotted pipe and drainage inlets on the east side of U.S. Route 395 from an existing inlet near Grove Street to in front of the Bishop City Park.
- In the area of the multiuse path, a portion of the Harry Matlick Ditch that conflicts with the construction of the new path will be realigned.
- Drainage inlets draining to the B-1 drain and Noble Ditch will be constructed for storm water now concentrated at the curb and gutter. East of the Noble Ditch, storm water will be carried to the existing inlet near the end of the existing sidewalk.
- Culvert extensions will be required at the B-1 Drain and Noble Ditch crossings with U.S. Route 395 to accommodate the construction of a new multiuse path.
- As a design option, consider the removal of parking from State Route 168 within the project limits and establish bike lanes where width allows.
- As a result of public comments received during the thirty-day public commenting period of the Initial Study with Proposed Mitigated Negative Declaration, Caltrans will further investigate the feasibility of adding the following design features to the project scope during the design phase (this list item, and the following five sub-level items, are new to this document and were not included in the draft Initial Study with Proposed Mitigated Negative Declaration):
 - The installation of radar speed feedback signs at the southern and northern Bishop city limits on U.S. Route 395.
 - In coordination with the City of Bishop, the installation of landscaping, streetscaping, and additional features in areas of existing sidewalk within the project limits.
 - The addition of diagonal crosswalks at the intersection of U.S. Route 395 (Main Street) and State Route 168 (West Line Street).
 - The installation of pedestrian safety enhancements at additional intersections within the project limits contingent upon traffic survey results during the design phase.
 - The potential reduction to the number of existing traffic signs on State Route 168 and U.S. Route 395 within the project limits.

Unique Features of the Build Alternatives

For the project, there are two build alternatives (describe as Alternative A1 and Alternative A2 below). The two only differ through pavement strategy type

on a section of U.S. Route 395 (postmile 115.40 to postmile 116.42). All other features, outlined above, apply to both alternatives A1 and A2.

Alternative A1 (programmed project alternative)

Alternative A1 will see the removal of 0.35 foot of existing asphalt concrete pavement surface on U.S. Route 395 from 0.1 mile south of Jay St (postmile 114.98) to Barlow Ln (postmile 117.82), replace with matching thickness (0.35 foot) hot mix asphalt. Existing sections of Portland concrete pavement present at some intersections will remain. If practical, transitions between asphalt concrete pavement and Portland cement concrete pavement will be improved.

Alternative A2

This alternative proposes to remove the existing asphalt concrete pavement on U.S. Route 395 between State Route 168 (postmile 115.40) and Wye Road (postmile 116.42) and replace with jointed plane concrete pavement. This alternative is identical to Alternative A1 in all other aspects.

1.4.2 No-Build (No-Action) Alternative

The No Build Alternative would result in continued deterioration of the pavement and additional maintenance cost and therefore does not meet the project purpose and need.

1.5 Identification of a Preferred Alternative

After review of all comments received during the public comment period, the Caltrans Project Development Team decided to select Alternative A1 on July 29, 2021. The design option to remove parking on State Route 168 between U.S. Route 395 and Pioneer Lane and establish bike lanes received positive comments from the public and it is the desire of the project delivery team to bring this feature forward to the design phase. The above statement regarding the identification of a preferred alternative is new to this document since the draft Initial Study with Proposed Mitigated Negative Declaration circulated for thirty days for public comment on June 28, 2021.

1.6 Alternatives Considered but Eliminated from Further Discussion

The project delivery team considered but eliminated Alternative A2 and the No-Build Alternative from further discussion on July 29, 2021. The documentation of the decision to eliminate Alternative A2 and the No-Build Alternative from further discussion is new to this document since the draft

Initial Study with Proposed Mitigated Negative Declaration circulated for thirty days for public comment on June 28, 2021.

1.7 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with CEQA and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, has been prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—in other words, species protected by the Federal Endangered Species Act).

1.8 Permits and Approvals Needed

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

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	1602 Agreement for Streambed Alteration	Application for 1602 permit expected during the next project phase. Permit issuance anticipated prior to May 1, 2023.
California Water Quality Control Board, Lahontan Region	401 Certification/Waste Discharge Requirement permit	Application for Waste Discharge Requirement permit expected during the next project phase. Permit issuance anticipated prior to May 1, 2023.
California Transportation Commission	California Transportation Commission vote to approve funds	Along with the approval of the Final Environmental Document, the California Transportation Commission will be required to vote to approve funding for the project. The vote is anticipated in October 2021.
State Historic Preservation Officer	State Historic Preservation Officer concurrence of cultural studies completed for the project.	The State Historic Preservation Officer has provided concurrence on June 25, 2021.
Tribal Historic Preservation Officer	Tribal Historic Preservation Officer concurrence of cultural studies completed for the project.	The Tribal Historic Preservation Officer has provided concurrence on June 25, 2021.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Potentially Significant Impact, Less Than Significant with Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A No Impact answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.1.1 Aesthetics

Considering the information included in the Visual Impact Questionnaire dated March 1, 2021, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	No Impact

Question—Would the project:	CEQA Significance Determinations for Aesthetics
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

2.1.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Per a search of the California Department of Conservation's Important Farmland Mapping Tool, there are no designated Prime, Unique or Farmlands of Statewide Importance in or near the proposed project limits. The project will not have any effect on protected Farmlands, including those under the Williamson Act, or convert any farmlands into non-agricultural use (<https://maps.conservation.ca.gov/DLRP/CIFF/>; 8/19/20).

Impacts to timberland are analyzed as required by the California Timberland Productivity Act of 1982 (California Government Code Sections 51100 et seq.), which was enacted to preserve forest resources. Like the Williamson

Act, this program gives landowners tax incentives to keep their land in timber production. Contracts involving Timber Production Zones (are on 10-year cycles. Searches of Inyo County Planning documents, the California Department of Conservation website and the California Department of Forestry and Fire Protection website showed no designated timberlands or Timber Production Zones in or near the project vicinity. The project will have no effect on protected Timberlands since none exist in the project area.

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	No Impact

2.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Considering the information included in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo dated March 3, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

2.1.4 Biological Resources

Considering the information included in the Natural Environment Study (Minimal Impacts) dated February 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	Less Than Significant Impact.
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less Than Significant with Mitigation.
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact.

Question—Would the project:	CEQA Significance Determinations for Biological Resources
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less Than Significant Impact.
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact.
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact.

Affected Environment

The proposed project is located in and adjacent to the City of Bishop, along U.S. Route 395 and State Route 168, in the northern portion of the Owens Valley at approximately 4,130 feet in elevation. The Owens Valley, located in Eastern California, is a valley to the west of the White and Inyo Mountains and to the east of the Sierra Nevada Mountains. Bishop has an arid climate where the precipitation on average is roughly five inches per year. Temperatures in this region are highly variable, with cold winters and nights to very hot summers and days. The habitat types in the Owens Valley can be characterized as high desert natural communities that are part of the southern portion of the Great Basin Province; where pinyon/juniper woodland, sagebrush scrub and cottonwood dominated riparian vegetation can be found.

Much of the proposed project is located on paved, developed, non-vegetated, and/or highly disturbed areas with no riparian habitat present. However, riparian vegetation was observed during the field reviews on sections of Los Angeles Department of Water and Power parcels to the south of U.S. Route 395 and within the project limits. The riparian vegetation observed within the study area includes willow, wood rose, Chinese elm and black locus. Chinese elm and black locus trees are not designated as riparian vegetation but are considered such because of the association with Harry Matlick ditch and the B-1 drain.

It was determined during the wetland delineation survey conducted in January 10, 2021, that no U.S. Army Corps of Engineers jurisdictional wetlands were present. Three resources (Harry Matlick Ditch, B-1 Drain, Noble Ditch) were identified during the surveys and determined to be California Department of

Fish and Wildlife and Lahontan Regional Water Quality Control Board jurisdictional waters.

Two special-status fish species are known or assumed to be present within the Biological Study Area, Owens Valley speckled dace and Owens sucker. Owens Valley speckled dace are a subspecies of speckled dace in the Byprinidae family of fish which includes minnows and carps. They are characterized by a wide caudal peduncle, small scales, pointed snout, and a small sub-terminal mouth. This species is found only in three small populations in Inyo County in California and have been found in various habitat types such as small cold-water streams, irrigation ditches, and hot spring systems. According to the California Department of Fish and Wildlife, the population of this subspecies has declined over time due to various threats, including predation by non-native species, altered habitats creating isolation between populations, and reduction in springs due to groundwater extraction.

Owens sucker are a species of common suckers in the Catostomidae family of fish. This species is endemic to Inyo and Mono Counties and is commonly found in the Owens River, Bishop Creek, Crowley Reservoir, Convict Lake, and Lake Sabrina. They have also been found in tributaries to the Owens River and off-channel habitats. The population of Owens sucker may be limited by habitat degradation from water diversion and predation by invasive trout and bass species.

Owens sucker and Owens speckled dace are both considered a California Department of Fish and Wildlife Species of Special Concern and are considered under the CEQA. Owens sucker surveys were not performed for this project due to personal communication with California Department of Fish and Wildlife staff indicating the confirmed presence of Owens sucker in Matlick Ditch and the North Fork of Bishop Creek.

Environmental Consequences

a) d) The proposed project may have temporary impacts to Owens speckled dace and Owens sucker individuals (and associated habitat) during the relocation and diversion of Harry Matlick Ditch, and during culvert extension work at B-1 Drain and Noble Ditch. The B-1 Drain and Noble Ditch extension work will require the implementation of temporary water diversion systems. During the above-mentioned work activities, potential impacts to Owens speckled dace and Owens sucker individuals may include injury and/or mortality.

The proposed project may temporarily interfere with movement of Owens speckled dace and Owens sucker individuals during the relocation and diversion of Harry Matlick Ditch, and during culvert extension work at B-1 Drain and Noble Ditch. Work at the three (3) locations will require the implementation of temporary water diversion systems, and mesh fish screens

will be installed on the water intake pumps. As a result, downstream and upstream fish movement will be temporarily restricted at the work sites during water diversion activities.

b) Temporary impacts to jurisdictional waters will occur at Harry Matlick ditch from a temporary water diversion and ditch relocation (approximately 992 linear feet of the ditch will be relocated 20 feet to the south). Based on current project design, an estimated 3,310 square feet of jurisdictional waters will be temporarily impacted from this work.

The extension of both the B-1 Drain and Noble Ditch culverts will result in an estimated 75 square feet of permanent impacts, and 450 square feet of temporary impacts, to jurisdictional waters. In addition, a total of 28 trees will be removed to incorporate the new multiuse path on U.S. Route 395. The trees are associated with Harry Matlick ditch, and therefore deemed jurisdictional riparian habitat. Of the 28 trees, twelve (12) Chinese elm trees with a diameter-at-breast height of 4 inches or greater will be removed from the Biological study area to accommodate the new bike path; the remaining 16 trees are less than 4 inches diameter-at-breast height. One (1) full grown willow (*Salix* species.) will be removed with a diameter-at-breast height of 10 inches. Also, approximately 745 square feet of wild wood rose will be permanently impacted.

In total, the project will result in 3,760 square feet of temporary impacts, and 75 square feet of permanent impacts, to jurisdictional waters.

Avoidance, Minimization, and/or Mitigation Measures

With avoidance, minimization and mitigation measures in place, the project will have a less than significant impact on: special status animal species (Owens speckled dace and Owens sucker); jurisdictional waters; riparian habitat; nesting birds; and special-status plant species.

a) b) d) As noted above, Owens speckled dace and Owens sucker are found in Inyo (both species) and Mono (Owens sucker) counties, and nowhere else in the world. Although impacts to both species will be temporary, some methods of work could cause instances of mortality, which would cause a significant impact to the species as defined by CEQA. However, with implementation of the measures described below fish mortality would be avoided and the impacts would be reduced to less than significant.

The following avoidance and minimization measures will be implemented during construction to avoid direct impacts to the following:

1. Special-status animal species (Owens speckled dace and Owens sucker).
 - a. If water is present during the ditch relocation or the culvert extensions, a temporary water diversion will be necessary,

- and a qualified biological monitor will be present on-site prior to and during all temporary water diversion activities.
- b. Pump screens of the appropriate size will be used during water diversion and will follow Caltrans Standard Specifications for Species Protection as well as Fish Protection.
 - c. The monitor will ensure appropriate water intake velocities and will monitor water quality downstream of the project site to minimize siltation.
 - d. A 'De-Watering and Diversion Plan' will be prepared and submitted to California Department of Fish and Wildlife for approval.
 - e. A pre-construction survey will be conducted by dip-netting to determine if Owens speckled dace or Owens sucker are present within all the water ways impacted (Harry Matlick Ditch, B-1 Drain and Noble Ditch).
 - f. If dace or sucker are present within the ditches, then the qualified biological monitor will rescue, document, and inventory the number and type of fish in the ditch during de-watering activities. The rescued fish will be immediately relocated downstream and out of the project area.
2. Riparian habitat and jurisdictional waters.
- a. Design features will minimize effects to waters and erosion.
 - b. Vegetation removal will be minimal and will be limited to the minimum necessary to accomplish the work.
 - c. The project sediment controls during construction will adhere to the Caltrans January 2008 "Construction Site Best Management Practice Field Manual and Troubleshooting Guide" as well as the National Pollutant Discharge Elimination System permit requirements. Best management practices will include erosion and sediment control measures, and methods of permanent soil stabilization.
 - d. Fiber rolls and/or silt fencing (with no plastic mesh) must be used to protect water resources and delineate the edge of the permanent impact area.
 - e. A qualified biologist will be present on-site prior to and during construction and temporary clear water diversion activities to monitor implementation of avoidance and minimization measures.
 - f. Pump screens will be used during clear water diversion and will follow Caltrans Standard Specifications for Species Protection.
 - g. Compensatory mitigation:
 - i. Trees with a diameter-at-breast height of 4 inches or more will be mitigated by planting native trees within the project impact area or representative habitat

areas nearby in consultation with the Resource Agencies and permit conditions in the Regional Water Quality Control Board Waste Discharge Requirement permit and California Department of Fish and Wildlife 1600 Lake and Streambed Agreement. A Habitat Mitigation and Monitoring Plan will be drafted for approval by California Department of Fish and Wildlife and Regional Water Quality Control Board.

2.1.5 Cultural Resources

Considering the information included in the Archaeological Survey Report, Historic Resource Evaluation Report, Area of Potential Effects and Historic Properties Survey Report dated June 25, 2021, with State Historic Preservation Officer and Tribal Historic Preservation Officer concurrences on eligibility received on June 25, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

No Impact: As detailed in the documents noted above, no archaeological, historical, or built-environment resources were identified as being present within the proposed project area as a result of archival research, Native American consultation (including Assembly Bill 52 consultation), other local society and individual consultation, or pedestrian survey. The proposed project is in a mixed-use setting with significant above-ground and below-ground development. As such, it is unlikely intact significant and/or unique archaeological resources will be encountered by project actions.

