

Appendix III

BAACS Public Participation Process Summary

Overview of Approach

Due to the high profile and potentially volatile nature of this study and its association with the “B” (bypass) word, a full public participation plan, utilizing many different tools and techniques, was developed to ensure an open process. A variety of public participation/input strategies were utilized, including: public meetings/workshops, various surveys aimed at gauging public perception and priorities, fair booths, newsletter mailers, audience polling technology, stakeholder group/entity presentations and consultation, a focus group, and a steering committee comprised of key stakeholder representatives and sponsor agencies. Consultant services were also utilized from a statewide master contract with Jones and Stokes to enhance public participation activities.

Public Meetings

The first public meeting was held in June 2003 at Bishop City Council Chambers. All included, there was approximately 40 people in attendance. The primary objective of this meeting was to present an outline of the process and strategies to be used for the study and obtain input and direction on such.

The second public meeting was held in January 2004 at the United Methodist Church. This meeting had the largest turnout with approximately 130 attendees. The primary objective of the meeting was to prioritize the study objectives, share and validate telephone survey data, and identify community values associated with objectives. Automated polling technology was used during the meeting to gather and prioritize audience response.

The third public meeting was held in July 2004 at the United Methodist Church. All included, there was approximately 68 people in attendance. Beyond the standard presentation and input gathering session, information stations were used to further engage the public. The primary objectives of the meeting were to further educate the public on current study findings, alternatives, and various elements, while gathering input and refining direction. Alternate route alternatives, local circulation improvement options, a traffic simulation model, and streetscape improvement opportunities were presented and on display for input and group analysis.

The fourth and final public meeting was held in June 2005 at the United Methodist Church. This meeting had approximately 60 people in attendance. The draft study findings and recommendations were presented and further input gathered. The results of a Community Impact Assessment were also shared. Open house type information stations were held after the formal presentation and input gathering session to further

engage those with specific interests. The primary objective of this meeting was to share the findings and recommendations that would go forward to the sponsoring agencies and how the process would continue on from the finalization of the study.

Surveys

A simple survey was conducted at the 2003 Tri-County Fair in Bishop. Visitors at the Caltrans fair booth were asked to fill out a survey card. The card indicated a preset variety of possible transportation issue for the Bishop area. Fairgoers checked the top three issues they identified with and all results were compiled. In all, 554 surveys were completed.

A much more comprehensive public opinion survey was done in December of 2003. Contracted consultants, Jones & Stokes, subcontracted to Meta Research for a telephone survey of Bishop area residence. The objective was to gain insight as to residence perceptions and opinions on transportation issues in Bishop. This survey technique managed to capture the opinions of a diverse cross section of the public, including business owners, whom had an additional subset of questions. In order to gather a statistically valid number of surveys (over 400 gathered), goals for numbers of households and household types were established as milestones. The results of the survey were shared, validated, and further explored with the use of automated polling technology at the January 2004 public meeting.

The data gathered on the business section of the telephone survey appeared to have been possibly skewed due to input provided by government/public sector employees. A separate business survey was then developed and implemented in June of 2004 to get a better picture of local businesses perspective on transportation issues and possibilities in Bishop. Meta Research was again utilized to perform the survey, which was done via mail in survey. A wide cross section of business types responded, resulting in 75 completed surveys compiled into a report.

The Bishop High School Senior class was surveyed as a project by other students to gage perception from a typically unheard from population. The results for the survey were compiled in April of 2004 and mirrored much of the same results as the telephone survey.

As a component of the Preliminary Community Impact Assessment an out-of-town traveler survey was conducted in February of 2005 in order to gain perspective of those motorists bound for Mammoth Lakes, concerning driving through Bishop. Surveys were left at Mammoth Lakes lodging establishments over a two-week period and later collected. The number of completed surveys collected was too insignificant to draw any sure conclusions from, but the results were interesting none-the-less.

Mailers

Other than the first preliminary public meeting, all meetings utilized extensive invitation/fact sheet mailers. All Bishop area residence where initially mailed an invitation/informational pamphlet. As things progressed the mailing list was further

refined to include over 500 contacts. All meeting invitation pamphlets included study overview information as well as facts about key components in order to inform as much as invite. Several mailings were also utilized between public meeting periods in order to keep the public apprised of the study developments and encourage further participation.

Stakeholder group involvement

The Project Development Team (PDT) was comprised of the appropriate Caltrans functional units as well as the primary stakeholder entities. These entities included: City of Bishop, Inyo County, Los Angeles Department of Water & Power, Bishop Paiute Tribe, Bishop Chamber of Commerce, and at times others. The PDT was continually used to confirm the approach and strategies for the study as well as reflect upon new information as gathered.

City of Bishop staff and officials were present at the PDT meetings, Local Transportation Commission meetings, and public meetings where the study was discussed.

Inyo County staff and officials were present at the PDT meetings, Local Transportation Commission meetings, and public meetings where the study was discussed.

Bishop Tribe staff and officials were present at some of the PDT and public meetings. Some additional outreach was also initiated with the Tribe on a Government-to-Government consultation level through letters and presentation/workshops.

Bishop School Districts administration was engaged in the study early on due to the connection with peak traffic period trip generations. Several one-on-one workshop style meetings were held with the school administrators to share information on the study as well as gather insight from the schools and their many functions.

Northern Inyo Hospital administration was engaged on some one-on-one meetings to share study information and discuss possibilities of local circulation improvements.

Bishop Chamber of Commerce was engaged in some of the PDT meetings as well as the public meetings. The Chamber also assisted with the development of the Bishop Business Focus Group activity conducted as a component of the PCIA.

Other strategies used

At both the 2003 and 2004 Tri-County Fairs in Bishop, a Caltrans booth was present that offered information, displays, and the ability to gather input. At the 2003 fair, a simple questionnaire was used to survey fair goers' perceptions of transportation issues. At the 2004 fair, an interactive web based computer program was developed to inform fair goers about the study and gather input. Knowledgeable staff, were also on hand at both fairs to interact with fair goers, answer questions, and take input.

A Bishop business focus group was conducted as a component of the Preliminary Community Impact Assessment. Focus group businesses that participated included an art gallery, bookstore, financial institution, casino, gas/service station, restaurant, fast food restaurant, sporting goods, furniture store, and office supplies store. All of these businesses front US 395/Main Street, excluding the furniture store. The focus group was conducted by a consultant, with the intent of gaining more information on the business community's trends, operations, issues with transportation, and ideas for addressing those issues. Fortunately a diverse cross-section of the local business community was engaged in order to get a decent representation of viewpoints.

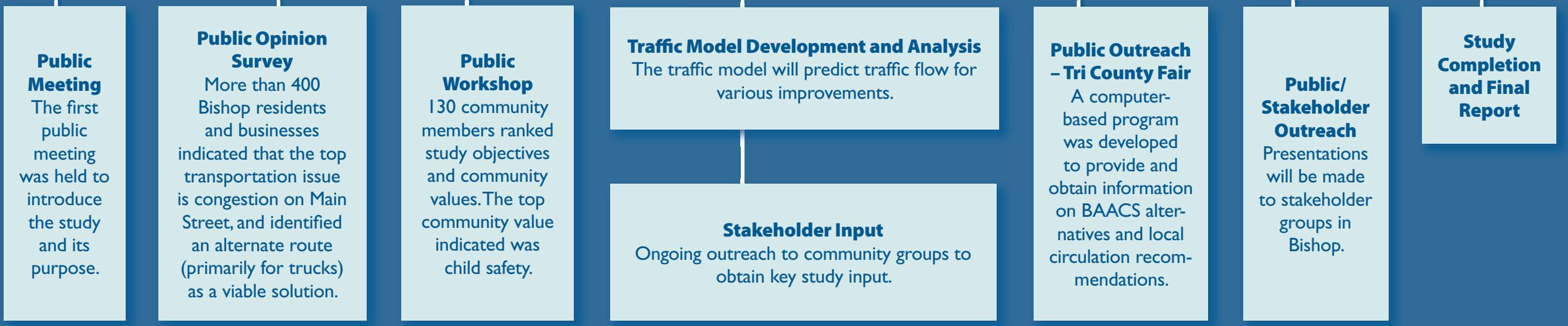
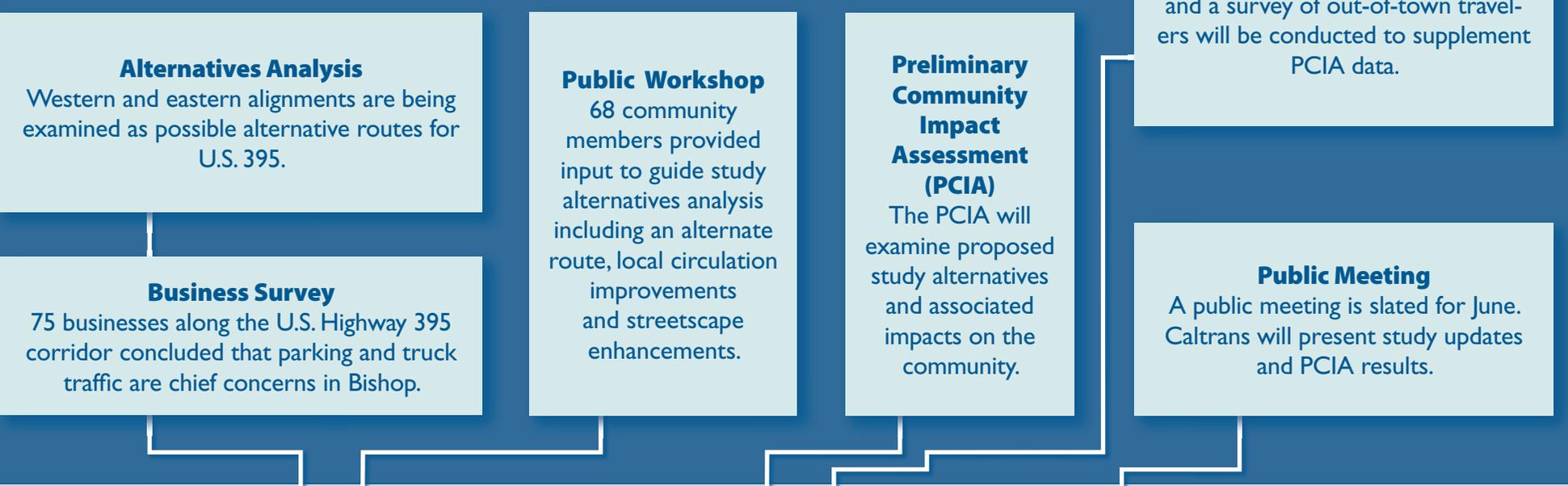


Bishop Area Access and Circulation Study Process Flow Chart and Stakeholder Involvement

The Bishop Area Access and Circulation Study

Caltrans began work on the Bishop Area Access and Circulation Study (BAACS) in early 2003 to examine traffic and circulation concerns, look at ways to potentially improve the movement of through traffic, and improve the safety and accessibility for all modes of transportation.

PDT Input - Caltrans seeks frequent input from the Project Development Team, which is comprised of public agency and transportation planning representatives.



DRAFT
Public Participation Plan
For
Bishop Area Access & Circulation Study



June 24, 2003



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Preface

This public participation plan is meant to be a **living document** oriented at serving this particular project. Through ongoing input and evaluation, changes may be made throughout the life of the project to address the plan's effectiveness. The following are the guiding principles for public participation efforts:

1. *Adhere to Democratic Principles*
2. *Maintain Continuous Contact*
3. *Provide Active Outreach*
4. *Focus Participation on Decisions*
5. *Use a Variety of Public Involvement Techniques*

Introduction

The Federal Transportation Equity Act for the 21st Century (TEA-21) and its predecessor, the Federal Intermodal Surface Transportation Efficiency Act stress the role of public participation in the transportation decision-making process. The Executive Order 12898 on Environmental Justice (1994), Title VI of the Civil Rights Act of 1964, Federal Highway Administration and Federal Transit Administration Interim Policy on public involvement, and a host of other federal laws and regulations all require public involvement in transportation decision making.

Caltrans' policy also requires that the delivery of transportation programs be consistent with the requirements of these relevant laws, including Environmental Justice requirements to involve all constituents as a precondition to using federal funds for transportation improvements. Caltrans supports a balanced representation of all stakeholders in the planning process and considers it a good planning practice to seek out and consider the needs of all stakeholders, especially those that are traditionally underserved.

The greater emphasis that is being placed on the need for more public involvement is borne from the realization that there are tangible benefits to this inclusive planning practice as well as a recognition of fairness and equity. A public that is well informed regarding the transportation decision-making system and processes can be a more effective partner in shaping California's transportation future. Including the public early in the planning process is likely to result in the following:

1. *Increased credibility*
2. *Greater public support and trust*
3. *Projects that better reflect the interest and needs of the community*
4. *More efficient use of public resources in the future because projects will move forward smoothly, with less need for re-evaluation*

Project Background

The concept of an alternate US 395 Highway alignment and potential connection to US 6 Highway, that avoids downtown Bishop has been around for over 40 years. To study the possibilities of such a project, the Division of Highways completed a Bishop Freeway Study in 1966. This concept has more recently resurfaced and been identified in the 1993 City of Bishop General Plan, 2001 Inyo County General Plan, 2001 Inyo County Regional Transportation Plan and associated Overall Work Program. The need to further address Bishop Main Street has become compounded with the removal of some on-street parking in 1994 in order to add a center turn lane to address safety concerns, the increase in interregional truck traffic, and the need to improve airport access from town.

The need to initiate addressing downtown traffic congestion and the associated impacts on the community and business environment has lead the City of Bishop to request the Inyo County Local Transportation Commission (LTC) and the California Department of Transportation (Caltrans, District 9) to begin work on a Bishop Alternate Route Study. In October of 2002 Inyo County LTC submitted a completed and signed Caltrans Project Proposal Form to initiate the study. In February of 2003 Caltrans, City of Bishop, Inyo County staff and representatives met to discuss the approach of the study. It was decided to prepare the study as a Project Study Report (PSR), in order to streamline the potential for further programming of projects from the study.

Study/Project Overview

As identified in the Project Proposal and to be further refined in the Project Study, the basic Purpose and Need is to:

- Reduce vehicular and truck traffic congestion on US 395 in the Bishop area between Schober Lane and Barlow Lane.
- Create a more livable/walkable community in the downtown Bishop area.
- Improve safety to traffic, bicyclists and pedestrians along the US 395 corridor in the Bishop area.
- Improve ground access to the Bishop Airport.

Study Timeline / Process

⊕ <u>April 03</u>	<u>Initial Scoping</u>
⊕ <u>March 03 - August 03</u>	<u>Traffic Study / Data Collection</u>
⊕ <u>June 03</u>	<u>Scope & Timeline Refinement</u>
⊕ <u>May 03 - July 03 (ongoing)</u>	<u>Public Participation Plan Development</u>
⊕ <u>August 03 – December 03</u>	<u>Data & Constraints Analysis</u>
⊕ <u>June 26, 2003</u>	<u>Public Scoping Meeting</u>
⊕ <u>December 03 – August 04</u>	<u>Alternatives Analysis</u>
⊕ <u>January 04</u>	<u>Public Workshop</u>
⊕ <u>August 04 – November 04</u>	<u>Public Review Process</u>
⊕ <u>August 04</u>	<u>Public Workshop</u>

⊕ November 04	Final Public Meeting and or Hearing
⊕ January 05	Final Analysis Completion
⊕ April 05	Project Study Completion

Note: Timeline is subject to change from various conditions and circumstances.

Goal and Objectives for this Public Participation Plan

GOAL: To efficiently maximize diverse public participation throughout the life of the study and ensure collaborative input, facilitate community vesting, and maintain viable tracking and evaluation of such efforts.

OBJECTIVES:

- Early and continuous stakeholder and public involvement in refining the scope of the study.
- Assist in building consensus on the study. Consensus in the sense that all groups and individuals can live with a proposal, with given compromise.
- Enhance the development of a collaborative effort between the public, Inyo County Local Transportation Commission, City of Bishop, Caltrans, and other affected entities.
- Increase the level and quality of public involvement.
- Ensure consideration is given to the full gamut of community concerns.
- Be a tool for tracking, documenting, and evaluating public participation/outreach efforts.

List of Involved and Affected Stakeholders

A list of interested individuals will be developed through solicitation at public meetings and from media releases, flyers, etc. This list may include the names, street addresses, phone numbers, and or email addresses depending on the preferred notification method selected by that person. This information will not be released to the general public, but may be made available to Caltrans, Inyo County, and City of Bishop staff for the sole purpose of public notification and project updates.

For the Bishop Alternate Route Study the following groups have been identified:

<u><i>Key Agency Participation</i></u>
Inyo County Local Transportation Commission
City of Bishop
Inyo County
California Department of Transportation
Los Angeles Department of Water and Power
Bishop Paiute Tribe
Bishop Area Chamber of Commerce

<u><i>Other Potential Entities</i></u>
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California Highway Patrol
Bishop Volunteer Fire Department
Bishop City Police Department
Inyo County Sheriffs Department
Bishop Airport
Bishop Area School Districts
Resource & Regulatory Management Agencies (i.e. Fish and Game, BLM, Forest Service, etc.)
Emergency Response (ambulance service) & Northern Inyo Hospital
American Automobile Association (AAA)
Tour Bus Industry
American Trucking Association
Local Non-Profit and/or Community Based Organizations(i.e. IMACA, IMAAA, IMAH, etc.)