Standard construction specifications for inadvertent finding of human remains will be in place, and construction work will cease in the area if remains are discovered. Work will not continue until the area has been assessed by the County Coroner and cleared by qualified archaeological staff. If the remains are determined to be prehistoric in origin, coordination with the appropriate Tribal representatives will occur.

2.1.6 Energy

For this project, a brief, qualitative analysis of energy impacts was performed. The proposed project will not increase highway capacity and therefore will not induce additional energy (fuel) consumption. All applicable Caltrans standard provisions for energy resources required for construction will be implemented on this project.

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	No Impact.
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact.

2.1.7 Geology and Soils

Considering the information included in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo dated March 3, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: ii) Strong seismic ground shaking?	No Impact

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iii) Seismic-related ground failure, including liquefaction?	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

2.1.8 Greenhouse Gas Emissions

Considering the information included in the Bishop Pavement: Climate Change Analysis dated June 2, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

Affected Environment

The proposed project is in a mixed suburban and rural area, with a primarily natural resources based agricultural and tourism economy. U.S. Route 395 is the main transportation route to and through the area for both passenger and commercial vehicles. Traffic counts are low, with daily traffic volumes on U.S. Route 395 through the project segment at 15,800 vehicles per day in 2015 and 17,000 vehicles per day in 2017, and U.S. Route 395 is rarely congested.

Environmental Consequences

The purpose of the proposed project is to rehabilitate existing pavement and bring highway facilities (curbs, sidewalks, gutters, and driveways) to current Americans with Disabilities Act standards and will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational greenhouse gas emissions. Because the project will not increase the number of travel lanes on U.S. Route 395 or State Route 168, no increase in vehicle miles traveled would occur as result of project implementation. Construction greenhouse gas emissions were estimated using the Sacramento Metropolitan Air Quality Management District Road Construction Emissions Model. Project construction is estimated to generate 486 U.S. tons of carbon dioxide over a 6-month construction period. While some greenhouse gas emissions during the construction period would be unavoidable, no increase in operational greenhouse gas emissions is expected.

After the project has been constructed, either build alternative would provide increased pedestrian and multi-modal access throughout the corridor which may result in a net reduction of greenhouse gas emissions from vehicles. The project will not increase vehicular capacity or induce additional travel which would lead to increased greenhouse gas emissions or vehicle miles traveled.

Avoidance, Minimization, and/or Mitigation Measures

In addition to all applicable Caltrans Standard Specifications (refer to the second paragraph on page 2), the following measures will be implemented in the project to reduce greenhouse gas emissions and potential climate change impacts from the project:

1. The Contractor will be instructed to use material source and borrow sites close to the project location to the extent feasible. This will reduce the number of haul trips and distance traveled per trip.
2. Removed trees with a diameter at breast height of 4 inches or more will be mitigated by planting native trees within the project impact area. Trees sequester carbon.

The proposed project will enhance pedestrian facilities within the community of Bishop with the introduction of a new multiuse path, pedestrian-activated beacon, upgraded sidewalks and curb ramps, and possibly bike lanes. Upon completion, the project has the potential to lower greenhouse gas emissions within the community over time if more travelers choose to use the new and upgraded facilities in lieu of motorized travel.

2.1.9 Hazards and Hazardous Materials

Considering the information included in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo, dated March 3, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less Than Significant Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less Than Significant Impact

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

Affected Environment

An initial site assessment was performed in February 2021, which included the entire project area and included extensive records searches of historic plans, photos, and pedestrian site surveys to identify potential sources of hazardous materials, historic hazardous waste generators, and inform the locations where future soil sampling and imaging are needed. The initial site assessment identified 34 low to medium risk parcels (former and existing gasoline stations or cleanup facilities) adjacent to U.S. Route 395 within the project area. Additionally, there is a potential for one to four historic underground storage tanks to occur in or near Caltrans' right-of-way within the project limits.

A preliminary site investigation will be performed during the design phase of the project and will include laboratory analysis of soil and groundwater where construction activities could encounter impacted soils. If construction activities will be performed in the proximity of underground storage tanks, a geophysical survey will be included in the preliminary site investigation to determine the exact locations.

Environmental Consequences

As project design details are finalized, the anticipated extent and depth of disturbance areas will be determined and cross-referenced with the locations of the risk parcels. For the 34 parcels identified, soil contamination might include hydrocarbons. Hydrocarbons refer to petroleum products including gasoline, diesel fuel, and motor oil. Any potential underground tanks could be hydrocarbon tanks, or also could be old heater fuel oil tanks that likely had kerosene. At this point there is no evidence there is any soil or water contamination anywhere within the project limits, but there are multiple historic properties that could have leaked and caused soil contamination. The preliminary site investigation will sample potential areas where contamination could exist as well as use ground-penetrating radar to locate underground tanks within the right-of-way.

Avoidance, Minimization, and/or Mitigation Measures

a) b) c) There have been no reported issues with local water quality and no known reports of soil contamination from any of the sites identified in the initial site assessment. To minimize the risk to human health and safety and the environment from encountering contaminated soils and underground materials, a preliminary site investigation will be performed before construction. The preliminary site investigation will include soil sampling and analytical testing to quantify any potentially hazardous waste within soils within the project area. The preliminary site investigation will also include geophysical investigations (likely using ground-penetrating radar) to identify any subsurface tanks, pipes or other materials which could be encountered during construction. If elevated levels of soil contaminants are found during the preliminary site investigation, the areas of contamination will be identified on project plans and the soils will be excavated, transported, and disposed of in accordance with all applicable health and safety and waste disposal ordinances. If underground facilities (tanks, piping, etc.) are found through geophysical investigation, each will be evaluated individually for potential contamination and risk of encountering during construction. If required, removal of these facilities will occur during construction. The removal, transport and disposal of any potentially hazardous materials will occur in accordance with all applicable federal, state, and local ordinances. One school is located directly adjacent to the project footprint (Home Street Middle School, 201 Home Street, Bishop, California 93514), however the only work planned to occur in the vicinity of school property is pavement replacement. Removal of any hazardous wastes will occur at the project site, transportation of wastes will not use routes near schools, and disposal will occur at licensed facilities in accordance with all applicable laws. Because of these avoidance and minimization measures, the project will have a less than significant impact on hazardous materials.

2.1.10 Hydrology and Water Quality

Considering the information included in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo (dated March 3, 2021) and the Natural Environment Study (dated February 2021), the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less Than Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;	Less Than Significant Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	Less Than Significant Impact
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	Less Than Significant Impact
(iv) impede or redirect flood flows?	Less Than Significant Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

Affected Environment

The proposed project will rehabilitate existing pavement, base, and sub-base, and will introduce new impervious surfaces to the project with the construction of a multiuse path.

During wetlands and water resource surveys in January 2021, three resources were identified within the project limits and determined to be State jurisdictional waters (Harry Matlick Ditch, B-1 Drain, Noble Ditch). The proposed project, as currently designed, will impact the three jurisdictional waters. Harry Matlick Ditch will be dewatered and relocated to construct a new multiuse path between See Vee Lane and the Tri-County Fairgrounds along the southbound shoulder of U.S. Route 395. The construction of this multiuse path will also require culvert extensions where the Noble Ditch and B-1 Drain cross U.S. Route 395.

Environmental Consequences

The proposed project will require a Regional Water Quality Control Board Waste Discharge Requirement permit and a California Department of Fish and Wildlife 1600 permit in order to work within Harry Matlick Ditch, B-1 Drain and Noble Ditch. Work within the three jurisdictional resources may result in temporarily degraded water quality. Approximately 990 linear feet of Harry Matlick Ditch will be realigned approximately 20 feet to the south, which affects the water course of the ditch.

The project will remove and replace existing pavement, base, and sub-base, and will disturb approximately 2.81 acres of soil. A new multiuse path will introduce approximately 0.16 acre of new impervious surfaces to the project limits, which currently has 27.68 acres of existing impervious area (*Stormwater Data Report*, Caltrans. February 2021). The project will construct two drainage inlets to capture stormwater that is directed by new curb and gutter adjacent to the multiuse path, which will drain to the B-1 Drain and Noble Ditch. Storm water currently drains off the southbound lanes of U.S. Route 395 to Harry Matlick Ditch, which drains to Noble Ditch. It has been determined during review of the proposed project that Noble Ditch and B-1 Drain have the capacity to receive stormwater flows. Additionally, the dimensions of the realigned Harry Matlick Ditch will remain the same as the existing alignment.

Avoidance, Minimization, and/or Mitigation Measures

a) c) Specific minimization measures will be outlined in the California Department of Fish and Wildlife and Regional Water Quality Control Board permits, which will be obtained prior to construction. The permits are likely to

include permanent erosion control, construction protections for water quality, and a dewatering plan to be developed prior to construction. All permit provisions as well as Caltrans standard construction specifications to prevent pollution of waterways will be implemented and adhered to. In addition, it is possible that the permit conditions outlined in the California Department of Fish and Wildlife 1600 permit will require an on-site biological monitor during construction activities taking place in Harry Matlick Ditch, Noble Ditch and B-1 Drain. The monitor will ensure that all avoidance and minimization measures are complied with.

Construction of the multiuse path will introduce impervious surface to the project area and alter the course of Matlick Ditch. Stormwater capture and drainage devices will be included in the project to meet the requirements of Caltrans' Construction General Permit and National Pollutant Discharge Elimination System requirements. Permanent soil stabilization techniques will be implemented to ensure that no disturbed soils are prone to erosion once construction is complete. It is also anticipated that trees will be planted for California Department of Fish and Wildlife compensatory mitigation requirements (see Section 2.1.4, Biological Resources) at the location of the new ditch realignment, which will also serve to provide permanent erosion treatment. As a result of the above measures, the project will have a less than significant impact on hydrology and water quality.

2.1.11 Land Use and Planning

Considering the information included in the Community Impacts: Memo to file dated March 10, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

2.1.12 Mineral Resources

Considering the information included in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo dated March 3, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

2.1.13 Noise

Considering the information included in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo dated March 3, 2021, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant Impact
b) Generation of excessive ground borne vibration or ground borne noise levels?	Less Than Significant Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

Affected Environment

During construction noise levels will be elevated for the community of Bishop, however the project setting is a commercialized highway corridor with no residential receptors directly adjacent to the project. Multiple motels are located within two city blocks on either side of the highway, and various hotels and motels are located on the highway within the project limits. At least one church is located on U.S. Route 395 within the project limits, but it is unknown

if church services occur during weekday daylight hours when construction could be occurring.

Environmental Consequences

Short term limited impacts during construction will occur as noise levels will be elevated. The project would not generate excessive ground borne vibration or ground borne noise levels; however, the degree of construction noise impacts may vary for different areas of the project site depending on the construction activities. Some of the sensitive receptors that are close to the U.S. Route 395 or State Route 168 corridor may be impacted.

Avoidance, Minimization, and/or Mitigation Measures

a) b) During construction, Caltrans will require the use of construction methods that would provide the lowest level of noise and ground vibration impact such as alternative low-noise pile installation methods. It may also be suggested that the Caltrans Public Information Office send notifications to all local businesses prior to construction, especially to hotels, motels, and churches whose occupants could be affected by elevated noise levels during construction. It is not anticipated that construction activities will occur during nighttime hours (9:00p.m. to 6:00a.m.) at this time. Through implementation of Caltrans standard specifications for noise levels and advanced community notification, impacts are anticipated to be less than significant.

2.1.14 Population and Housing

Considering the information included in the Community Impacts: Memo to file dated March 10, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

2.1.15 Public Services

Considering the information included in the Community Impacts: Memo to file dated March 10, 2021 the following significance determinations have been made:

Question:	CEQA Significance Determinations for Public Services
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?	No Impact
Police protection?	No Impact
Schools?	No Impact
Parks?	No Impact
Other public facilities?	No Impact

2.1.16 Recreation

Considering the information included in the Community Impacts: Memo to file dated March 10, 2021 the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Recreation
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact

Question—Would the project:	CEQA Significance Determinations for Recreation
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

2.1.17 Transportation

Considering the information included in the Community Impacts: Memo to file dated March 10, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	No Impact

2.1.18 Tribal Cultural Resources

Considering the information included in the Archaeological Survey Report dated June 25, 2021, the following significance determinations have been made:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
<p>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or</p>	<p>No Impact</p>
<p>b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<p>No Impact</p>

There are no tribal cultural resources identified within the project impact area. Letters pursuant to Assembly Bill 52 were sent on September 10, 2020 to two tribes which had previously identified affiliation with the project area (Bishop Paiute Tribe and Big Pine Paiute Tribe). On October 24, 2020, a response was received from Gloriana Bailey (Tribal Administrator, Bishop Paiute Tribe) confirming the tribe's interest in consulting on the project. Consultation with the Native American Heritage Commission was completed on September 15, 2020.

2.1.19 Utilities and Service Systems

Considering the information included in the Community Impacts: Memo to file dated March 10, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

2.1.20 Wildfire

Considering the information included in the Community Impacts: Memo to file dated March 10, 2021, the following significance determinations have been made:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact

Question—Would the project:	CEQA Significance Determinations for Wildfire
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
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?	Less Than Significant Impact with mitigation
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)?	No Impact

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

Affected Environment

As stated in the “Biological Resources” section of this document, the proposed project may result in temporary and permanent impacts to three jurisdictional water resources (Harry Matlick Ditch, B-1 Drain and Noble Ditch) within the project impact area. Communications with California Department of Fish and Wildlife Bishop Field Office (Nick Buckmaster, Environmental Scientist) confirmed that two Species of Special Concern (Owens speckled dace, Owens sucker) may also be present in the three waterways noted above.

Environmental Consequences

Construction activities may result in temporary impacts to Owens speckled dace and Owens sucker individuals during the relocation of Harry Matlick Ditch and culvert extensions at B-1 Drain and Noble Ditch. The relocation of Harry Matlick Ditch may also result in permanent impacts to associated riparian vegetation (mature trees and wild wood rose habitat).

Avoidance, Minimization, and/or Mitigation Measures

a) The project will be constructed under permits issued by the California Department of Fish and Wildlife and the Lahontan Regional Water Quality Control Board. Multiple avoidance and minimization measures, outlined in the “Biological Resources” section as well as those which may be included in future permits, will be implemented before, during and after construction. Furthermore, with implementation of a mitigation measure of planting native trees in place of impacted trees, the project impacts would be less than significant. *Natural Environment Study – Minimal Impacts; February 2021.*

Appendix A Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life.*

August 2020

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."