<u><i>Other Stakeholders</i></u>
Bishop Area Residents
Traveling Public
Bishop Business Owners
Special Interest / Civic Groups

<u><i>Local Environmental Justice and Special Needs Populations, such as:</i></u>
Native American
Latino
Low Income
Disabled
Elderly

General Approach

- Caltrans sponsored public meetings will be held with sufficient notification to all parties (minimum 14 day notification, if possible). In order to continually improve the quality and quantity of participation, these meetings will be continually evaluated for their effectiveness, with changes made as necessary to such things as location, meeting format, and notification methods.
- The frequency of public meetings should correspond with key points of progress in the study, such as decisions and milestones. An example of public meeting frequency (indicated with yellow stars) and study timeline is attached below. Depending on further input, the frequency of full-blown public meetings may increase or decrease.

- Project development team meetings, which involve key affected entity participation, will occur periodically throughout the project. Other special meetings may be held with impacted agencies, groups, and individuals. These meetings will not be open public meetings, but decisions/conclusions that are the result of these meetings will be reported at the next public meeting.
- Background information, how studies are performed and projects developed, concepts, and decisions should all be presented in such a way that the public can clearly understand them.
- All facilities used for public meetings will be chosen with ADA compliance/accessibility in mind. Other special accommodations will be made available for these meetings upon requested.
- Appropriate local events will be utilized for further outreach with information/displays on hand to solicit public interest and input.
- Information on the progress of the study will be disseminated using those methods preferred by interested individuals and entities. Such methods may include:
 - Mail: Brochures, newsletters, and flyers*
 - Email: Electronic flyer or notification*
 - Fax: Flyer or notification*
 - Web Page: Post updated flyers, notices, etc. on Caltrans District 9 Home Page*
 - Media: Newspaper articles, press releases, local television interviews/announcements*
 - Other: Community progress bulletins.*
- Meeting notifications will go out directly to those people that are on the contact list for this study. The general public will be informed at the same time through local media and bulletins. These combined methods may include:
 - Mail: Flyers and announcements*
 - Email: Electronic flyers and announcements*
 - Fax: Flyer and announcements*
 - Web Page: Posting on Caltrans District 9 Home Page*
 - Media: Public Service announcements on local radio (KDAY, KBOV/KBIS) and newspaper (Inyo Register)*
 - Other: Community bulletins (strategically located as appropriate)*

Specific Strategies and Approaches

NOTE: As with much of this document, changes, additions, and alterations need to be made in order to customize this plan to meet the needs of the particular project and stakeholders. This can only be accomplished with significant input from all stakeholders. This is particularly important to the development of the specific strategies and approaches. These are the tools, techniques, and methods which will channel the who, what, when, where, and how of information dissemination and participation. The following is a list of potential strategies and approaches.

- **Public Information Material**

- Web site (Caltrans District 9 home page link: www.dot.ca.gov/dist9/) with meeting announcements, study progress updates, potential displays of data and analysis, and comment box.
- Brochures or flyers mailed out and available at various public locations with information on project status (every 6 months or at major milestones).
- Press releases in local newspapers and radio announcing public meetings, along with meeting notices mailed out directly to individuals that sign up on the contact list.
- Two project information mass mailings to all Bishop Area Residence. The first just before the second public meeting and beginning of the alternative analysis phase. The second just before the last public meeting and end of public review process. Area resident lists will be provided by the City of Bishop and Inyo County.
- Final report summary will be mailed out upon project study completion. Highlights of this report will be disseminated through local media.

- **Drop in Center (agreed upon tool)**

A common ground place like the Bishop Chamber of Commerce Visitor Center, Bishop Library, or City Hall could have a small display corner with information on the study, contacts, brochures, etc.

- **Potential Special Group Formations (still just potential, with one confirmed addition)**

- A special mailing/survey should be mailed out to all Bishop Main Street Businesses. It is additionally recommended that a special group be formed to solicit participation from the business owners.
- Citizens Advisory Committee: Representative group of stakeholders that meets regularly.
- Collaborative Task Force: A group assigned to specific task with limited time to reach a conclusion on a difficult issue.
- Focus Groups: A tool to gauge public opinion. A small group discussion, with professional leadership, on a single topic.

- **Meeting Types**

- Public Meetings: Present information to the public and obtain informal input (format used for first public meeting).
- Public Hearings: More of a formal/legal required forum to record comments and concerns (may be required at the end of the study).
- Open House/Forums: An informal setting with no set agenda, but involves exhibits and one on one discussions with staff (may be utilized to display data and analysis).
- Workshops: Task-oriented meeting organized around a particular topic or activity (there will definitely be one public workshop oriented towards solution analysis).

- Face to Face Meetings: Direct two-way communication (will be utilized with specific groups and entities).
 - Computer-Based Polling: Electronic audience response systems that generate real time survey results through dynamic public participation (trying to obtain these services for one meeting)
- **Preferred Meeting Times and Days**
 Times: The most optimal time for having public meetings is suggested as 7 – 9 p.m.
 Days: The most optimal days for having public meetings are suggested as Wednesdays & Thursdays (midweek).
- **Suggested Bishop Meeting Facilities (Facility used will have to work with the type of meeting being held)**
 - City Council Chambers (1st Public Meeting held here on 6/26/03)
 - Senior Center
 - DWP Conference Room
 - Elks Lodge
 - Charley Brown Auditorium
 - Bishop Elementary School Multipurpose Room
- **Special Presentations**
 - The scope and approach of the study will be presented to the Inyo County Board of Supervisors and the Bishop City Council shortly after the first public meeting.
 - Study update presentations will be made to the Inyo County Board of Supervisors and Bishop City Council when major milestones are reached, or no less than six months.
- **Consultant Services**
 Consultant Services that are already contracted for with Caltrans are being sought to assist with certain aspects of this public participation effort. Such services may entail assistance with publication development, mass mailings, special workshop developments and facilitation, and polling/survey technology enhancement.

Monitor and Evaluate

This public participation plan will need to be continually monitored and evaluated for its effectiveness, with adjustments and corrections made as necessary. This will take place through input gathered at meetings, surveys, and the identification of obvious deficiencies. Changes to and refining of the Public Participation Plan are expected and will take place over the life of the Bishop Alternate Route Study.

Types of changes that may be expected:

- Changes in the way that public notification is accomplished.
- Additions and/or deletions from the notification list.
- Changes in types or numbers of public meetings.

- Addition of public involvement and notification methods that have not been specifically identified within this document.

Documentation

All comments and concerns received will be documented and made available. Attendance and perception of effectiveness at public meetings will be documented and attached to this document as appendixes. Survey results will be compiled into summaries and graphs and also attached as appendixes to this document. A final report will be prepared at the completion of the study to document the dates, events, and main areas of concern compiled and addressed throughout the public participation process of this study.

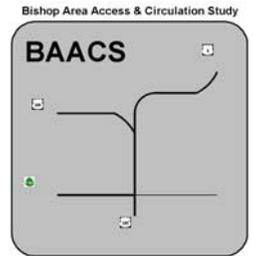
Comments will be handled as follows:

- Document comments, successes, and deficiencies after each public meeting.
- Respond as appropriate to comments received at meetings and through other formats (within 30 days).
- All comments will be documented, compiled, displayed, and made part of the final product.
- All comments and suggestions will be considered in the scoping of the study, with changes made to the scope and methods throughout the study as necessary.



BAACS NOTES & COMMENTS

6/26/2003 Public Meeting



Introductions

Brad Mettam – Opened the meeting with a description of how and why the study got initiated and what the goals are.

Julie Bear – Described why the County Board of Supervisors is supportive of such a study and the need for it.

Bob Kimball – Gave an overview of the development of the study's purpose, need, and goals. Also described the Local Transportation Commission support for the effort.

Description of Study Process

The main segments of the two-year study process entail:

- Traffic study/ data collection
- Problem, constraints, and opportunities analysis (development of alternatives)
- Public review process
- Final analysis completion
- Public and special interest group involvement throughout

Description of Data Collection

State Highway data collection entails:

- US 395 weigh-in-motion station south of Big Pine (counts and classifies) and other US 395 permanent count stations between Big Pine and Round Valley.
- US 6 permanent count station with classification capabilities.
- State Route 168 permanent count stations

County Road data collection entails:

- Selected Bishop Area arterial and arterial collector roads have had (temporary) directional volume counts done by Inyo County Road Department.

City Streets data collection entails:

- Caltrans temporary hose counts (Spring of 03) on selected arterial and arterial collector streets.

All location of counts are mapped and identified and will be used to develop a computer model of Bishop area circulation.

Expected Results

- The study will entail looking for near, mid, and long range solutions.
- Primarily looking for solutions to safety, congestion, and improved access; not necessarily new highway alignments.

Public Participation Plan Input

The strategies and methods to be used for outreach and public participation were solicited from those in attendance.

- People were interested in the data and would like it made available in understandable formats. Workshops are an idea to assist people in interpreting the data.
- Newspaper ads and articles pertaining to the study would be good.
- There should be a special mailing to the business owners downtown, in order to solicit participation.
- The subject of mass mailings to Bishop area residence was received well. Similarly contacting greater Inyo and Mono counties was also suggested. This would probably have to be done through media and not direct.
- Other venues/facilities were also suggested for holding meetings:
 - City Council Chambers
 - Senior Center
 - DWP Conference Room
 - Elks Lodge
 - Charley Brown Auditorium
- The times suggested for having these public meetings are 7- 9 p.m.
- The days suggested for having public meetings are Wednesday & Thursday (midweek).
- Other entities that should be included in the stakeholders list: Ambulance / Emergency Response entities and the Hospital. IMAH also wanted to be identified as an involved stakeholder.
- The idea of a Drop-in Center was well received. City Hall was also suggested, along with Chamber of Commerce and Library, as a location to have a drop-in center.

Round Robin Discussion

- Economic analysis should be a key factor to this study.
- It seems like we have had a shift from being congested with interregional traffic to being congested with local traffic.
- The community has to have some ideas to visualize. January or February of '04 would be a likely time to have a potential design/alternatives workshop with the public.
- A bypass is what people are afraid of, with potential for satellite development. If an alternate route did come about, satellite development would not occur with our unique land ownership situation, Caltrans encroachment and access control, and County zoning.
- Fast food and gas services could be negatively impacted with an alternate route.
- Trucks can be required to use an alternate route, but cars can not be restricted from using it.

Comments Received from Cards (specific to the study)

1. "Include Northern Inyo Hospital as an interested entity."
2. "Good start! Traffic volumes on 203 and 395 near Nevada Border and near Olancha would be helpful. Try not to let a few Bishop business' ruin it for all motorists."
3. "In regards to the bypass idea – why not make the bypass a voluntary one. The excess truck traffic is not local – they are trying to go further than Bishop. I think the local vehicles and food traffic will be safer with new and improved crosswalks too."
4. (Received via pre-prepared letter slipped into comment box)
In summary of one and a half page letter: "Caltrans needs to pursue a by-pass coupled to better city street circulation. This is the best option for the citizens, businesses, and tourist industry of Bishop. It will foster a well-integrated community that is prepared to deal with the inevitable future expansion and population increases of the future."

Comments Received after the meeting through the mail

1. In summary of a one page letter (dated July 1, 2003): This Bishop area resident thought the first meeting was good and well conducted. The resident was involved in the development of a similar study conducted in the 1960's pertaining to an alternate Bishop route. The resident notes that at the time a vast majority of people were for a Bishop bypass, which was derailed by a handful of business owners and politics from Sacramento down. *It is suggested that a poll or vote be conducted to determine whether to bypass or not.* Business people seem to support a truck route only bypass. Some business people believe that a bypass would destroy the downtown business, but what they fail to mention is that up to a quarter of the businesses are already

closed down and vacant. *“The average citizen should have a say in the study determinations, it should not be left up to the councilmen and other politicians as it was in the past.”*

2. In summary of a one plus page letter (dated July 1, 2003): Consideration of three points: 1) Enhance and Promote Safe Bicycling: Would like to see “enhancing and promoting safe bicycling as a main goal of the study.” “The absence of direct or continuous north-south corridors and the mismatch of east-west streets necessitates circuitous routes involving many left/right turns on major streets.” Cycling should be adequately addressed in this study. 2) Need for City Planning as a part of the process: A third party professional city planning consultant should be brought into the process so that the future of the community does not rely solely on the input and limited experience (and fears) of the local residents or business owners. 3) Special Needs of business community: The business communities’ views and ideas should be considered, but all interests need to be balanced in this process. There are likely groups that will be poorly represented in the process, such as cyclists(including children), pedestrians, elderly, and Hispanic, yet they have a strong interest in making Bishop a safe, livable, attractive community.
3. In summary of a two page letter (dated June 29, 2003): Concerns addressing two items – Safety on Main St. and Improvement of businesses on Main St. Safety: The increase in traffic volumes and the elimination of some main street parking have made downtown more dangerous. There have been instances when “no parking” signs bordering the roadway have been wiped out by extralegal loads. Bishop High School campus has an open policy and no cafeteria, therefore students frequent downtown eating establishments on the eastside of the highway. There are a number of large trucks carrying hazardous cargo that go right through downtown, such as sodium cyanide, explosives A, B, and C, DOE high level fissile, and crude oil. Hammil Valley and Fish Lake Valley carrot trucks run over 5,000 legs a year through town. Trucks tear up the downtown asphalt and make it rut quickly. Bishop is not conducive or convenient for big trucks. Business: Getting the trucks and some of the traffic out of downtown would allow for certain revitalization measures to main street. At the “About Bishop Corridor 2000” meeting all of the downtown merchants in attendance were in favor of an alternate route to Main Street. The City Council was receptive to the same concept and the Bishop High School Board has enthusiastically endorsed the concept. If this had been done 25 years ago, we would be enjoying the rewards.

Bishop Tri-County Fair Survey

Front of Survey Card

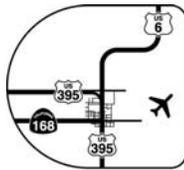
T-Shirt Drawing

Name: _____

Mailing Address: _____

City: _____ State: _____ Zip Code: _____

T-Shirt Size (circle one): Large Extra Large



BISHOP AREA
ACCESS & CIRCULATION STUDY



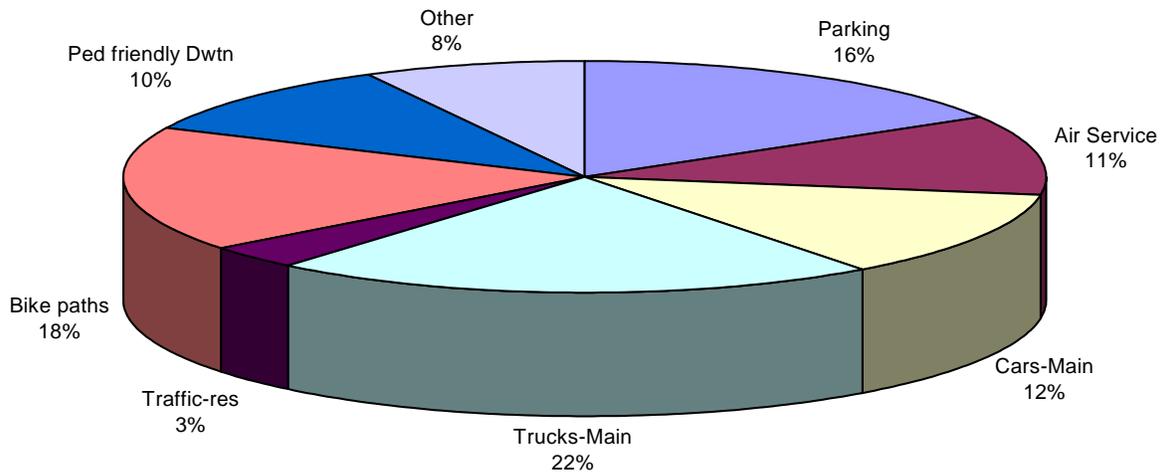
Back of Survey Card

What do you think are the most important transportation issues in the Bishop Area?
(please check your **top 3 issues**)

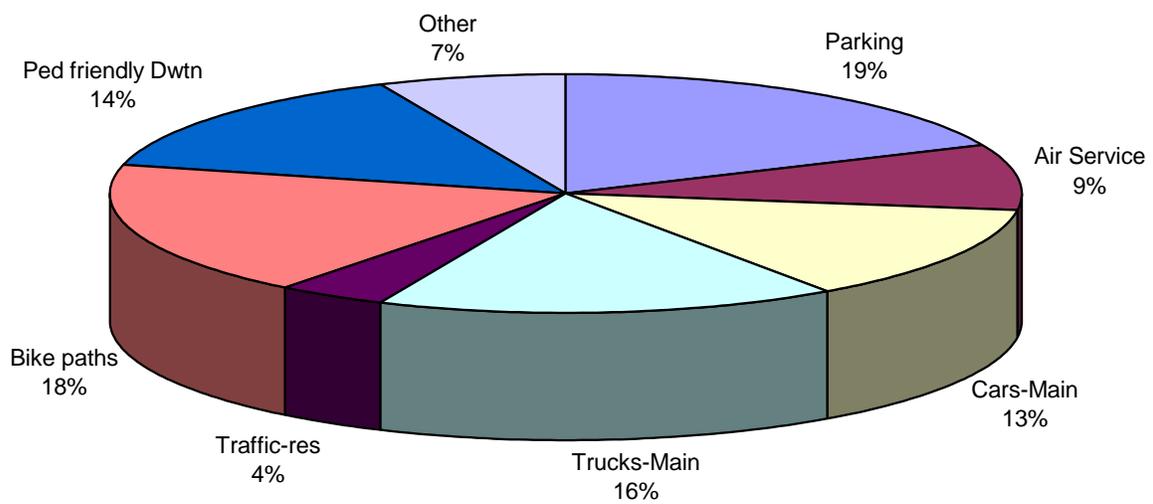
	<u>Results</u>
<input type="checkbox"/> Parking	236
<input type="checkbox"/> Need for passenger air service	157
<input type="checkbox"/> Too many cars on Main Street	176
<input type="checkbox"/> Too many trucks on Main Street	306
<input type="checkbox"/> Too much traffic on residential streets	49
<input type="checkbox"/> Need for bicycle paths in Bishop	253
<input type="checkbox"/> Downtown not pedestrian friendly	145
<input type="checkbox"/> Other _____	112 (written)