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

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/civil-rights/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 Civil Rights, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at <Title.VI@dot.ca.gov>.

Original signed by
Toks Omishakin
Director

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

DEPARTMENT OF TRANSPORTATION

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Agosto de 2020

**DECLARACIÓN DE POLÍTICA
DE NO DISCRIMINACIÓN**

El Departamento de Transporte de California, bajo el Título VI de la Ley de Derechos Civiles de 1964, asegura que *"Ninguna persona en los Estados Unidos, debido a su raza, color u origen nacional, será excluida de participar, ni se le negarán los beneficios, o será objeto de discriminación, en ningún programa o actividad que reciba ayuda financiera federal."*

Caltrans hará todos los esfuerzos para asegurar que no exista discriminación en ninguno de sus servicios, programas y actividades, ya sea que reciban fondos del gobierno federal o no, y que los servicios y beneficios sean justamente distribuidos a todas las personas sin importar su raza, color, u origen nacional. Adicionalmente, Caltrans facilitará la participación significativa en el proceso de planeación de los programas de transporte de manera no discriminatoria.

Los estatutos federales relacionados, los remedios, y la ley estatal refuerzan estas protecciones para incluir el sexo, la discapacidad, la religión, la orientación sexual y la edad.

Para información u orientación sobre cómo presentar una queja o para obtener más información relacionada con el Título VI, por favor comuníquese con el Gerente del Título VI al teléfono (916) 324-8379 o visite la siguiente página de Internet: <https://dot.ca.gov/programs/civil-rights/title-vi>.

Para obtener esta información en un formato alternativo como el Braille o en un lenguaje diferente al inglés, por favor póngase en contacto con la Oficina de Derechos Civiles del Departamento de Transporte de California, al 1823 14th Street, MS-79, Sacramento, CA 95811; al teléfono (916) 324-8379 (Teléfono de Texto TTY: 711); o al email: Title.VI@dot.ca.gov

Original signed by
Toks Omishakin
Director

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

Appendix B Species Lists

CALIFORNIA DEPARTMENT OF FISH and WILDLIFE *RareFind*

Query Summary:
Quad IS (Bishop (3711834) OR Fish Slough (3711844))

[Print](#) [Close](#)

CNDD Element Query Results

Scientific Name	Common Name	Taxonomic Group	Element Code	Total Occs	Returned Occs	Federal Status	State Status	Global Rank	State Rank	CA Rare Plant Rank	Other Status	Habitats
<i>Alkali Meadow</i>	Alkali Meadow	Herbaceous	CTT45310CA	8	1	None	None	G3	S2.1	null	null	Meadow & seep, Wetland
<i>Anodonta californiensis</i>	California floater	Mollusks	IMBIV04220	6	1	None	None	G3Q	S2?	null	USFS_S-Sensitive	Aquatic
<i>Antrozous pallidus</i>	pallid bat	Mammals	AMACC10010	420	1	None	None	G4	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFS_S-Sensitive, WBSWG_H-High Priority	Chaparral, Coastal scrub, Desert wash, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Riparian woodland, Sonoran desert scrub, Upper montane coniferous forest, Valley & foothill grassland
<i>Aquila chrysaetos</i>	golden eagle	Birds	ABNKC22010	323	1	None	None	G5	S3	null	BLM_S-Sensitive, CDFW_S-Sensitive, CDFW_FP-Fully Protected, CDFW_WL-Watch List, IUCN_LC-Least Concern, USFWS_BCC-Birds of Conservation Concern	Broadleaved upland forest, Cismontane woodland, Coastal prairie, Great Basin grassland, Great Basin scrub, Lower montane coniferous forest, Pinon & juniper woodlands, Upper montane coniferous forest, Valley & foothill grassland
<i>Astragalus argophyllus</i> var. <i>argophyllus</i>	silver-leaved milk-vetch	Dicots	PDFAB0F0S1	9	2	None	None	G5T4	S2	2B.2	BLM_S-Sensitive	Alkali playa, Meadow & seep, Wetland
<i>Astragalus lentiginosus</i> var. <i>piscinensis</i>	Fish Slough milk-vetch	Dicots	PDFAB0FB9E	4	3	Threatened	None	G5T1	S1	1B.1	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Alkali playa, Meadow & seep, Wetland
<i>Boechera dispar</i>	pinon rockcress	Dicots	PDBRA060F0	97	2	None	None	G3	S3	2B.3	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Joshua tree woodland, Mojavean desert scrub, Pinon & juniper woodlands
<i>Bombus morisoni</i>	Morrison bumble bee	Insects	IIHYM24460	86	1	None	None	G4G5	S1S2	null	IUCN_VU-Vulnerable	null

<https://apps.wildlife.ca.gov/rarefind/view/QuickElementListView.html>

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<i>Buteo swainsoni</i>	Swainson's hawk	Birds	ABNKC19070	2535	1	None	Threatened	G5	S3	null	BLM_S-Sensitive, IUCN_LC-Least Concern, USFWS_BCC-Birds of Conservation Concern	Great Basin grassland, Riparian forest, Riparian woodland, Valley & foothill grassland
<i>Calochortus excavatus</i>	Inyo County star-tulip	Monocots	PMLILD00F0	70	12	None	None	G2	S2	1B.1	BLM_S-Sensitive, USFS_S-Sensitive	Chenopod scrub, Meadow & seep, Wetland
<i>Catostomus fumeiventris</i>	Owens sucker	Fish	AFCJCD02090	35	10	None	None	G3G4	S3	null	CDFW_SSC-Species of Special Concern	Aquatic, Great Basin flowing waters
<i>Corynorhinus townsendii</i>	Townsend's big-eared bat	Mammals	AMACC08010	635	2	None	None	G4	S2	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFS_S-Sensitive, WBWG_H-High Priority	Broadleaved upland forest, Chaparral, Chenopod scrub, Great Basin grassland, Great Basin scrub, Joshua tree woodland, Lower montane coniferous forest, Meadow & seep, Mojavean desert scrub, Riparian forest, Riparian woodland, Sonoran desert scrub, Sonoran thorn woodland, Upper montane coniferous forest, Valley & foothill grassland
<i>Crepis runcinata</i>	fiddleleaf hawksbeard	Dicots	PDAST2R0K0	32	5	None	None	G5	S3	2B.2	null	Mojavean desert scrub, Pinon & juniper woodlands
<i>Cyprinodon radiosus</i>	Owens pupfish	Fish	AFCNB02090	23	4	Endangered	Endangered	G1	S1	null	AFS_EN-Endangered, CDFW_FP-Fully Protected, IUCN_EN-Endangered	Aquatic, Artificial flowing waters, Artificial standing waters, Great Basin flowing waters, Great Basin standing waters
<i>Elymus salina</i>	Salina Pass wild-rye	Monocots	PMPOA6P010	9	1	None	None	G4G5	S2S3	2B.3	SB_USDA-US Dept of Agriculture	Pinon & juniper woodlands
<i>Empidonax traillii eximius</i>	southwestern willow flycatcher	Birds	ABPAE33043	70	1	Endangered	Endangered	G5T2	S1	null	NABCI_RWL-Red Watch List	Riparian woodland
<i>Euderma maculatum</i>	spotted bat	Mammals	AMACC07010	68	2	None	None	G4	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, WBWG_H-High Priority	null

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Falco mexicanus	prairie falcon	Birds	ABNKD06090	451	1	None	None	G5	S4	null	CDFW_WL-Watch List, IUCN_LC-Least Concern, USFWS_BCC-Birds of Conservation Concern	Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, Valley & foothill grassland
Fimbristylis thermalis	hot springs fimbriatylis	Monocots	PMCYPOB0N0	19	3	None	None	G4	S1S2	2B.2	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Meadow & seep, Wetland
Ivesia kingii var. kingii	alkali Ivesia	Dicots	PDROS0X092	15	2	None	None	G4T3Q	S2	2B.2	BLM_S-Sensitive	Alkali playa, Great Basin scrub, Meadow & seep
Lasionycteris noctivagans	silver-haired bat	Mammals	AMACC02010	139	1	None	None	G3G4	S3S4	null	IUCN_LC-Least Concern, WWF_M-Medium Priority	Lower montane coniferous forest, Oldgrowth, Riparian forest
Lepus townsendii townsendii	western white-tailed jackrabbit	Mammals	AMAEB03041	24	1	None	None	G5T5	S3?	null	CDFW_SSC-Species of Special Concern	Alpine dwarf scrub, Great Basin grassland, Great Basin scrub, Pinon & juniper woodlands, Subalpine coniferous forest
Lithobates pipiens	northern leopard frog	Amphibians	AAABH01170	19	2	None	None	G5	S2	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Freshwater marsh, Great Basin flowing waters, Great Basin standing waters, Marsh & swamp, Wetland
Mentzelia torreyi	Torrey's blazing star	Dicots	PDLOA031S0	17	3	None	None	G4	S2	2B.2	null	Great Basin scrub, Mojavean desert scrub, Pinon & juniper woodlands
Microtus californicus vallicola	Owens Valley vole	Mammals	AMAFF11033	14	1	None	None	G5T3	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern	Meadow & seep, Wetland
Oryzopsis nevadensis	Nevada oryzopsis	Dicots	PDSDLOQ010	33	2	None	None	G3	S2	2B.1	null	Chenopod scrub, Desert wash, Mojavean desert scrub
Phacelia inyoensis	Inyo phacelia	Dicots	PDHYD0C2F0	19	3	None	None	G2	S2	1B.2	BLM_S-Sensitive, USFS_S-Sensitive	Meadow & seep
Plagiobothrys parishii	Parish's popcornflower	Dicots	PDBOR0V0U0	16	2	None	None	G1	S1	1B.1	BLM_S-Sensitive, SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, USFS_S-Sensitive	Great Basin scrub, Joshua tree woodland
Pyrgulopsis perturbata	Fish Slough springsnail	Mollusks	IMGASJ0290	3	1	None	None	G1	S1	null	null	Aquatic, Great Basin flowing waters
Ranunculus hydrocharoides	frog's-bit buttercup	Dicots	PDRANDL190	4	1	None	None	G4	S1	2B.1	null	Freshwater marsh, Marsh & swamp, Wetland
Rhinichthys osculus ssp. 2	Owens speckled dace	Fish	AFCJB3705F	28	12	None	None	G5T1T2Q	S1S2	null	AFS_TH-Threatened,	Aquatic, Great Basin

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											BLM_S-Sensitive, CDFW_SSC- Species of Special Concern	flowing waters
Riparia riparia	bank swallow	Birds	ABPAU06010	296	2	None	Threatened	G5	G2	null	BLM_S-Sensitive, IUCN_LC-Least Concern	Riparian scrub, Riparian woodland
Sidaloea covillei	Owens Valley checkerbloom	Dicots	PDMAL11040	43	9	None	Endangered	G2	G2	1B.1	BLM_S-Sensitive	Chenopod scrub, Meadow & seep, Wetland
Siphateles bicolor snyderi	Owens tui chub	Fish	AFCJB1303J	20	3	Endangered	Endangered	G4T1	G1	null	AFS_EN- Endangered	Aquatic, Great Basin flowing waters, Great Basin standing waters
Thelypodium Integrifolium ssp. complanatum	foxtail thelypodium	Dicots	PDBRA2N062	13	1	None	None	G5T4T5	G2	2B.2	null	Great Basin scrub, Meadow & seep
Transmontane Alkali Marsh	Transmontane Alkali Marsh	Marsh	CTT52320CA	7	1	None	None	G3	G2.1	null	null	Marsh & swamp, Wetland
Vulpes vulpes necator	Sierra Nevada red fox	Mammals	AMAJA03012	201	1	Proposed Endangered	Threatened	G5T1T2	G1	null	USFS_S-Sensitive	Alpine, Alpine dwarf scrub, Broadleaved upland forest, Meadow & seep, Riparian scrub, Subalpine coniferous forest, Upper montane coniferous forest, Wetland

<https://apps.wildlife.ca.gov/rarefind/view/QuickElementListView.html>

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IPaC**U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Project information

NAME

Bishop Pavement

LOCATION

Inyo County, California

**DESCRIPTION**

None

Local office

Reno Fish And Wildlife Office

☎ (775) 861-6300

📠 (775) 861-6301

<https://ecos.fws.gov/ipac/project/FOUF24UXTNAENNZCSNNROZKOTA/resources>

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IPaC: Explore Location resources

1340 Financial Boulevard, Suite 234
Reno, NV 89502-7147

<http://www.fws.gov/nevada/>

NOT FOR CONSULTATION

<https://ecos.fws.gov/ipac/project/FOUF24UXTNAENNZCSNNROZKOTA/resources>

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Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act requires Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Log in to IPaC.
2. Go to your My Projects list.
3. Click PROJECT HOME for this project.
4. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are not shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
------	--------

Sierra Nevada Bighorn Sheep	<i>Ovis canadensis sierrae</i>	Endangered
There is final critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/3646		

Birds

NAME	STATUS
Southwestern Willow Flycatcher <i>Empidonax traillii extimus</i> Wherever found There is final critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/6749	Endangered
Yellow-billed Cuckoo <i>Coccyzus americanus</i> There is proposed critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/3911	Threatened

Fishes

NAME	STATUS
Lahontan Cutthroat Trout <i>Oncorhynchus clarkii henshawi</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/3964	Threatened
Owens Pupfish <i>Cyprinodon radiosus</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4982	Endangered
Owens Tui Chub <i>Gila bicolor ssp. snyderi</i> Wherever found There is final critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/7289	Endangered

Flowering Plants

NAME	STATUS
Fish Slough Milk-vetch <i>Astragalus lentiginosus</i> var. <i>piscinensis</i>	Threatened
Wherever found	
There is final critical habitat for this species. The location of the critical habitat is not available.	
https://ecos.fws.gov/ecp/species/7947	

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A
BREEDING SEASON IS INDICATED
FOR A BIRD ON YOUR LIST, THE
BIRD MAY BREED IN YOUR
PROJECT AREA SOMETIME WITHIN
THE TIMEFRAME SPECIFIED,
WHICH IS A VERY LIBERAL
ESTIMATE OF THE DATES INSIDE
WHICH THE BIRD BREEDS
ACROSS ITS ENTIRE RANGE.
"BREEDS ELSEWHERE" INDICATES
THAT THE BIRD DOES NOT LIKELY
BREED IN YOUR PROJECT AREA.)