554 Surveys gathered

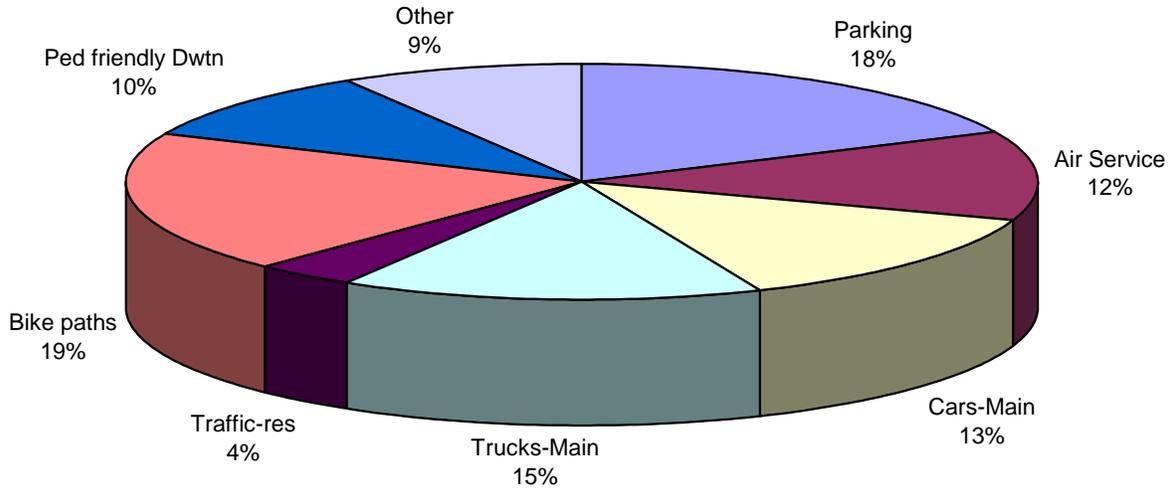
Bishop Tri-County Fair Survey (Totals)



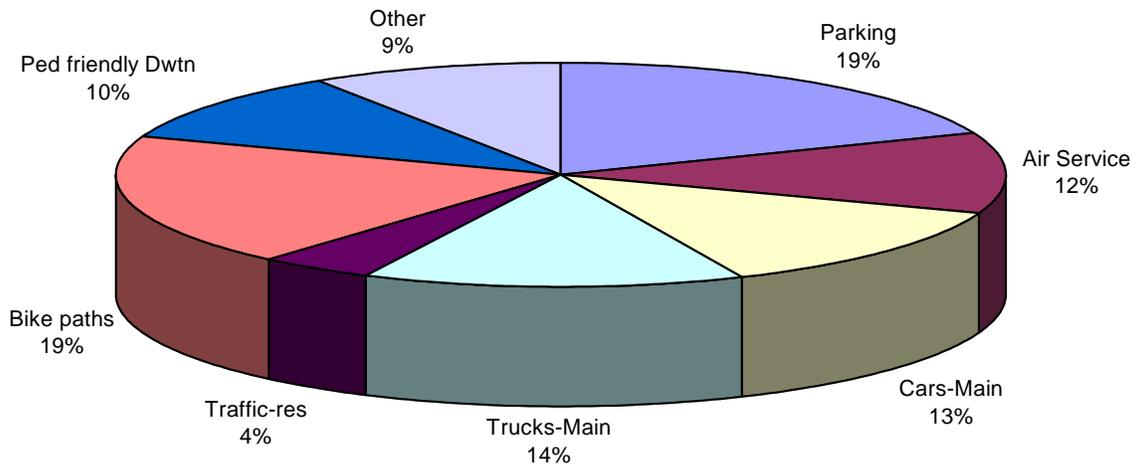
Bishop Tri-County Fair Survey Results (Interregional Travelers Only)



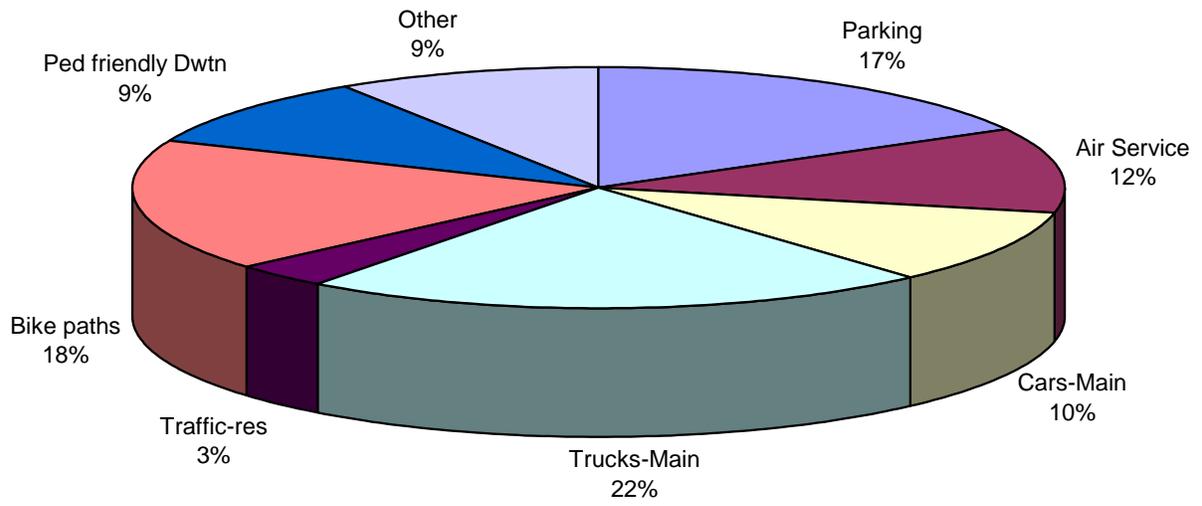
Bishop Tri-County Fair Survey Results (Local Inyo & Mono Only)



Bishop Tri-County Fair Survey Results (Inyo County Only)



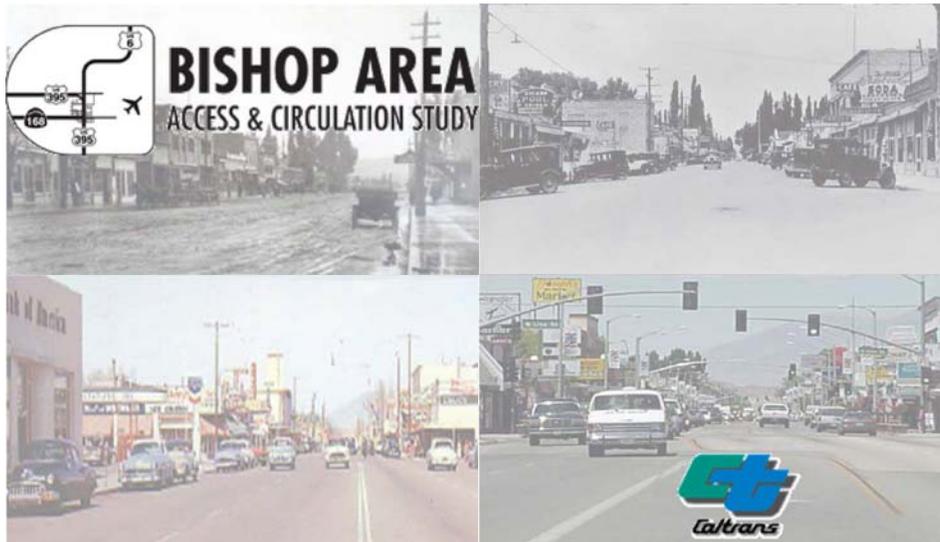
Bishop Tri-County Fair Survey Results (Bishop Only)



BISHOP AREA ACCESS AND CIRCULATION STUDY

Public Opinion Survey

(JANUARY 2004)



SUMMARY & REPORT OF FINDINGS

SUBMITTED BY:

META RESEARCH, INC.

**Bishop Area Access and Circulation Study
For
The California Department of Transportation, District 9
January 2004**

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I. Executive Summary

Overview

Meta Research was retained by Jones and Stokes on behalf of the California Department of Transportation to conduct and analyze a survey of the residents of the area of Bishop, CA. The study had multiple objectives, with the primary objective being to gather public opinion data of transportation issues in the Bishop area. Interviews were conducted between December 15 and December 22, 2003, with 407 residents of the Bishop area.

The study used a random-digit-dialing telephone sample and was conducted using a Computer Aided Telephone Interviewing (CATI) System to maximize accuracy and handle complex skip patterns.

Meta Research staff assigned to this project were Stephen Murrill, President, Shannon Wheelan, Research Analyst, and Patricia Jenkinson, Senior Research Consultant.