Bald Eagle *Haliaeetus leucocephalus*

Breeds Dec 1 to Aug 31

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1626>

Brewer's Sparrow *Spizella breweri*

Breeds May 15 to Aug 10

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/9291>

Golden Eagle *Aquila chrysaetos*

Breeds Dec 1 to Aug 31

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/1680>

Green-tailed Towhee *Pipilo chlorurus*

Breeds May 1 to Aug 10

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/9444>

Lesser Yellowlegs *Tringa flavipes*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9679>

Lewis's Woodpecker *Melanerpes lewis*

Breeds Apr 20 to Sep 30

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9408>

<p>Long-billed Curlew <i>Numenius americanus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/5511</p>	Breeds Apr 1 to Jul 31
<p>Marbled Godwit <i>Limosa fedoa</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9481</p>	Breeds elsewhere
<p>Olive-sided Flycatcher <i>Contopus cooperi</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/3914</p>	Breeds May 20 to Aug 31
<p>Pinyon Jay <i>Gymnorhinus cyanocephalus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9420</p>	Breeds Feb 15 to Jul 15
<p>Sage Thrasher <i>Oreoscoptes montanus</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p> <p>https://ecos.fws.gov/ecp/species/9433</p>	Breeds Apr 15 to Aug 10
<p>Sagebrush Sparrow <i>Artemisiospiza nevadensis</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p>	Breeds Mar 15 to Jul 31
<p>Tricolored Blackbird <i>Agelaius tricolor</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/3910</p>	Breeds Mar 15 to Aug 10
<p>Virginia's Warbler <i>Vermivora virginiae</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9441</p>	Breeds May 1 to Jul 31
<p>Willet <i>Tringa semipalmata</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Apr 20 to Aug 5
<p>Willow Flycatcher <i>Empidonax traillii</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p> <p>https://ecos.fws.gov/ecp/species/3482</p>	Breeds May 20 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern \(BCC\)](#) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and

3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

FRESHWATER EMERGENT WETLAND

[PEM1C](#)

[PEM1Cx](#)

[PEM1A](#)

FRESHWATER FORESTED/SHRUB WETLAND

[PFOC](#)

FRESHWATER POND

[PUBHx](#)

RIVERINE

[R2UBHx](#)

[R2UBH](#)

[R5UBFx](#)

A full description for each wetland code can be found at the [National Wetlands Inventory website](#)

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error

is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

*The database used to provide updates to the Online Inventory is under construction. [View updates and changes made since May 2019 here.](#)




Plant List

48 matches found. [Click on scientific name for details](#)

Search Criteria

California Rare Plant Rank is one of [1A, 1B, 2A, 2B], Found in Quads 3711845, 3711844, 3711843, 3711835, 3711834, 3711833, 3711825 3711824 and 3711823;

[Modify Search Criteria](#) [Export to Excel](#) [Modify Columns](#) [Modify Sort](#) [Remove Photos](#)

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank	Photo
Aliciella triodon	coyote gilia	Polemoniaceae	annual herb	Apr-Jun	2B.2	S2	G5	 2010 Steve Matson
Allium atrorubens var. atrorubens	Great Basin onion	Alliaceae	perennial bulbiferous herb	May-Jun	2B.3	S2	G4T4	no photo available
Astragalus argophyllus var. argophyllus	silver-leaved milk-vetch	Fabaceae	perennial herb	May-Jul	2B.2	S2	G5T4	 2008 Gary A. Monroe
Astragalus lentiginosus var. piscinensis	Fish Slough milk-vetch	Fabaceae	perennial herb	Jun-Jul	1B.1	S1	G5T1	 2008 Gary A. Monroe
Astragalus platytropis	broad-keeled milk-vetch	Fabaceae	perennial herb	Jun-Sep	2B.2	S3	G5	

www.rareplants.cnps.org/result.html?adv=t&cnps=1A:1B:2A:2B&quad=3711845:3711844:3711843:3711835:3711834:3711833:3711825:3711824:3711... 1/8

[Astragalus serenoii var. shockleyi](#)

Shockley's
milk-vetch

Fabaceae

perennial
herb

(Apr)May-
Jul

2B.2 S2

G4T3



2012 Steve Matson



2005 Steve Matson

[Atriplex gardneri var. falcata](#)

falcate
saltbush

Chenopodiaceae

perennial
herb

May-Aug

2B.2 S2S3

G4T4Q



2013 Trent M. Draper

[Blepharidachne kingii](#)

King's
eyelash grass

Poaceae

perennial
herb

May

2B.3 S2

G4



2005 Steve Matson

[Boechera dispar](#)

pinyon
rockcress

Brassicaceae

perennial
herb

Mar-Jun

2B.3 S3

G3



2009 Thomas Stoughton

[Boechera lincolnensis](#)

Lincoln
rockcress

Brassicaceae

perennial
herb

Mar-May

2B.3 S3

G4G5

<u>Botrychium crenulatum</u>	scalloped moonwort	Ophioglossaceae	perennial rhizomatous herb	Jun-Sep	2B.2	S3	G4
<u>Calochortus excavatus</u>	Inyo County star-tulip	Liliaceae	perennial bulbiferous herb	Apr-Jul	1B.1	S2	G2
<u>Carex scirpoidea ssp. pseudoscirpoidea</u>	western single-spiked sedge	Cyperaceae	perennial rhizomatous herb	Jul-Sep	2B.2	S2	G5T4
<u>Crepis runcinata</u>	fiddleleaf hawksbeard	Asteraceae	perennial herb	May-Aug	2B.2	S3	G5
<u>Dedeckera eurekaensis</u>	July gold	Polygonaceae	perennial deciduous shrub	May-Aug	1B.3	S3	G3
<u>Draba praealta</u>	tall draba	Brassicaceae	perennial herb	Jul-Aug	2B.3	S3	G5



2005 Brent Miller



2011 Aaron E. Sims



1981 Steve Lowens



2003 Steve Matson

no photo available



2007 Steve Matson

<u>Draba sierrae</u>	Sierra draba	Brassicaceae	perennial herb	(May)Jun-Aug	1B.3	S3	G3	
<u>Elymus salina</u>	Salina Pass wild-rye	Poaceae	perennial rhizomatous herb	May-Jun	2B.3	S2S3	G4G5	no photo available
<u>Eremothera boothii ssp. intermedia</u>	Booth's hairy evening-primrose	Onagraceae	annual herb	(May)Jun	2B.3	S3	G5T3T4	no photo available
<u>Erythranthe calicicola</u>	limestone monkeyflower	Phrymaceae	annual herb	Apr-Jun	1B.3	S3	G3	no photo available
<u>Fimbristylis thermalis</u>	hot springs fimbristylis	Cyperaceae	perennial rhizomatous herb	Jul-Sep	2B.2	S1S2	G4	
<u>Grusonia pulchella</u>	beautiful cholla	Cactaceae	perennial stem succulent	May(Jun)	2B.2	S2	G4	
<u>Ivesia kingii var. kingii</u>	alkali ivesia	Rosaceae	perennial herb	May-Aug	2B.2	S2	G4T3Q	
<u>Loeflingia squarrosa var. artemisianum</u>	sagebrush loeflingia	Caryophyllaceae	annual herb	Apr-May	2B.2	S2	G5T3	no photo available
<u>Lupinus magnificus var. hesperius</u>	McGee Meadows lupine	Fabaceae	perennial herb	Apr-Jun	1B.3	S1	G3T1Q	no photo available



2009 Steve Matson



2014 Joy England



2004 Steve Matson



2010 Neal Kramer



2005 Steve Matson

CNPS Inventory Results

2008 Mary Winter

5/8

3/16/2021

CNPS Inventory Results

[Phacelia inyoensis](#) Inyo phacelia Hydrophyllaceae annual herb Apr-Aug 1B.2 S3 G3 no photo available



2006 James M. Andre

[Plagiobothrys parishii](#) Parish's popcornflower Boraginaceae annual herb Mar-Jun(Nov) 1B.1 S1 G1

[Poa lettermanii](#) Letterman's blue grass Poaceae perennial herb Jul-Aug 2B.3 S3 G4 no photo available

[Pohlia tundrae](#) tundra thread moss Melichhoferiaceae moss 2B.3 S3 G3 no photo available

[Potamogeton robbinsii](#) Robbins' pondweed Potamogetonaceae perennial rhizomatous herb (aquatic) Jul-Aug 2B.3 S3 G5



2008 Dean Wm. Taylor, Ph.D.

[Potentilla morefieldii](#) Morefield's cinquefoil Rosaceae perennial herb Jul-Sep 1B.3 S2 G2



2004 Steve Matson

[Ranunculus hydrocharoides](#) frog's-bit buttercup Ranunculaceae perennial herb (aquatic) (May)Jun-Sep 2B.1 S1 G4



1998 Larry Blakely

[Sabulina stricta](#) bog sandwort Caryophyllaceae perennial herb Jul-Sep 2B.3 S3 G5 no photo available

[Sidalcea covillei](#) Owens Valley checkerbloom Malvaceae perennial herb Apr-Jun 1B.1 S2 G2



1998 Larry Blakely

[Solorina spongiosa](#) fringed chocolate chip lichen Peltigeraceae crustose lichen (terricolous) 2B.2 S1 G4G5 no photo available

[Sphenopholis obtusata](#) prairie wedge grass Poaceae perennial herb Apr-Jul 2B.2 S2 G5



2008 Dean Wm. Taylor, Ph.D.

[Suaeda occidentalis](#)

western
seablite

Chenopodiaceae

annual herb

Jul-Sep

2B.3 S2

G5



2003 George W. Hartwell

[Thelypodium integrifolium ssp. complanatum](#)

foxtail
thelypodium

Brassicaceae

annual /
perennial
herb

Jun-Oct

2B.2 S2

G5T4T5



2011 Steve Matson

[Trichophorum pumilum](#)

little bulrush

Cyperaceae

perennial
rhizomatous
herb

Aug

2B.2 S3

G5

no photo available

[Triglochin palustris](#)

marsh arrow-
grass

Juncaginaceae

perennial
rhizomatous
herb

Jul-Aug

2B.3 S2

G5



2010 Louis-M. Landry

[Viola pinetorum ssp. grisea](#)

grey-leaved
violet

Violaceae

perennial
herb

Apr-Jul

1B.2 S3

G4G5T3

no photo available

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Appendix C Public Comments and Responses

This appendix contains the comments received during the public circulation and comment period from June 28 to July 27, 2021, retyped for readability. A Caltrans response follows each comment presented. The entirety of this appendix (Appendix C) is new to this document since the draft Initial Study with Proposed Mitigated Negative Declaration circulated for thirty days for public comment on June 28, 2021.

The Initial Study with Proposed Mitigated Negative Declaration was posted to the State Clearinghouse for the thirty-day public comment period, which occurred from June 28, 2021 and ended on July 27, 2021. In addition to public availability of the document via the State Clearinghouse online portal, the Proposed Mitigation Declaration was available for download from the Caltrans District 9 website and available to view in hard copy format at the Inyo County Library (Bishop Branch) and the Caltrans District 9 Office during business hours.

Caltrans received thirty-three comments in total during the thirty-day comment and circulation period, including letters from the agencies stated in the first paragraph of this appendix. In addition, Caltrans held a virtual public outreach meeting for the project on July 13, 2021, which was available in both English and Spanish. After a review of all comments received, the Project Delivery Team decided to add additional design features for investigation and consideration during the design phase based on public and agency input. The design features added for future consideration during the design phase can be found on page 4 of this document (Chapter 1; please refer to the table titled “Common Design Features of the Build Alternatives” found in section titled “Project Alternatives”).

Caltrans District 9 would like to thank the City of Bishop Council, City of Bishop Public Works Department, Inyo County Local Transportation Commission, Lahontan Regional Water Quality Control Board, and all members of the public for providing input on the Bishop Pavement project.

Comments from: Mayor Stephen Muchovej, City of Bishop.



CITY OF BISHOP

377 West Line Street – Bishop, CA 93514
P.O. Box 1236 – Bishop, CA 93515
City Hall (760) 873-5863 – Fax (760) 873-4873

July 26, 2021

Angie Calloway
500 Main Street
Bishop, CA 93514

Re: Bishop Pavement Project Mitigated Negative Declaration

Dear Ms. Calloway,

On behalf of the City Council of the City of Bishop, I want to thank you for the opportunity to provide comment on the Bishop Pavement Project. Highways 395 and 168 are the primary arterials of Bishop – they are not only major thoroughfares essential for the transportation of goods and services, they are the Main Streets of our community. We appreciate Caltrans's dedicated to the mission to rehabilitate and upgrade this essential infrastructure. Moreover, we appreciate Caltrans's respectful consideration of our comments and concerns where these projects may impact services, public safety, quality of life, and prosperity within the City of Bishop's jurisdiction.

In response to our review of the project documents, the City Council has the following comments and concerns regarding the proposed project and impacts the project will have on City of Bishop services, and comments regarding the consideration of Bishop policies in project design.

- We request Caltrans implement "Dig Once" policies, which plan for underground overhead utility lines and future broadband expansion during excavation projects by placing empty conduit in trenches during construction. Broadband expansion is a pillar of regional economic development plans (2015 City of Bishop Economic Development Element), and empty conduit costs cents on the dollar instead of retroactively installing conduit.
- We request Caltrans ensure all project designs consider and incorporate the design guidelines and policies of the 2017 Inyo County North Sierra Highway Corridor Plan (funded through a Caltrans Sustainable Communities Grant) developed in partnership between the City of Bishop, Inyo County, the Bishop Paiute Tribe, the Los Angeles Department of Water and Power, and Caltrans. In particular, we request design continuity throughout the corridor, including streetscaping, landscaping, multi-use paths, and pedestrian oriented lighting.
- We request Caltrans redesign the project to incorporate the Caltrans District 9's findings in the *City of Bishop 395 Corridor, Driveway Reconfiguration Survey*, (Attachment A) provided to the City of Bishop in 2019. Specifically,

the City requests all redundant driveways be removed as part of sidewalk reconfiguration component of the proposed project for active businesses and vacant properties in collaboration with City of Bishop Public Works staff. Redundant driveways make the sidewalk environment less inviting and safe for pedestrians, and make Main Street (Highway 395) and Line Street (Highway 168) feel more like highways, and less like Main Streets. In particular, the redundant driveways at 610 North Main Street and 586 North Main Street (pages 10 and 11 of the attached, respectively) should be removed to create a continuous pedestrian environment and awareness for drivers in the downtown Bishop corridor. Also, the driveways at 794 North Main Street should be removed.

- In each instance where a redundant driveway is removed, we request analysis be done for suitable locations for street trees and streetscaping in partnership with the City of Bishop.
- In general, the City is supportive of the proposed bike line along West Line Street (Highway 168); however, we request the following modifications to design and mitigations to consideration of environmental impacts be made:
 - If the parking lane is to be removed, we would like a median landscaped with trees constructed between pedestrians and cyclists, and the vehicular path of travel. There needs to be a barrier between the cars and the sidewalk. Currently, that barrier is parked vehicles. If removed, the sidewalk on Highway 168 will be an undesirable place to walk. We need to think about both pedestrians and cyclists when removing parked vehicles from Highway 168.
 - If this solution cannot be implemented, we request that Caltrans mitigate parking removal on the pedestrian environment by planting trees and providing other streetscaping (benches and/or planters) per their own complete streets policy and pursuant to the City's forthcoming Downtown Bishop Specific Plan (in part funded through an SB1 Caltrans Sustainable Communities Grant) street improvement recommendations. Concerns about the unfriendly pedestrian environment on Main Street (Highway 395), in part due to previous parking removal, has been exhaustively documented through the Caltrans funded Specific Plan process. Trees will increase the attractiveness for cyclists and pedestrians, reduce heat island effect, and mitigate traffic noise. Trees and streetscaping are also recognized in the Caltrans "Main Street, California" design guidelines document to build local prosperity, calm traffic, and make communities more livable.
 - Please consider a project alternative that accommodates a bike lane on only one side of Highway 168, and leaves parking in place on the other side. Parking is a common concern for downtown Bishop businesses.

In addition, and outside the scope of EIR project, the Council has the following concerns regarding existing infrastructure and opportunities:

- The turning lane on the north east corner of East Line Street and North Main Street (Highway 395) keeps getting hit by large trucks making a right turn north bound from East Line Street. The turning radius for this intersection should be appropriate for all large vehicles in order not to deteriorate the street corners put in place.

- In addition to the crosswalks proposed for East Elm Street and Main Street, and West Line Street at the Post Office, additional crosswalk improvements, such as striping or faux-brick treatments are needed for a better pedestrian environment and more cohesive community-oriented feel throughout downtown Bishop. In particular, the Council requests specific pedestrian safety enhancements for the crosswalks across Main Street located at Clark Street, Church Street, Academy Street, and Maciver Street.
- We request Caltrans consider adding diagonal crosswalks at the intersection of Line Street and Main Street where all traffic is stopped to allow a safe pedestrian crossing from all street corners.
- We request Caltrans consider continuing the sidewalk across the intersection of West Elm Street along Main Street (Highway 395). This would prevent cars from driving west from Highway 395 onto Elm Street to create a mid-town pocket park. West Elm Street has a jog in the alignment that is prone to accidents and it is very narrow. Cutting off West Elm Street from Highway 395 traffic could address neighborhood improvements, as well as creating a mid-town pocket park that would tie downtown Bishop to the density of hotels and tourism amenities located at the north end of the community.
- The City Council requests radar speed signs be placed at the north end and south end of Bishop city limits along Highway 395. The City Council receives regular complaints regarding through traffic speeding into Bishop at speeds well in excess of the speed limit. Similar signage has been placed at every other community in Inyo County along the Highway 395 corridor.
- Please refer to the Draft Bishop Downtown Plan (www.bishopdowntownplan.com) for additional guidance on the vision, policies, and priorities of the City of Bishop as it relates to circulation and future development in Downtown Bishop. The Downtown Bishop Plan will be considered for adoption by the Bishop City Council in 2022; however, the plan has extensive community support and is in part funded through a Caltrans SB1 Sustainable Communities Grant.

Thank you again for the opportunity to provide our feedback on the Caltrans Bishop Pavement Project. We appreciate the opportunity to work as partners with Caltrans to design and implement a project that will build a more sustainable, pedestrian oriented, and prosperous Bishop community. Please feel welcome to contact me with any questions or clarifications at smuchovej@cityofbishop.com or 760-873-8458.

Thank you,



Stephen Muchovej
Mayor, City of Bishop

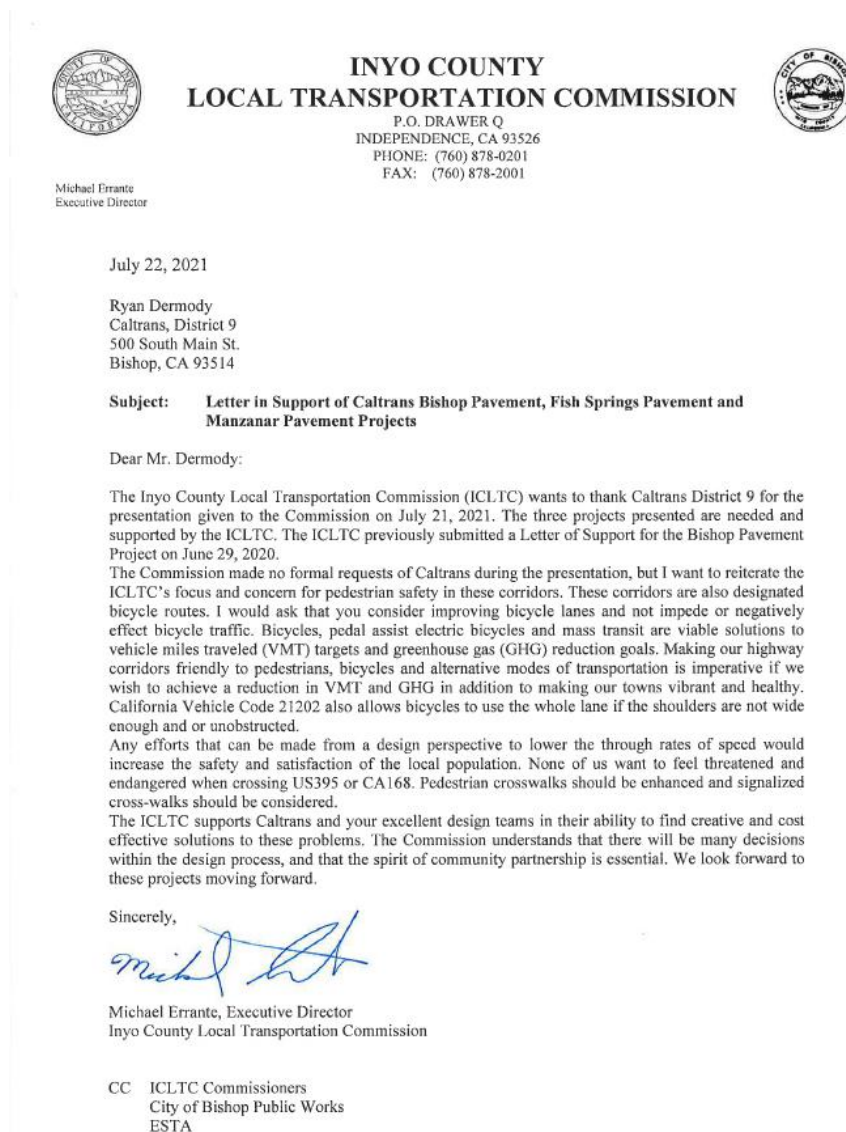
Attachments: A) City of Bishop 395 Corridor, Driveway Reconfiguration Survey
B) Correspondence from Deston Dishon, Public Works Director
Re: Bishop Pavement Project Mitigated Negative Declaration

Response: Thank you for your input on the Bishop Pavement project, Mayor Muchovej and City Councilmembers. Caltrans District 9 would like to offer the

following responses to your comments outlined above: 1) Caltrans is open to a discussion with the City of Bishop on providing future broadband expansion by placement of conduit during the design phase of this project. Regarding the undergrounding of utilities, The utilities and streetlights on State Route 168 and U.S. Route 395 are not owned by Caltrans, and the utility companies will create utility plans based on their discretion and any corresponding city beautification plans; 2) a multi-use path on the south-bound side of U.S. Route 395 from Wye Road to See Vee Lane is being designed as a part of this project, and will connect with the multi-use path being constructed on the same side of U.S. Route 395 from See Vee Lane to Barlow Lane (during the Meadow Farms ADA project, scheduled for construction in 2024). Pedestrian scale lighting is a possible enhancement for the Bishop Pavement project should the City of Bishop and Inyo County be willing to maintain and operate the lights. Caltrans is open to a discussion with the City during the design phase of this project regarding continuity, landscaping, streetscaping, and pedestrian enhancements throughout the project limits; 3) the potential for the removal of driveways along U.S. Route 395 will be investigated during the design phase in the areas where sidewalk will be replaced; 3) Caltrans is open to a discussion with the City during the design phase of this project regarding streetscaping and landscaping options at these potential locations; 4) landscaped centered medians on State Route 168 are currently not part of the project scope, but the feasibility of adding them will be investigated further and discussed with local jurisdictions during the design phase. It should be noted that the proposed bike lanes on State Route 168 would separate existing sidewalks from the edge of the live lanes by eight feet; 5) as noted above, Caltrans is open to a discussion with the City during the design phase of this project regarding streetscaping and landscaping options within the project limits; 6) adding a two-way bike lane on one side of State Route 168, while retaining parking spaces on the opposite side, is currently not feasible given the existing widths on State Route 168 and may result in connectivity issues; 7) due to existing widths at the northeast corner of the U.S. Route 395 and State Route 168 intersection, a design to adjust the turning radius is not feasible at this time; 8) enhanced pedestrian crosswalks are being designed as a part of this project on U.S. Route 395 at Mac Iver Street, Academy Avenue, and Clark Street. The treatment may vary at each location depending on the specific needs at each intersection. In addition, a pedestrian hybrid beacon is being designed on U.S. Route 395 at the Sierra Street bike path crossing; 9) Caltrans has the capability to program traffic signals to perform a pedestrian crossing only movement, but Caltrans will need to perform studies to determine impacts on traffic operations. This can be done in the design phase; 10) Caltrans is open to a discussion with the City of Bishop regarding blocking off side streets; 11) Caltrans has determined that it may be feasible to install radar speed feedback signs at the northern and southern limits of Bishop on U.S. Route 395 and will further investigate adding them in to the project scope during the design phase.

Lastly, thank you for providing additional guidance on the Draft Bishop Downtown Plan. Caltrans is looking forward to future discussions with the City regarding the Bishop Pavement project and future projects in and near the community of Bishop.

Comment from: Executive Director Michael Errante, Inyo County Local Transportation Commission.



Response: Thank you for the letter of support and input on the Bishop Pavement project, Executive Director Errante and Commissioners. Caltrans' Mission is to *Provide a safe and reliable transportation network that serves all*

people and respects the environment. The Bishop Pavement project will provide the community of Bishop with enhanced pedestrian and bicyclist safety features along U.S. Route 395 and State Route 168. In addition, Caltrans looks forward to future discussions with the City of Bishop and the Inyo County Local Transportation Commission regarding this project and future projects in Inyo County.

It should be noted that providing a bike lane on U.S Route 395 through the downtown corridor is beyond the scope of this project and currently not feasible due to existing roadway and sidewalk widths. Speed limits are set according to Statute and corresponding engineering and traffic survey in accordance with the California Vehicle Code. Caltrans will be investigating the feasibility of installing radar speed feedback signs at the northern and southern City of Bishop limits on U.S. Route 395 during the design phase.

Caltrans once again thanks the Inyo County Local Transportation Commission for the input and letter of support.

Comment from: Director Deston Dishion, City of Bishop Public Works Department (see the next page for the start of the comment).



*Small Town with a
Big Backyard!*

CITY OF BISHOP

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Post Office Box 1236 - Bishop, [California 93515](#)
760-873-8458 publicworks@cityofbishop.com
www.cityofbishop.com

To: Angie Calloway, Caltrans District 9
Subject: Comments to the Draft Environmental Document for the Bishop
Pavement Project
Prepared on: July 26, 2021

The City of Bishop, Public Works Department received the Bishop Pavement Initial Study with Proposed Mitigated Negative Declaration dated June 2021. The City of Bishop Public Works Department would like to submit the following comments.

1. Alternative A2, PCC paving from Line Street to Wye Road. This alternative would create serious complications to the City of Bishop water and sewer infrastructure. Both water and sewer facilities are quite old and require routine maintenance which would become nearly impossible to work on under concrete. In most cases where a street is paved in PCC the utilities are normally located outside of the right of way or relocated with the project. Due to the configuration of the current city streets, it would be impossible to relocate them off of the State right of way.
2. The current radii going to and from East Line Street on Main Street are too small. It is a common occurrence to have large vehicles and trucks hit the power pole on the south-east corner of the intersection. As part of the last ADA project Caltrans had this problem addressed in the Construction Plans but was never completed.
3. The City has requested Speed Feedback signs near the Mule Days office and at the south end of town near the Caltrans office. This request was also supported by the Inyo County Local Transportation Commission.
4. The project calls for additional drainage features on North Main Street. Currently all of the drainage from West Pine to Grove and drainage on the west side of North Main from West Elm to the Creekside Inn flows to a City of Bishop owned Stormwater interceptor at the end of East Pine Street. It is unknown at this time if the current interceptor has the capacity to handle the additional flows.
5. Has Caltrans conducted potholing in the areas where the new storm drain will be constructed to find conflicts with existing utilities? In most cases sewer pipes can't move up or down.

6. If parking on West Line Street is removed to accommodate new bicycle lanes, a complete streets approach should be taken. The City desperately needs trees and landscaping along our streets. Preferably a barrier of trees and landscaping between vehicular traffic and bicycles.

Thank you for the opportunity to comment on the proposed project. If you have any questions regarding this [letter](#) please contact me at (760) 873-8458.
ddishion@cityofbishop.com



Deston Dishion
City of Bishop, Public Works Director

cc: State Clearing House state.clearinghouse@opr.ca.gov

Response:

Thank you for your input on the Bishop Pavement project, Director Dishion. Caltrans would like to offer the following responses to your comments above:

- 1) The Caltrans Project Delivery Team has selected Alternative A1 as the Preferred Alternative, and Alternative A2 has been eliminated from future consideration for this project;
- 2) due to existing widths at the northeast corner of the U.S. Route 395 and State Route 168 intersection, a design to adjust the turning radius is not feasible at this time;
- 3) Caltrans has determined that it may be feasible to install radar speed feedback signs at the northern and southern limits of Bishop on U.S. Route 395 and will further investigate adding them in to the project scope during the design phase;
- 4) a hydraulics study will be completed during the design phase, however the drainage improvements planned for U.S. Route 395 (from Grove Street to Bishop City Park, along the northbound side of the highway) are intended to address nuisance flow and ponding issues. Caltrans design staff currently do not anticipate that this work will affect peak flow in the interceptor in question;
- 5) potholing has not been conducted in areas of proposed storm drains within the project limits, however the Project Delivery Team is aware of the potential to locate shallow utilities and will provide a design solution that does not affect those utilities.

Comment from: Tiffany Steinert, Lahontan Regional Water Quality Control Board.