Salient Results

In reviewing the detailed findings of the survey, a number of salient results emerged and are highlighted below.

- Residents agreed that there are important transportation policy issues in the Bishop area. There was no consensus on a single, most important transportation issue or solution. Results showed that several options were supported but the community is divided on which issues and solutions to pursue. The survey did not conclusively point to one solution but created areas to explore with local governments and public stakeholders to identify workable solutions.
- When asked top of mind, the most frequent response for the number one transportation issue was local transit/bus service, followed by too many trucks on Main St/Highway 395, then congestion on Main St/Highway 395.
- When asked about the seriousness (very or somewhat serious) of transportation issues, congestion on Main St/Highway 395 was the most frequent answer, followed by too many trucks on Main St/Highway 395, then lack of passenger air service.
- Opinions of major transportation issues tended to vary by age, income, race/ethnicity, and those who drive alone or carpool. Older residents were more concerned with Main Street congestion, too many trucks on Main Street, and lack of passenger air service. Middle-aged respondents focused on inadequate parking and transit/bus service. Younger residents were concerned with getting around town as a pedestrian or by bicycle and transit/bus service. Those in higher income brackets were more concerned with getting around town as a pedestrian or by bicycle. Middle-income respondents focused on Main Street congestion while those in lower income brackets were concerned with inadequate parking and transit/bus service. Hispanic respondents focused on getting around town as a pedestrian. Those who typically

carpool were more concerned with the ability to safely ride a bike around town and transit/bus service.

- Solutions to local transportation issues mentioned most often were a bypass, creating a truck route, improving the local transit/bus service, and bringing in passenger air service.
- Solutions that had the strongest support (either very supportive or somewhat supportive) were constructing an alternate route for truck traffic, followed by improving parking throughout the Bishop area, and then improving the options for bike riding. Making no improvements and constructing an alternate route for through traffic were strongly opposed.
- Opinions regarding solutions to transportation issues varied by length of time living in the Bishop Area, age, area of residence, race/ethnicity, and those who drive alone or carpool. Those who have lived in the area for twenty years or more favored a bypass. Those who have lived in the area for eleven to twenty years favored improving public transportation and respondents who have lived in the area for five to ten years favored improving parking and improving the options for riding a bicycle or getting around as a pedestrian. Older interviewees preferred a bypass, middle-aged residents preferred improving parking and public transportation, and younger interviewees favored improving the options for riding a bicycle or getting around as a pedestrian. West Bishop residents favored a bypass. Hispanic respondents preferred improving the options for riding a bicycle and getting around as a pedestrian. Those who typically carpool preferred improving the options for riding a bicycle.
- When asked for their level of support for improving the movement of pedestrian travel downtown if it required decreasing traffic flow, most respondents expressed some degree of support. However, businesses located on Highway 395/Main St/North Sierra Highway were more likely to oppose this action when compared to businesses in other locations in the Bishop area.
- Over half of all respondents said that truck traffic contributes “a lot” to downtown congestion and transportation issues; only 8 percent said that truck traffic does not contribute to congestion.
- The vast majority of respondents believe that out-of-town travelers are very important to the economic livelihood of the Bishop area (82 percent). However, most respondents felt that out-of-town travelers also contribute “a lot” to transportation issues and congestion in the downtown area.
- While most residents agreed that there should be some weight given to the opinions of out-of-town travelers in the decision-making process on highway transportation issues, most felt it should be limited
- Almost all residents (94 percent) use an automobile as their primary mode of transportation and over half usually drive alone. Older residents were more likely to drive alone, while younger respondents were more likely to carpool or drive with others. Those who live in Bishop were more likely than those who live in all other areas to use other modes of transportation (besides an automobile).
- Most people (26 percent) travel on Main St/Highway 395 two one-way trips per weekday, followed by 1 one-way trip as the second highest percentage (data was recorded as actual number of one-way trips). When the number of trips were

grouped (as shown in the frequency questionnaire), the highest percentage was in the category of 1 to 4 one-way trips.

- Most businesses (60 percent) reported that their business is not dependent on out-of-town travelers and most felt that altering the flow of traffic through downtown would have no effect on their business. However, a larger sample size is needed (from a separate survey of local businesses) to facilitate results that can be generalized to the business community.
- Question fourteen, which asks about business dependence on out-of-town travelers should be split into two questions (in a separate business survey): dependence on out-of-town travelers and dependence on truck traffic, since creating an alternate route specifically for trucks is a favored solution to transportation issues in the Bishop area.
- While businesses on Highway 395 did not support altering traffic downtown to improve pedestrian travel (question 6), they may be supportive of this action if it involved rerouting truck traffic only. Therefore, it is recommended to create a question (in a separate business survey) on pedestrian travel if it involved diverting only truck traffic and another question on diverting all through traffic from out-of-town travelers.
- Most residents have lived in the Bishop area for 11 years or more. Most respondents have had some college or have earned a college degree. Almost half of the sample was aged 55 or older. The highest percentage (38 percent) of respondents lived in areas outside of Bishop, West Bishop, or the Bishop Paiute reservation, but 26 percent lived in Bishop and another 26 percent lived in West Bishop.

II. Research Methods

Objectives

The primary survey objective was to gather the public's opinions regarding transportation issues in the Bishop area. Specific study objectives were as follows:

- Assess the public awareness/opinion of transportation issues and solutions in the Bishop area, concentrating on Main Street/Highway 395.
- Determine local residents' opinions of out-of-town travelers and their contribution to the local economy and to transportation issues.
- Assess the dependence of local businesses on out-of-town travelers and the potential effects on their business if traffic was diverted from downtown.
- Identify typical transportation habits of local residents.
- Ensure that business owners or managers, Hispanic respondents, and Native American respondents were accurately represented in the sample.

Research Method

This project was conducted as a telephone survey of Bishop, California area residents (households). Based upon the demographics of the area, a questionnaire was developed for both English-speaking and Spanish-speaking respondents. However, 100 percent of the interviews were conducted in English, as no Spanish translation was needed.

Field Dates

The survey was pre-tested on Monday, December 15, 2003. No major changes were necessary, so fieldwork began in earnest and concluded on Monday, December 22, 2003. All calls were made Monday–Friday evenings between the hours of 4:30 p.m. and 9:00 p.m. and Saturday between the hours of 10:00 a.m. and 6:00 p.m.

Questionnaire

The questionnaire for this project was designed based upon objectives and feedback provided by the client. The questionnaire was composed of 28 distinct questions (or data

points).¹ Several of the questions were asked in a “true” open-ended format and were coded into similar responses for analysis. Some of the questions had an “other” category that required extensive content analysis for recoding. The questionnaire averaged 10.45 minutes to administer.

Sample Design

A total of 407 adult residents of the Bishop area were interviewed for this project from area code 760 and telephone prefixes of 872, 873, and 387. Residents were screened by which community they live in, in the Bishop area. Those whose residence could not be identified were not interviewed. The communities that were listed on the questionnaire, as provided by the client, were the Bishop Paiute Reservation, West Bishop, Dixon Lane-Meadow Creek, Rocking K, Rocking W, Starlight/Aspendale, Wilkerson, Highlands/Glenwood Mobile Home Park, Roundvalley/Mustang Mesa/Paradise, Bishop, and other areas of Inyo County within the study boundaries.

While the actual number of respondents interviewed was 416, nine interviews were eliminated from the dataset based on residence outside the study area. Thirty-four respondents indicated their residence as “unincorporated area of Inyo County” and gave a verbatim description of their residence (if they did not fall within one of the pre-developed categories). Caltrans reviewed the thirty-four responses and determined if they live within the study area and Meta Research used a reverse phone number lookup to obtain addresses of those who were listed (Meta’s commitment to respondent confidentiality was upheld). Next, those addresses were mapped using www.mapquest.com and the location was compared to the BAACS Study Area map from the Caltrans brochure to determine if those residences fell within the study area boundaries.

A strong effort was made to ensure that business owners or managers, Hispanic respondents, and Native American respondents were adequately represented in the

¹ The questionnaire numbering is deceiving when determining number of questions. Some questions had a “question stem” to set up the question, followed by multiple subsequent questions (numbered a, b, c, etc.). Not all questions were asked of all respondents. Some respondents skipped questions based upon their answers to a previous question (branched). Other questions were CATI calculated for use in analysis and were not asked of any respondents.

sample. The target for business owners or managers was calculated by the client and was to be 10 percent of the sample or 40 businesses. The actual percent of businesses in the sample was 16.7 (a sample size of 68). A separate survey of business owners or managers is recommended to provide more statistical confidence in determining the feelings of transportation issues in the Bishop area by businesses.

The target for Hispanic respondents was 28. This was calculated using Census 2000 data for census tracts one, two, three, and four in Inyo County, which fell geographically within the study boundaries. The dataset used was Table H7 from Summary File 1, "Hispanic or Latino Householder by Race of Householder" from the universe of occupied housing units. The total population of householders in census tracts 1-4 is 5,172, of which 366 are Hispanic (of any race). Therefore, the total percentage of Hispanic householders in the population is 7 percent. Seven percent of the sample size (400) yields a target of 28 respondents needed. The actual percentage of Hispanic respondents in the sample was 6.6 (a sample size of 27). Census data by households was used rather than population totals for the Bishop area because the unit of analysis for this study is household.