Lahontan Regional Water Quality Control Board

August 3, 2021

File: Environmental Doc Review
Inyo County

Ryan Spaulding
Caltrans, District 9
500 South Main Street
Bishop, CA 93514
Ryan.Spaulding@dot.ca.gov

Comments on the Initial Study/Mitigated Negative Declaration for Bishop Pavement Project, Inyo County, State Clearinghouse No. 2021060606

Lahontan Regional Water Quality Control Board (Water Board) staff received the Initial Study/Mitigated Negative Declaration (IS/MND) for the above-referenced Project (Project) on June 28, 2021. The IS/MND was prepared by California Department of Transportation (Caltrans) and submitted in compliance with provisions of the California Environmental Quality Act (CEQA). Water Board staff, acting as a responsible agency, is providing these comments to specify the scope and content of the environmental information germane to our statutory responsibilities pursuant to CEQA Guidelines, California Code of Regulations (CCR), title 14, section 15096. We thank the Caltrans for providing Water Board staff the opportunity to review and comment on the IS/MND. Based on our review, we recommend the following: (1) identify the water quality standards that could potentially be violated by the Project and consider these standards when evaluating thresholds of significance for impacts; (2) identify and list the beneficial uses of all water resources within the Project area; and (3) consider design alternatives that are compatible with low impact development (LID). Our comments are outlined below.

WATER BOARD'S AUTHORITY

All groundwater and surface waters are considered waters of the State. All waters of the State are protected under California law. State law assigns responsibility for protection of water quality in the Lahontan Region to the Lahontan Water Board. Some waters of the State are also waters of the United States. The Federal Clean Water Act (CWA) provides additional protection for those waters of the State that are also waters of the United States.

The *Water Quality Control Plan for the Lahontan Region* (Basin Plan) contains policies that the Water Board uses with other laws and regulations to protect the quality of

PETER C. PUMPHREY, CHAIR | MICHAEL R. PLAZIAK, EXECUTIVE OFFICER

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www.waterboards.ca.gov/lahontan

waters of the State within the Lahontan Region. The Basin Plan sets forth water quality standards for surface water and groundwater of the Region, which include designated beneficial uses as well as narrative and numerical objectives which must be maintained or attained to protect those uses. The Basin Plan can be accessed via the Water Board's web site at http://www.waterboards.ca.gov/lahontan/water_issues/programs/basin_plan/references.shtml.

SPECIFIC COMMENTS

We recommend the following be considered in the environmental review.

1. Water Board staff respectfully disagree with the assessment of "less than significant" impact for the potential to violate water quality standards or waste discharge requirements due to the failure to identify the water quality standards that could potentially be violated by the Project; it is these water quality standards that should be used when evaluating thresholds of significance for impacts.
2. The water quality objective for turbidity, as defined in the Lahontan Basin Plan, is such that "increases in turbidity shall not exceed natural levels by more than 10 percent." The water diversion outlined in the IS/MND has a very high potential of exceeding that turbidity threshold and should have a monitoring plan in place to prevent such exceedance. Water Board staff recommend that the level of significance be changed to "less than significant with mitigation" and that the IS/MND identify the appropriate mitigation measures that will be taken to minimize or avoid this impact.
3. The Project is located within the Owens Hydrologic Unit (Hydrologic Unit No. 603.00) and overlies the Owens Valley groundwater basin (Basin No. 6-12). The beneficial uses of these waters are listed by watershed (for surface waters) and by groundwater basin (for groundwater) in Chapter 2 of the Basin Plan. The IS/MND should identify and list the beneficial uses of all water resources within the Project area.
4. In general, the increase in impervious surfaces for these types of projects has the potential to hydrologically modify natural drainage systems. Of particular concern is the collection of onsite storm water runoff and the concentrated discharge of that storm water to natural drainage channels. Design alternatives that are compatible with LID should be considered. LID components include: maintaining natural drainage paths and landscape features to slow and filter runoff and maximize groundwater recharge; managing runoff as close to the source as possible; and maintaining vegetated areas for storm water management and onsite infiltration. We recommend natural drainage channels and flow paths be maintained through the Project site to avoid no net loss of function and value of waters of the state as a result of Project implementation.


PERMITTING REQUIREMENTS FOR INDIVIDUAL PROJECTS

A number of activities associated with the proposed Project may have the potential to impact waters of the State and, therefore, may require permits issued by either the State Water Resources Control Board (State Water Board) or Lahontan Water Board. The required permits may include the following.

1. Land disturbance of more than 1 acre may require a CWA, section 402(p) storm water permit, including a National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit, Water Quality Order (WQO) 2009-0009-DWQ, obtained from the State Water Board, or individual storm water permit obtained from the Lahontan Water Board.
2. Streambed alteration and/or discharge of fill material to a surface water may require a CWA, section 401 water quality certification for impacts to federal waters (waters of the U.S.), or dredge and fill waste discharge requirements for impacts to non-federal waters, both issued by the Lahontan Water Board.

We request that the draft IS/MND recognize the potential permits that may be required for the Project, as outlined above, and identify the specific activities that may trigger these permitting actions in the appropriate sections of the environmental document. Information regarding these permits, including application forms, can be downloaded from our website at <http://www.waterboards.ca.gov/lahontan/>. Early consultation with Water Board staff regarding potential permitting is recommended.

Thank you for the opportunity to comment on the draft IS/MND. If you have any questions regarding this letter, please contact me at (760) 241-7305, tiffany.steinert@waterboards.ca.gov or Jan Zimmerman, Senior Engineering Geologist, at (760) 241-7404, jan.zimmerman@waterboards.ca.gov. Please send all future correspondence regarding this Project to the Water Board's email address at Lahontan@waterboards.ca.gov and be sure to include the State Clearinghouse No. and Project name in the subject line.


Tiffany Steinert
Engineering Geologist

cc: California Department of Fish and Wildlife (R6LSA@wildlife.ca.gov)
State Clearinghouse (state.clearinghouse@opr.ca.gov) SCH No. 2021060606

Response:

Caltrans would like to thank Lahontan Regional Water Quality Board with providing input on the Bishop Pavement project. Caltrans has the following responses to your comments as noted above: 1) potential project-related impacts to waters have been evaluated pursuant to all applicable water quality standards. After consideration of potential impacts to water quality parameters and the inclusion of project features to protect water quality, Caltrans has determined any impacts to waters will be less than significant; 2) as stated in Sections 2.1.10 and 2.1.4 (measures 1C and 1D), a dewatering

and diversion plan will be prepared prior to construction for approval by both the Lahontan Water Quality Control Board and the California Department of Fish and Wildlife as part of the permit acquisition process during the design phase. Section 2.1.4, Measure 1D, specifically identifies a qualified water quality monitor to be present during all dewatering and diversion activities that occur during construction. Both the diversion plan and the monitor are considered avoidance and minimization measures and therefore are not mitigation under the California Environmental Quality Act; 3) Thank you for your comment. Beneficial uses of all waters as defined in the current Water Board Basin Plan will be included in all permit applications; 4) as discussed in Section 2.1.10 of this document, the project is estimated to have approximately 2.81 acres of disturbed soil area and the multi-use path will convert approximately 0.16 acre of soil to impervious surface. Multi-use paths are exempt from treatment considerations in the Construction General Permit for the National Pollutant Discharge Elimination System and the project is not expected to require Construction General Permit coverage. Stormwater is not intended to be concentrated or channeled in any way which could lead to increased erosion; however, your comments will be considered during final design of the project drainage system.

Comment from: Jose Garcia

I would like Caltrans to consider a diagonal crosswalk at the intersection of Main, and Line streets. Having a moment where all traffic is stopped would be must safer for all pedestrians. Thank you

Response:

Thank you for your input on the Bishop Pavement project. Caltrans has the capability to program the signals to perform a pedestrian crossing only movement, but the Department will need to perform studies to determine the feasibility of adding diagonal crosswalks at the Intersection of U.S. Route 395 and State Route 168. This will be done in the design phase.

Comment from: Tricia Lew

It would be great to see sidewalks and streets in line with walkability and cyclability goals for the City of Bishop. Toward that end, it would be nice to have 1) truck traffic diverted away from Main Street, 2) bike lanes where possible, 3) pedestrian activated crosswalk lights, and 4) planters/trees/shade/seating. Thanks!

Response:

Thank you for your input on the Bishop Pavement project. 1) A bypass or alternative route falls outside of the environmental study area, scope, and funding available for this project. Comments on a Bishop bypass or

alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project; 2) A bicycle lane is being considered on State Route 168 as a part of this project. During the design phase a thorough review of existing signage and pavement markings will be completed with a focus on reducing the number of signs and increasing the driver's awareness of the presence of pedestrian and bicyclists on U.S. Route 395/ Main Street; 3) Enhanced Pedestrian crosswalks are being designed as a part of this project on U.S. Route 395 at Mac Iver Street, Academy Avenue, and Clark Street. The treatment may vary at each location depending on the specific needs at each intersection. A pedestrian hybrid beacon is being designed on U.S. Route 395 at the Sierra Street bike path. Pedestrian hybrid Beacons are being installed summer 2021 on U.S. Route 395 at Elm Street and State Route 168 at Edwards Street (Ped Safety Project); 4) The ongoing maintenance and operational costs of street scape such as planters, trees, shade structures and seating is being discussed with local municipalities in areas where the sidewalk widths are adequate.

Comment from: Max Silver

Its super dangerous to ride a bike on 395/main street. I got hit by 17 year old girl on my bike last July and broke 6 bones in my arm, knee, and mouth (on main street). Theres too much traffic people are coming and going, its terrible for bikers. death! 1)I say build mandatory truck bypass around main street, 2) get rid of the center lane, make it one direction each way with few exits to turn around, 3) Blinking crosswalks, and 3) parking. Maybe it will be such nice slow part of town that people would choose to go around. 4) Trees would help so much, summer sucks here, pavement just reflects 105 degree heat to your face! Maybe mainstreet parking will help some business survive...

Response:

Thank you for your input on the Bishop Pavement project. 1) A bypass or alternative route falls outside of the environmental study area, scope, and funding available for this project. Comments on a Bishop bypass or alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project; 2) removal of the center two-way left turn lane is not feasible with current traffic volumes; 3) enhanced pedestrian crosswalks are being designed as a part of this project on U.S. Route 395 at Mac Iver Street, Academy Avenue, and Clark Street. The treatment may vary at each location depending on the specific needs at each intersection. A pedestrian hybrid beacon is being designed on U.S. Route 395 at the Sierra Street Bike Path; 4) the ongoing maintenance and operational costs of streetscape such as planters, trees, and shade structures are being discussed with local municipalities in areas where sidewalk widths are adequate.

Comment from: Alisha McMurtrie

Extremely concerned about traffic congestion and would like relief and maximum flow prioritized. 100% AGAINST the removal of traffic lanes within the City limits. Traffic is already backed up during peak times and does not require “funneling” to compound the problem. Congestion on W Line Street has compounded due to the decision to reduce automobile traffic to one lane. We have obvious water issues in the region so any beautification efforts need to be restrained to drought resistant vegetation, if any. As one who drives Main Street several times a day commuting, we are desperate for high visibility crosswalk signage, preferably flashing. Pedestrian safety on these roads is paramount. A truck bypass of Bishop is probably unrealistic so any effort dedicated to making 395 through Bishop safer and easier for tractor trailer vehicles would be appreciated. More specifically the power/cable lines and lighting structures along the route be re-routed or heightened. Support transitioning to energy efficient lighting along both routes. I thank you for the opportunity to comment.

Response:

Thank you for your input on the Bishop Pavement project. The Removal of the center two-way left turn lane on U.S. Route 395 is not feasible with current traffic volumes. Additionally, the removal of travel lanes on U.S. Route 395 is not being considered. Enhanced pedestrian crosswalks are being designed as a part of this project on U.S. Route 395 at Mac Iver Street, Academy Avenue, and Clark Street. The treatment may vary at each location depending on the specific needs at each intersection. A pedestrian hybrid beacon is being designed on U.S. Route 395 at the Sierra Street bike path. A bypass or alternative route falls outside of the environmental study area, scope, and funding available for this project. Comments on a Bishop bypass or alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project. The utilities and streetlights on State Route 168 and U.S. Route 395 are not owned by Caltrans, and the utility companies will create utility plans based on their discretion and any corresponding city beautification plans.

Comment from: Gary Stoutenburg

Seriously none of the construction options should/can be considered as long as Bishop is a truck route. That basically is all it is, a truck route. Try taking a walk up Main St say from Lagoon street to Grove on a nice afternoon. Do it on the west side of the street so you can get the full affect. Absolutely insane to waste tax payers monies trying to put a band aid on something that could have been treated decades ago. Do the same distance walk thru Carson City. Zero comparison. Thanks for listening....

Response:

Thank you for your input on the Bishop Pavement project. A bypass or alternative route falls outside of the environmental study area, scope, and funding available for this project. Comments on a Bishop bypass or alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project.

Comment from: Lisa Cavyell

1) Trees would be great, none that will cause damage by roots. 2) No median no room it's congested enough, trucks can serve as a traffic calming, to many motorists speed through Main Street. But our Main Street is small, if there would be a 3) reroute start maybe from the sunland around beyond west Bishop housing then out to Ed powers to 395 there are multiple ways. Truckers need break areas and places to get food etc as well keep in mind that they bring us what we need. We need preserve our rivers etc.... for wildlife, fishing outdoor activities for needed nature and our revenue, and hope others would not reroute and take away revenue. 4) Better crossing lights pedestrians seem to ignore the red hand often. 5) As for bikes there's is a problem a majority of bicycle riders cause traffic issues everywhere causing drivers to break rules to get around them because some of the bicyclers have a don't care attitude. 6) West line needs work south side walkway, 7) a traffic light at pioneer lane for the hospital and clinics. It already has been improved by lane reduction and adding of bicycles lanes. 8) Needs in city beautification though. We need more business to come in for jobs, we need more variety in restaurants. As well like a Kmart but not Kmart we need better. We have plenty empty buildings to accommodate. 9) Better accessibility for handicapped in many areas. 10) We need a indoor activity recreation such as arts, crafts, games, skating, mini golf, rides, etc...for families and kids. The possibilities are limitless. I have been a Bishop local since 1964 our Bishop and surrounding areas are amazing with much to offer, but we need preserve our nature as well. Thank you, Sincerely Lisa Cavyell.

Response:

Thank you for your input on the Bishop Pavement project. 1) The ongoing maintenance and operational costs of streetscape such as planters, trees, shade structures, and seating is being discussed with local municipalities; 2) Caltrans recognizes the narrow width of U.S. Route 395 in town and is considering all modes of transportation; 3) A bypass or alternative route falls outside of the environmental study area, scope, and funding available for this project. Comments on a Bishop bypass or alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project; 4) enhanced

pedestrian crosswalks are being designed as a part of this project on U.S. Route 395 at Mac Iver Street, Academy Avenue, and Clark Street. The treatment may vary at each location depending on the specific needs at each intersection. A pedestrian hybrid beacon is being designed on U.S. Route 395 at the Sierra Street bike path; 5) a bicycle lane is being considered on State Route 168 as a part of this project; 6) sidewalk adjustments on State Route 168 fall outside of the scope of work for this project; 7) Caltrans will complete a study of this area during the design phase to determine if additional enhancements, such as traffic signals, are feasible on this project; 8) efforts to promote new businesses and job opportunities within Bishop is outside the scope of a Caltrans pavement rehabilitation project; 9) this project will provide Americans with Disabilities Act-compliant sidewalks on U.S. Route 395 from State Route 168 to Academy Avenue and replace the sidewalk to Americans with Disabilities Act standards in areas where drainage work will be performed; 10) providing for indoor recreation opportunities falls outside of the scope of work for a pavement rehabilitation project.

Comment from: Bob Klug

Please do not alter the lanes as you did west of the hospital to Manor Market. What a waste of space! Thank you....Bob Klug

Response:

Thank you for your input on the Bishop Pavement project. The addition of a bike lane on State Route 168 between Main Street and Pioneer Lane will not alter the drive lane capacity.

Comment from: Michael Peterka

I would like to recommend a truck route that avoids Main Street in order to reduce the amount of traffic along main street so it can be redesigned to make it friendly to other modes, specifically pedestrians and bicycles. I would also like to recommend traffic calming along main street, wider sidewalks, and bicycle facilities.

Response:

Thank you for your input on the Bishop Pavement project. A bypass or alternative route falls outside of the environmental study area, scope, and funding available for this project. Comments on a Bishop bypass or alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project. During the design phase a thorough review of existing signage and pavement markings will be completed with a focus on reducing the number of signs and increasing the driver's awareness of the presence of pedestrian and bicyclists on U.S. Route 395.

Comment from: No name provided

PLEEEASE return West Line to 2 lanes in each direction, and fire whoever came up with the bright idea. There is NO need for parking lanes in the middle of nowhere. The congestion that was caused by adding parking lanes is ridiculous and counter to CalTrans' mission of moving traffic.

Response:

Thank you for your input on the Bishop Pavement project. This area falls outside of the project limits of this project.

Comment from: Evangelene Clarkson

In regards to this project I'd like to see: 1) utilities along main street put underground. 2) More bike lanes along West Line Street in the town area. In fact bike lanes on Main St. would be great too. 3) Adding more crosswalks in town, and flashing lights for safety. 4) Finally build a mandatory truck route and return Main Street to the City of Bishop. The amount of trucks coming through town at this point is likely keeping people from stopping, as getting back onto Main St is becoming impossible due to high traffic. 5) Install multi-use paths along North Sierra Highway which will allow locals to get around without driving. 6) Fix the hazard that is the intersection of Wye road. The amount of accidents and near misses there is unacceptable. How about a 2 lane roundabout? They have been effective in many cities to curb traffic hazards and to keep traffic flowing in a safe way.

Response:

Thank you for your input on the Bishop Pavement project. 1) The utilities and streetlights on State Route 168 and U.S. Route 395 are not owned by Caltrans, and the utility companies will create utility plans based on their discretion and any corresponding city beautification plans; 2) a bicycle lane design is being considered on State Route 168 as a part of this project; 3) enhanced pedestrian crosswalks are being designed as a part of this project on U.S. Route 395 at Mac Iver Street, Academy Avenue, and Clark Street. The treatment may vary at each location depending on the specific needs at each intersection. A pedestrian hybrid beacon is being designed on U.S. Route 395 at the Sierra Street bike path; 4) A bypass or alternative route falls outside of the environmental study area, scope, and funding available for this project. Comments on a Bishop bypass or alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project; 5) a multi-use path on the south-bound side of U.S. Route 395 from Wye Road to See Vee Lane is being designed as a part of this project; 6) The area of Wye Road and U.S. Route 6 falls outside of the scope of this project.

Comment from: Susanne Rizo

I would like more trees and sidewalks along BOTH SIDES of W Line Street. Utilities belong underground. No bike lanes on Main Street due to danger and thoroughfare. I would like more trees on main street. Trees are proven to have a calming effect on traffic. We need more trees and trees sequester carbon! I would like more flashing signals for pedestrian crossing.

Response:

Thank you for your input on the Bishop Pavement project. The ongoing maintenance and operational costs of streetscape such as planters, trees, shade structures, and seating are being discussed with local municipalities. The utilities and streetlights on State Route 168 and U.S. Route 395 are not owned by Caltrans, and the utility companies will create utility plans based on their discretion and any corresponding city beautification plans. The addition of a painted bike lane on U.S. Route 395 is not being considered for this project. Enhanced pedestrian crosswalks are being designed as a part of this project on U.S. Route 395 at Mac Iver Street, Academy Avenue, and Clark Street. The treatment may vary at each location depending on the specific needs at each intersection. A pedestrian hybrid beacon is being designed on U.S. Route 395 at the Sierra Street Bike Path.

Comment from: Petr Pchelko

Commercial traffic must be moved away from Main Street, it is killing the downtown and is dangerous for locals and visitors.

Response:

Thank you for your input on the Bishop Pavement project. A bypass or alternative route falls outside of the environmental study area, scope, and funding available for this project. Comments on a Bishop bypass or alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project.

Comment from: Julie Faber

Priorities for Bishop; Paint ALL cross streets with cross walks that abut Main Street. Put utilities along main street and West Line Street underground. 12' tree-lined sidewalks on Main street. A Roundabout at Line/Main Street. Bike Lanes continue as wide as the rest of West Line Street - No Parking. Flashing Light Pedestrian Crossing at south end by Perry Motors. Create a mandatory truck route that goes out by the airport and north onto Hwy 6.

Response:

Thank you for your input on the Bishop Pavement project. Enhanced pedestrian crosswalks are being designed as a part of this project on U.S. Route 395 at Mac Iver Street, Academy Avenue, and Clark Street. The treatment may vary at each location depending on the specific needs at each intersection. A pedestrian hybrid beacon is being designed on U.S. Route 395 at the Sierra Street bike path. Caltrans has determined that adding crosswalks at every intersection on U.S. Route 395 in downtown Bishop is not feasible at this time, but Caltrans will continually assess those locations for future consideration. The utilities and streetlights on State Route 168 and U.S. Route 395 are not owned by Caltrans, and the utility companies will create utility plans based on their discretion and any corresponding city beautification plans. The current width of U.S. Route 395 will not allow for twelve-foot sidewalks. A roundabout is beyond the scope of this project, which has a primary need of pavement rehabilitation. A bike lane on State Route 168, which includes the removal of parking, is being considered for this project. An enhanced pedestrian crosswalk is being designed as a part of this project on U.S. Route 395 at Clark Street. Traffic Safety is assessing the treatment that will be most effective at that location. A bypass or alternative route falls outside of the environmental study area, scope, and funding available for this project. Comments on a Bishop bypass or alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project.

Comment from: Marsha Harrington

I would like to see a truck bypass route around downtown Bishop. Thank you

Response:

Thank you for your input on the Bishop Pavement project. A bypass or alternative route falls outside of the environmental study area, scope, and funding available for this project. Comments on a Bishop bypass or alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project.

Comment from: Jack Reynolds

ABSOLUTELY MAKE A TRUCK BYPASS TO RETURN MAIN STREET TO A BUSY BUT MUCH QUIETER PASSAGEWAY. Also, on West Line street create a 2 way bike lane on one side and retain parking on the other

Response:

Thank you for your input on the Bishop Pavement project. A bypass or alternative route falls outside of the environmental study area, scope, and funding available for this project. Comments on a Bishop bypass or

alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project. Additionally, adding a two-way bike lane, while retaining parking spaces on the opposite side, is currently not feasible given the existing widths on State Route 168 and connectivity issues.

Comment from: Louella Benninger

As it's great as far as safety precautions at crosswalks. Only two are receiving cautions ! The main problem is the crosswalk at Main st. And McIver in front of KFC and Motel 6. I was struck while in crosswalk in 1995, And I've worked motel 6 past two years witnessed others being hit. The speeding cars ignoring people wanting to cross, As well as getting struck. Is a real issue for many years have gone ignored. A signal stop light, or signal for pedestrian needs to be implemented. Get the big rigs off main st. build separate route, detour whatever it takes. the safety of our main st. locals, children's safety.. Inforce speed limits thru town on main st. Possible detour for semi's up around laws back of porleta rd around to warm springs back onto 395. saving our downtown. Of course widening these roads to accommodate semi traffic, no over night truck parking along route.

Response:

Thank you for your input on the Bishop Pavement project. An enhanced pedestrian crosswalk is being designed as a part of this project on U.S. Route 395 at Mac Iver Street. Caltrans' Traffic Safety team is assessing different design options that will be the most effective at this intersection and that will meet current State safety standards. A bypass or alternative route falls outside of the environmental study area, scope, and funding available for this project. Comments on a Bishop bypass or alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project.

Comment from: Chris Wickham

CROSSWALKS THAT DONT KILL PEDESTRIANS. PUT A FEW STOP LIGHTS UP WHEN CROSSWALKS ARE BEING USED.

Response:

Thank you for your input on the Bishop Pavement project. Enhanced pedestrian crosswalks are being designed as a part of this project on U.S. Route 395 at Mac Iver Street, Academy Avenue, and Clark Street. The treatment may vary at each location depending on the specific needs at each intersection. A pedestrian hybrid beacon is being designed on U.S. Route 395 at the Sierra Street bike path.

Comment from: Daryl Niewalf

1) We definitely need a real crosswalk with lights for night's at the Motel 6/KFC crosswalk! So many people have been hit there! 2) More Trees along Main Street would be nice but do NOT make a 3) truck bypass. That would spell death to our small town. Just like happened to all the other small towns with bypasses. They all die off! Keep the truckers going through town and that will keep the dollars flowing in to us through tourism.

Response:

Thank you for your input on the Bishop Pavement project. 1) An enhanced pedestrian crosswalk is being designed as a part of this project on U.S. Route 395 at Mac Iver Street. The Caltrans Traffic Safety team is assessing the treatment that will be the most effective at this intersection and that will meet current State design and safety standards; 2) the ongoing maintenance and operational costs of streetscape such as planters, trees, shade structures, and seating are being discussed with local municipalities; 3) a bypass or alternative route falls outside of the environmental study area, scope, and funding available for this project. Comments on a Bishop bypass or alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project.

Comment from: Erin Gilpin

I am a resident of Bishop who commonly bikes around town with my children on a cargo bike with a trailer (so I am LONG and SLOW). I ride in from the Manor Market neighborhood and I use the bike lanes that are on West Line (which are awesome!! Thank you!!). *I would like to see the bike lanes on 168/West Line continued all the way east (into town) so that cyclists can safely ride into town. Parking along West Line could be removed for additional safety (so cyclists don't have to worry about a car pulling out or opening a door into them)*I would like the traffic lights to recognize cyclists waiting at the light. I have had to wait multiple light cycles to cross 395 when I have been on my bike and the camera (?) didn't realize a vehicle (me! on my bike!) was waiting. It isn't practical for me to take my longtail cargo bike (with kids and a trailer!) onto the sidewalk so I can push the crosswalk button. *I would like to see a bike lane on Main St/395 through downtown. Currently it is unsafe and impractical to use 395 on a bike (given the speeding, large vehicle/trailer sizes, and multiple lanes of cars). It is impossible for a bike to safely switch lanes in order to make a left hand turn. It is also terrifying to share lanes with semis and huge pickup trucks pulling trailers. *I would like the pedestrian crossings along Main street to incorporate flashing lights and/or stoplights. *Truck and trailer traffic should be re-routed around downtown. I'd love for Main street to become more walkable and crossable for pedestrians. Bike

lanes, a median, and wider sidewalks would be a wonderful way to improve our downtown!!*This is probably not your department, but bike parking! Secure places to lock up bikes! Thank you so much for reading my comments, please don't hesitate to contact me if you have any questions or need any help. Erin Gilpin

Response:

Thank you for your input on the Bishop Pavement project. A bicycle lane design and the removal of parking is being considered on State Route 168 as a part of this project; 2) Programming existing traffic lights to recognize cyclists is feasible and will be considered with this project during the design phase. A thorough review of existing signage and pavement markings will be completed with a focus on reducing the number of signs and increasing the driver's awareness of the presence of pedestrians and bicyclists on U.S. Route 395. Providing a bike lane on U.S. Route 395 is beyond the scope of this project. Enhanced pedestrian crosswalks are being designed as a part of this project on U.S. Route 395 at Mac Iver Street, Academy Avenue, and Clark Street. The treatment may vary at each location depending on the specific needs at each intersection. A pedestrian hybrid beacon is being designed on U.S. Route 395 at the Sierra Street bike path. A bypass or alternative route falls outside of the environmental study area, scope, and funding available for this project. Comments on a Bishop bypass or alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project. Bike racks fall outside of the scope of this project, and these amenities typically fall under the responsibility of the local jurisdiction.

Comment from: Laurine Scarbrough

1) Fix the 2 way stop by the Y at Grocery Outlet FIRST! Too many accidents there. You can't see well with big rigs parking on the west side. 2) Main Street and Line St are more beautification projects. Safety is needed first!

Response:

Thank you for your input on the Bishop Pavement project. 1) The intersection of Wye Road and U.S. Route 6 falls outside of the project limits; 2) The ongoing maintenance and operational costs of streetscape such as planters, trees, shade structures, and seating are being discussed with local municipalities. Multiple safety enhancements for pedestrian and bicycles are planned with this project.

Comment from: Barb B

I am very excited about potential improvements to Main St and West Line St. I like the plan for a multi-use path along the south side of 395, as well as

updates to pedestrian crossings on Main St. I would love to see flashing lights on the pedestrian crossings, as well as lights in the street along the crossing if that were possible. If there could be a better bike lane/bike path along Main St, I love to see it. I avoid biking on Main St because the shoulder is so narrow. It would be great if trucks/traffic were rerouted around Main St, and we could have larger walkways and bike paths through downtown. There are so many shops along Main St that would be more accessible and enjoyable if there weren't the traffic and there were wider sidewalks, bike lanes, and treed/shaded outdoor spaces. Thank you for your consideration and I look forward to seeing what improvements are to come!

Response:

Thank you for your input on the Bishop Pavement project. Enhanced pedestrian crosswalks are being designed as a part of this project on U.S. Route 395 at Mac Iver Street, Academy Avenue, and Clark Street. The treatment may vary at each location depending on the specific needs at each intersection. In addition, a pedestrian hybrid beacon is being designed on U.S. Route 395 at the Sierra Street bike path. During the design phase a thorough review of existing signage and pavement markings will be completed with a focus on reducing the number of signs and increasing the driver's awareness of the presence of pedestrians and bicyclists on U.S. Route 395. A bypass or alternative route falls outside of the environmental study area, scope, and funding available for this project. Comments on a Bishop bypass or alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project.