The target for Native American respondents was 32. This was calculated using Census 2000 data for census tracts one, two, three, and four in Inyo County, which fell geographically within the study boundaries. The dataset used was Table H6 from Summary File 1, "Race of Householder" from the universe of occupied housing units. The total population of householders in census tracts 1-4 is 5,172, of which 411 are Native American. Therefore, the total percentage of Native American householders in the population is 8 percent. Eight percent of the sample size (400) yields a target of 32 respondents needed. The actual percentage of Native American respondents in the sample was 7.6 (a sample size of 31). Census data by households was used rather than population totals for the Bishop area because the unit of analysis for this study is household.

A sample size of 400 yields a sampling error of +/-4.9% (at the 95% confidence level). This means that one can be 95 percent sure that the true population parameters are within +/- 4.9% of the sample statistics reported in this summary. As an example, if a response category to a question was chosen by 50 percent of respondents, it would be

95 percent sure that the true parameters in the population would be between 45.1 percent and 54.9 percent (+/- 4.9%). This confidence, however, refers only to sampling errors. Non-sampling errors were minimized by careful attention to a variety of methodological controls to ensure the quality of the resulting survey data. Meta's procedural and statistical controls included extensive interviewer training and on-site supervision of interviews. Branching and other sources of measurement error were controlled through the use of a computer-assisted telephone interviewing (CATI) system. For a complete description of research methods, please consult the Methods portion of the statistical report.

To be eligible for the survey, respondents had to be an adult of a household and reside in one of the communities listed on the questionnaire. The incidence of qualified respondents was 94 percent. This number is the percentage of those who were qualified to complete the survey after the screening questions were asked. The telephone number reached had to be a residential number, including businesses (who were asked if they were a business owner or manager later on in the survey).

The sampling frame for this project was a random-digit-dialing telephone sample of the last four digits of the telephone number purchased from Scientific Telephone Samples (STS), based upon area code 760 and telephone prefix 872, 873, and 387, provided by the client. To ensure that harder-to-reach residents were also included in the sample, each telephone number was called an average of four times (some households were attempted five times) or until the number could no longer be called due to the following reasons:

- 1) An interview was completed with a qualified respondent.
- 2) A qualified respondent refused to grant an interview.
- 3) The respondent was "screened out" of the survey because the household was not qualified to respond (e.g. was not a resident of one of the communities within the study area, etc.).
- 4) Only a partial interview was achieved (the respondent could or would not complete the entire survey).
- 5) The telephone number was inaccurate (e.g. disconnected, fax number, etc.).
- 6) A qualified respondent was not available during the scheduled fieldwork (e.g. on vacation during entire fieldwork).

Data Analysis

Meta tabulated responses using univariate and bivariate methods. Statistical tools varied depending upon the type of variable analyzed. Meta calculated frequency counts and frequency percentages. Unless otherwise noted, frequency percentages reported in this document represent *adjusted* frequencies, meaning that percentages have been adjusted to exclude any non-responses (refusals to answer the question) or non-qualified responses (questions not asked due to answers to previous questions).

Notes on descriptive statistics used:

1. The mean, median, and mode are measurements of central tendency. A mean indicates the mathematical average of all respondents. For instance, on the variable "seriousness of local transportation issues", a mean of 3 indicates that the average of all responses is 3, or "very serious" (on a three-point scale- not serious, somewhat serious, or very serious). The median is the midpoint answer of all respondents. On the same variable "seriousness of local transportation issues", a median of 2 suggests that half of the respondents gave a rating higher than 2 and the other half gave a rating lower than 2 (somewhat serious). The mode is the answer chose most often for that particular question (the highest percentage). On the variable "seriousness of local transportation issues", a mode of 2 signifies that the answer chose most often among all respondents was 2, or "somewhat serious".
2. Only variables whose measurement of central tendency has conceptual meaning are included for calculation in the following pages. For instance, if the mean rating of a question based on that same three-point scale is 3, this indicates that the average of all ratings on this question is 3 or "very serious". However, the mean rating of a question with qualitative responses or categories that cannot logically be ordered, such as, "What is the number one transportation issue in the Bishop area?" would indicate, for example, the average between "congestion on Main St/Highway 395" and "transit/bus service". This average would not be meaningful conceptually and therefore this type of variable is excluded from analysis of central tendency.

Statistical significance within crosstabulation tables was calculated using chi-square (χ^2) statistics. For a chi-square to be statistically significant, the "Asymp. Sig." value (p-value) from the SPSS output must be less than 0.05 (95% confidence level). When statistical significance is found, this means that percentages across the rows in the crosstab table are statically significantly different from each other, meaning that the two variables are related in the "population." Strength of association was calculated using phi coefficients (Φ). The phi coefficient can be either positive or negative and ranges from 0 to 1.0; the

higher the number, the stronger the relationship between the two variables. A complete statistical report, including frequencies, central tendency, and crosstabs are under a separate cover.

Caveat

The sole purpose of this report is to provide a collection and categorization of public opinion data. Meta intends no endorsement or criticism of the California Department of Transportation, their policies, or staff. The client shall be solely responsible for any modifications, revisions, or further disclosure/distribution of this report.

III. Detailed Findings

This portion of the summary is dedicated to providing the study results. This summary is organized by topic, not necessarily by order of questions addressed in the survey instrument. In the interest of brevity, this report *highlights* the study findings, rather than summarizing data of all survey response categories in narrative form. Tables and graphs are used to aid in comparison and to reduce the reliance upon text narration. Further, only notable differences among demographic groups are discussed (only statistically significant chi-square results are reported).

Sample Demographics

This section of the report specifies some of the demographic characteristics of the total sample. The sample consisted of respondents who represent a population very familiar with the Bishop area in terms of number of years lived there, with the overwhelming majority of respondents living in the area for 11 years or more (73 percent).

The Bishop area appears to be populated with educated residents. About two in five (44 percent) reported having earned a college degree and 36 percent reported having had some college or trade/vocational school education.

The majority of Bishop Area residents interviewed were of older ages. Close to half of the respondents (46 percent) were over 55 years of age. Thirty eight percent were between the ages of 35 and 54. Both the mean and median were 45-54 years old.

*Table 1: Sample Demographics by Percent**

Demographic Variable	Total Pop. (%)
<i>Length of Residency</i>	
10 years or less	27%
11+ years	73
<i>Education</i>	
High school or less	22
Some college/Vocational/Trade	36
College degree	41
<i>Age</i>	
18-34	16
35-54	38
55+	46
<i>Ethnicity</i>	
Caucasian	81
American Indian	8
Hispanic	7
Other	2
<i>Income (2002)</i>	
Less than \$25,000	21
\$25,000 to \$74,999	52
\$75,000 or more	18
<i>Gender</i>	
Female	55
Male	46
<i>Businesses</i>	
Owners/Managers	17
<i>Community of Residence</i>	
Bishop	26
West Bishop	26
Bishop Paiute Reservation	9
All Others	38

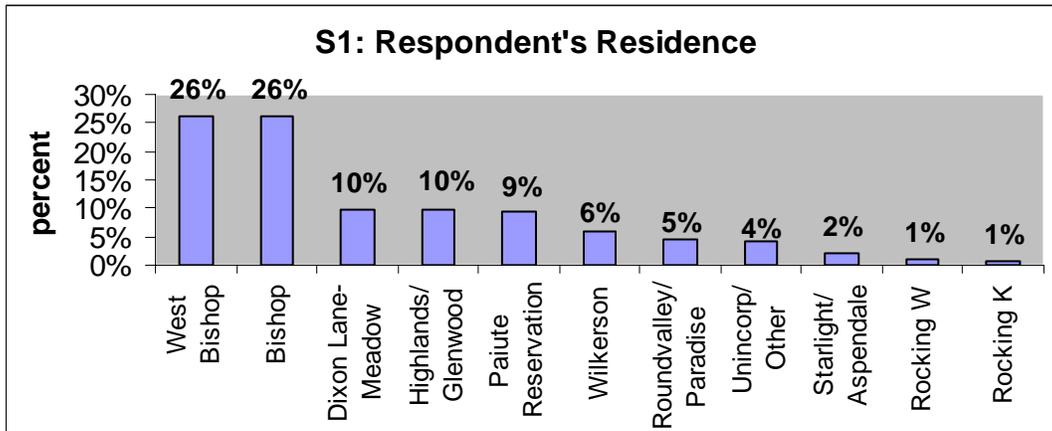
* Totals may not sum to 100 percent due to rounding and not including "undecided."

About four in five respondents were Caucasian in ethnicity (81 percent). As previously stated, a concerted effort was made to interview a representative number of Hispanic and Native American respondents for this survey. Native Americans composed 8 percent of the sample, followed by Hispanic participants at 7 percent.