Comment from: Daniel Goodwin

Here are a few suggestions: 1) Begin planning and building a truck route around Bishop to get heavy truck traffic out of downtown Bishop. 2) Improve cross walks on Bishop Main Street and on West St. Consider adding flashing lights and also flashing lights in the asphalt. Define cross walks with contrasting color brick pavers etc. Consider glowing the dark paint stripes or glow in the dark asphalt mix for bike lanes? 3) Define bike paths with lines and arrows bicycle traffic direction. 4) CHP should enforce traffic violations when pedestrians and bicyclist break the rules. 5) Add landscaped center medians on West Line St. where possible to control turning locations. 6) Improve turn lane into hospital an Yuhubi Nobi gas station on West Line St. Improve signage and turn lanes at 395 and Hwy 6

Response:

Thank you for your input on the Bishop Pavement project. 1) A bypass or alternative route falls outside of the environmental study area, scope, and

funding available for this project. Comments on a Bishop bypass or alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project; 2) enhanced pedestrian crosswalks are being designed as a part of this project on U.S. Route 395 at Mac Iver Street, Academy Avenue, and Clark Street. The treatment may vary at each location depending on the specific needs at each intersection. A pedestrian hybrid beacon is being designed on U.S. Route 395 at the Sierra Street bike path; 3) all bicycle facilities will be identified with reflective pavement markings and signage; 5) landscaped centered medians on State Route 168 are currently not part of the project scope, but the feasibility of adding them will be investigated further and discussed with local jurisdictions during the design phase; 6) the striped turn lanes on State Route 168 and U.S. Route 395 have been maximized within the space available. Enhancements at the intersection of U.S. Route 395 and U.S. Route 6 will be investigated during the design phase.

Comment from: Kyle Gilpin

Desires: * Flashing pedestrian cross-walks with dedicated stop lights at all pedestrian crossing of Main St in downtown. * Protected bike lanes on both sides Main St in downtown (to protect pedestrians from cyclists and to protect cyclists from cars and big rigs). Free-up necessary space by eliminating center turn lane and prohibiting left turns with a landscaped center median. * Extend the proposed multi-use path on the south side of 395 past See Vee all the way to Barlow St, (with sidewalk at the very least) * New sidewalk on *south* side of West Line St from Barlow to Izaak Walton park.

Response:

Thank you for your input on the Bishop Pavement project. 1) Enhanced pedestrian crosswalks are being designed as a part of this project on U.S. Route 395 at Mac Iver Street, Academy Avenue, and Clark Street. The treatment may vary at each location depending on the specific needs at each intersection. A pedestrian hybrid beacon is being designed on U.S. Route 395 at the Sierra Street bike path; 2) removal of the two-way left turn lane on U.S. Route 395 is not feasible with current traffic volumes, and current widths do not allow for striped bicycle lanes; 3) the "Meadow Farms ADA" project will construct a multi-use path on U.S. Route 395 from See Vee Lane to Barlow Lane, and this project is scheduled for construction in 2024; 4) State Route 168 from Barlow Lane to Izaak Walton park is outside of the project limits.

Comment from: Jeremy Freeman

Re-route 395 for trucks around Bishop. Update main street with more trees and flashing crosswalks. Don't reduce traffic lanes on main street for "aesthetics" like on Warren street.

Response:

Thank you for your input on the Bishop Pavement project. 1) A bypass or alternative route falls outside of the environmental study area, scope, and funding available for this project. Comments on a Bishop bypass or alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project. In addition, multiple pedestrian enhancements are planned for this project on U.S. Route 395 and State Route 168. The ongoing maintenance and operational costs of streetscape such as planters, trees, shade structures, and seating are being discussed with local municipalities. It should also be noted that this project does not plan to reduce any live traffic lanes on U.S. Route 395 and State Route 168.

Comment from: Karen Schwartz

Thanks for the opportunity to comment on the Bishop Pavement Project. There are a few things I hope CalTrans will do while working on this project: 1. Make sure there is continuity between the North Sierra Highway Project and the Bishop Pavement Project. For instance, all landscaping and lighting should look seamless. 2. Please remove all unnecessary driveways in front of businesses. It creates a terrible pedestrian environment when there are so many driveways with vehicular traffic constantly moving across the sidewalks. Obviously, driveways are essential, however, some businesses have multiple driveways which could be removed. 3. More trees! 4. In conjunction with the City of Bishop, Caltrans should look at streets they could potentially block off and create cul de sacs. For instance, West Elm street could be a cul de sac and the City of Bishop could create a small pocket park right there. It would create a nice pedestrian environment and help eliminate congestion in that part of downtown.

Response:

Thank you for your input on the Bishop Pavement project. 1) It is Caltrans' intent to provide continuity on the multi-use path between the Meadow Farms ADA and Bishop Pavement projects. Pedestrian scale lighting is a possible enhancement for the Bishop Pavement project should the City of Bishop and Inyo County be willing to maintain and operate the lights; 2) removal of driveways will be investigated during the design phase in the areas where sidewalk will be replaced; 3) the ongoing maintenance and operational costs of streetscape such as planters, trees, shade structures, and seating are being discussed with local municipalities; 4) Caltrans is open to discussion with the City of Bishop regarding blocking off side streets.

Comment from: Gaye Mueller

I would very much like to see the utility poles along Main Street and Line Street put underground. I feel it is a real eye-sore to our City and a big draw back to Downtown Beautification. If you drive through Lone Pine, you don't see this problem, just the cuteness and charm of Lone Pine!

Every time I am stopped at the corner of Line and Main, I look at all those ugly poles of which there are way too many!

Response:

Thank you for your input on the Bishop Pavement project. The utilities and streetlights on State Route 168 and U.S. Route 395 are not owned by Caltrans, and the utility companies will create utility plans based on their discretion and any corresponding city beautification plans.

Comment from: Rick F

Graphic shows a 10.5' sidewalk and an 8.0' bike lane??? This seems backwards. People on bikes are moving faster and are much closer to the cars than the pedestrians are. Bicyclists would benefit more from the extra space than pedestrians. Additional space should be given to the bike lanes for the purpose of safety. Please consider widening the bike lanes by narrowing the sidewalks. Thank you.

Response:

Thank you for your input on the Bishop Pavement project. The existing sidewalk width varies throughout the project limits. It is beyond the scope, purpose, need and budget of this project to decrease the width of existing sidewalks, and no sidewalk work is currently proposed on State Route 168.

Comment from: Jessica Johnson

Hi, I'm a Bishop resident and had a question for the pavement project meeting. Could you please repaint the bike lanes on Main Street to make them safer? Much of what is considered the bike lane is a gutter, which is not rideable, forcing you to the far left of the lane inches from traffic. Currently the drainage grates take up more than half the lane at times forcing you to swerve into traffic on the main road, or I more often see people just riding on the sidewalk, which is illegal in the business district, because the bike lanes aren't safe. Bishop has lots of active residents and visitors who would ride more often if it were safer, reducing traffic and emissions. Please also consider extending the lane to Line Street for effective commuting purposes to the local businesses. Thanks. Jessica Johnson

Response:

Thank you for your input on the Bishop Pavement project. Providing additional width to provide a bike lane on U.S. Route 395 is beyond the scope and budget of this project. Additionally, traffic volumes do not warrant the removal of lanes. A bicycle lane design is being considered on State Route 168 as part of this project.

Comment from: Andrea Pucci

Hello, My comments regarding Bishop Main street redo. Please get trucks off of Main Street! Dangerous, polluting, noisy, discourages tourists walking and spending money in shops. Build a bypass road for trucks Then we could have wider Main Street that is lined with trees and flowers, so tourists can walk to restaurants, cafe's and stores Bishop town should not be a highway. Thank you, Andrea Pucci, Tax Paying Resident of Bishop CA

Response:

Thank you for your input on the Bishop Pavement project. A bypass or alternative route falls outside of the environmental study area, scope, and funding available for this project. Comments on a Bishop bypass or alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project.

Comment from: Denise Yavas

Requesting recording of the public outreach meeting held.

Response:

Thank you for your interest in obtaining a recording of the Bishop Pavement public outreach meeting held on July 13, 2021. A recording of the meeting can be accessed via the following link:

<https://cadot.webex.com/recordingservice/sites/cadot/recording/playback/4710777cc6711039bdf10050568187d8>

Recording password: vU6JpxNM

Comment from: John Klusmire

To help Main Street, pave paradise and put up a parking lot. By Jon Klusmire

“Pave paradise and put up a parking lot.”

That, in a nutshell is the first bit of advice I offered to Caltrans about how to “improve” Bishop’s Main Street, which is actually US 395. And no, that catchy

little lyric by Joni Mitchell does not refer to the rather pedestrian Bishop Paving Project that Caltrans begged people to comment on. Repaving 395 through downtown and north Bishop is a maintenance project. Routine. Boring. Yawn. Comments were due this past week, but since work won't start until 2023, methinks there is plenty of time for suggestions and changes and doing something that would really make a difference instead of just putting lipstick on a pig.

So, I want to keep these ideas handy since I'm guessing at some point in the next two years, Caltrans will have yet another public comment period.

Let's start with paving some paradise, shall we?

The little patch of paradise that needs to be paved is a swath of land east of Bishop. A nice, wide, two-lane road would be great. That new road would loop around Bishop, hit the new Airport, then head down an extended Wye Road (behind Vons and in front of Grocery Outlet), before hitting Highway 6. And the parking lot? Somewhere along that route, a nice big parking lot should be installed, complete with trash cans, permanent bathrooms and wi-fi.

That would allow our truck driving friends to stop, sleep, refresh and get some food without clogging up downtown.

All of that, of course, is a description of an alternate truck route that would take semi-trucks and trailers off Main Street and send them to US 6.

A bypass or alternate route is the only way to truly "improve" the street and transportation situation in Bishop. As long as semis can scream through town there will never be a pleasant, bike, business and pedestrian experience in downtown or north Bishop.

There is one change that could improve the downtown experience right now: Ban semi-trucks, pickups towing trailers and RVs from using the right lane through town. Putting all the big rigs in the left lane only will alleviate the abject terror of walking on a sidewalk while a semi-truck and trailer roars past within three feet of you.

While waiting for a bypass, the bright folks at Caltrans can deploy all their "traffic calming" tricks in downtown and West Line Street: bulb out the sidewalks at intersections ("elephant ears," like on Willow Street); crank down the speed limit; take out most of the turn lanes and allow some on-street parking, like on West Line, so Main Street doesn't look like a drag strip; put in crosswalks at all intersections, not just a few; install more trees and shrubs along the sidewalks to create a bit of a "tunnel" feel that makes people slow down and shields pedestrians from passing vehicles.

By making Main Street a bit of a chore to drive down, residents will resort to getting around using side streets. So include upgraded side streets in the plan to accommodate drivers “bypassing” Main Street (Home Street is a great example). Those side streets are where the new bike lanes should go, by the way, to create a safe, pleasant ride through tree-lined neighborhoods instead of the current death dash around cars, trucks and RVs on Main Street.

North Bishop has enough shoulders and turn lanes and room to do all of the above and install bike lanes and place planters in the median. It should be a traffic engineer’s dream job. To really have some fun, create a design contest for graduate students in engineering, planning and landscape architecture and see what they come up for the North Main Street section.

All that would be an improvement, but it will just be a transportation band-aide until the bypass/alternate route cures Bishop’s truck trauma.

Jon Klusmire of Bishop is looking forward to repeating these comments for years to come.

Response:

Thank you for your input on the Bishop Pavement project. The primary need of the project scope calls for the rehabilitation of pavement on U.S Route 395 and State Route 168, which was determined by a pavement condition survey conducted by the Caltrans pavement branch from Sacramento.

The purpose is to extend the life of the pavement and reduce maintenance costs. A bypass or alternative route falls outside of the environmental study area, scope, and funding available for this project. Comments on a Bishop bypass or alternative routes should be directed to the Inyo County Local Transportation Commission and the City of Bishop as the sponsoring agencies for such a project.

We also wish to thank you on your input regarding pedestrian safety enhancements throughout the community. Caltrans is open to future discussions with the City of Bishop regarding pedestrian enhancements such as bulb-outs. Caltrans is also open to a discussion with the City regarding the planting of trees and installation of other landscaping features, but it should be noted that Caltrans maintenance crews do not maintain or tend to vegetation within Caltrans owned right-of-way unless for removal of safety or fire hazards. Speed limits are set according to Statute and corresponding engineering and traffic survey in accordance with the California Vehicle Code. Regarding crosswalks, Caltrans has determined that adding crosswalks at every intersection on U.S. Route 395 in downtown Bishop is not feasible at this time, but Caltrans will continually assess those locations for consideration of future pedestrian enhancements. This project is also proposing a multi-use

path (bicycle and pedestrian) along the southbound side of U.S. Route 395 from the Tri-County Fairgrounds to North See Vee Lane. The proposed Meadow Farms ADA project will further extend this path to Barlow Lane once completed. Caltrans is also open to a discussion with the Inyo County Local Transportation Commission and the City of Bishop regarding Complete Streets features in north Bishop along U.S. Route 395.

Lastly, it should be noted that upgrading city streets outside of Caltrans-owned right of way is beyond the scope of this project.

List of Technical Studies

Archaeological Survey Report (attachment of the Historic Properties Survey Report). Caltrans. June 25, 2021.
Air, Noise, Hazardous Waste, Water Quality and Paleontology Study Memo. Caltrans. March 2021.
Climate Change Analysis: Bishop Pavement. June 2021.
Community Impacts: Memo to file. Caltrans. April 2021.
Historic Properties Survey Report (attachment of the Historic Properties Survey Report). Caltrans. June 25, 2021.
Historic Resource Evaluation Report. Caltrans. June 25, 2021.
Initial Site Assessment. Prepared for Caltrans by Geocon Consultants, Inc. February 2021.
Natural Environment Study (Minimal Impacts). Caltrans. March 2021.
Short Form- Stormwater Data Report. Caltrans. February 2021.
Visual Impact Assessment Questionnaire. Caltrans. March 2021.

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Angela Calloway
Senior Environmental Planner, California Department of Transportation
500 S. Main St, Bishop, CA 93514

Or send your request via email to: Angie.Calloway@dot.ca.gov
Or call: 760-920-2059

Please provide the following information in your request:

Bishop Pavement
On US 395 and SR 168, in the community of Bishop, CA.
09-INY-395-114.90/117.80
09-INY-168-17.6/18.3
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