The majority of interviewees (52 percent) earned between \$25,000 and \$74,999 in 2002, followed by 21 percent of respondents reporting an income of less than \$25,000. The mean and median were \$35,000 to \$49,999.

The sample of Bishop Area residents was comprised of 55 percent female and 46 percent male².

About two in five respondents (38 percent) lived in communities outside Bishop, West Bishop, or the Bishop Paiute Reservation. Twenty six percent of the sample reported Bishop as their residence and another 26 percent reported West Bishop as their residence.



Business Demographics

As previously shown in table 1, 17 percent of respondents were owners or managers of a business located in the Bishop area. Those aged 35 to 54 and those who were in the \$75,000 income category were more likely to be business owners when compared to

² No targets were established for gender.

other age and income groups as shown by a chi-square test in the crosstabulation tables.

The type of business that was the majority in the sample was “other type of business” (54 percent), followed by “professional services” (18 percent), then “other retail” at 13 percent. If a follow-up business survey is conducted, it should be more specific about identifying business types in order to provide a clear picture of the type of business in the Bishop area.

Most of the businesses surveyed were located on or near Highway 395. About one in four (26 percent) were on Highway 395/Main Street/North Sierra Highway, and a similar percentage (28 percent) were within two blocks of Highway 395, while 46 percent of businesses were located “somewhere else in the Bishop area.” Those who were in the \$35,000 to \$49,999 and \$50,000 to \$74,999 income groups were more likely to have a business on Highway 395/Main St/North Sierra Highway when compared to other income groups and businesses in other locations as shown by a chi-square test in the crosstabulation tables. This may indicate that business on Main St/Highway 395 encounter higher revenues than businesses in other locations.

Transportation Issues

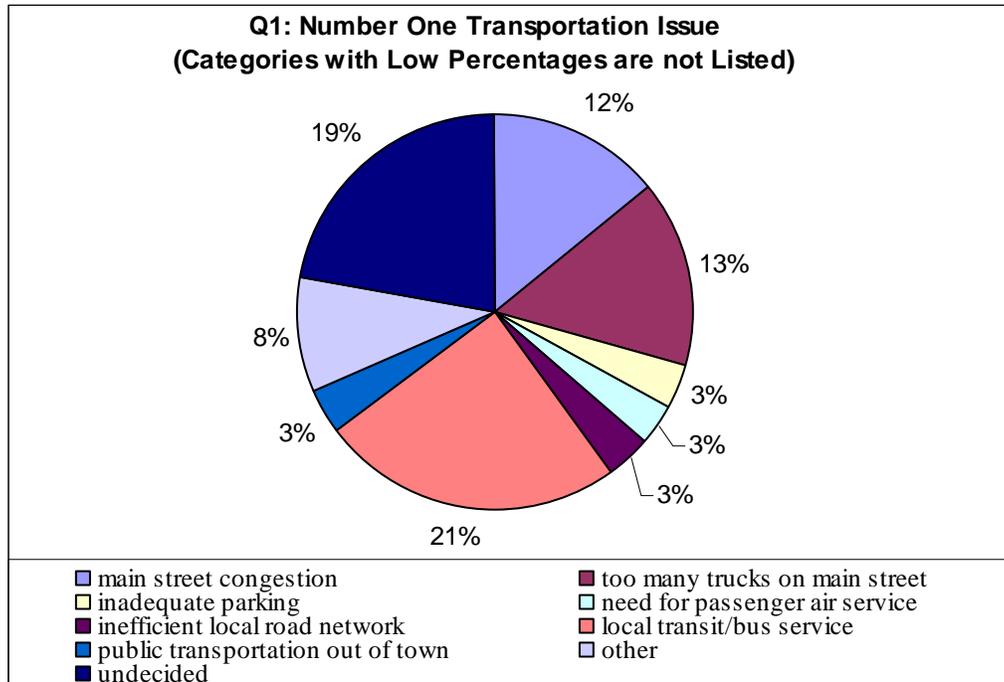
In order to measure Bishop residents’ attitudes about transportation-related issues, survey respondents were asked a series of questions about critical transportation issues and potential solutions.

Public Perception of Transportation Issues

To gauge the perceived seriousness of transportation issues in the Bishop area, respondents were asked to identify the number one transportation issue. This was asked as open-ended and responses were placed into pre-coded categories. Responses of “other” were analyzed to identify relevant categories that were not previously included in the questionnaire.

The transportation issue mentioned most frequently was “local transit/bus service” (21 percent), followed by “too many trucks on Main Street/Highway 395” (13 percent), and

“congestion on Main Street/Highway 395” with 12 percent. Combined, one in four respondents mentioned trucks or congestion on Main Street (25 percent). Almost one in four (19 percent) were undecided as to the number one transportation issue in the Bishop area. Eight percent mentioned an issue not pre-coded. These “other” responses were analyzed and new categories were added to the pre-developed categories. For specific responses remaining in the “other” category after review and recoding, please refer to the frequency tables included in the statistical report (in a separate document).

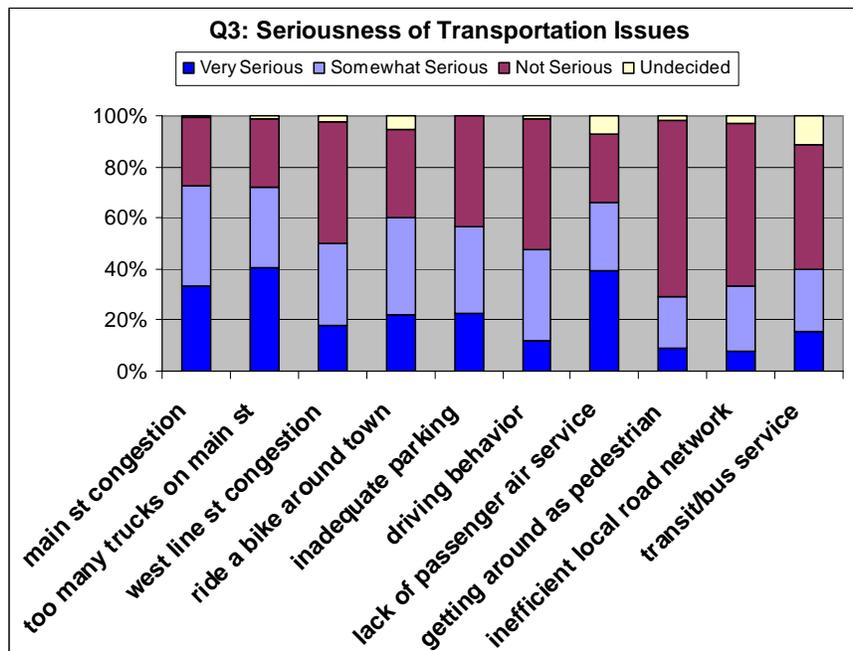


Opinions of major transportation issues tended to vary by age and income. Older residents (55 or older) were more concerned with general Main Street congestion, as were those in the \$35,000 to \$49,999 income bracket. Residents aged 18-34 and those with incomes at the \$50,000 to \$74,999 level focused on “getting around town as a pedestrian or by bicycle” as key transportation issues. Those aged 35-54 were more likely to report “inadequate parking” and “local transit/bus service” as the number one transportation issues. Those in the less than \$25,000 group were more concerned with “inadequate parking” and were also far more likely to be undecided. Respondents in the \$25,000 to \$34,999 income category focused on “local transit/bus service” as the number one transportation issue.

Respondents were also asked a prompted question rating the seriousness of local transportation issues as very serious, somewhat serious, or not serious. Issues tested were:

- Congestion on Main Street/Highway 395,
- Too many trucks on Main Street/Highway 395,
- Congestion on West Line Street/Highway 168,
- The ability to safely ride a bike around town,
- Inadequate parking,
- Driving behavior,
- Lack of passenger air service,
- Getting around town as a pedestrian,
- Inefficient local road network, and
- Transit/bus service.

The transportation issue with the highest percentage of respondents classifying it as “very serious” was “too many trucks on Main Street/Highway 395” (41 percent). Running a close second was “lack of passenger air service” (39 percent), and the third highest percentage was 33 percent with “congestion on Main Street/Highway 395.”



The issue of least concern was “getting around town as a pedestrian,” with close to seven in ten respondents (69 percent) classifying it as “not serious.” Other issues not

perceived as serious were “inefficient local road network” and “driving behavior” (64 percent and 51 percent, respectively).

When “very serious” and “somewhat serious” were combined to determine if the issue was either serious or not, “congestion on Main Street/Highway 395” and “too many trucks on Main Street/Highway 395” were considered a serious issue by about seven in ten respondents (73 percent and 72 percent, respectively). “Lack of passenger air service” was considered a serious issue by about three in five interviewees (66 percent).

*Table 2: Seriousness of Various Transportation Issues
(Combined Very and Somewhat Serious)*

Transportation Issue Read to Respondent	A Serious Issue (%)
1) Congestion on Main Street/Highway 395	73%
2) Too Many Trucks on Main Street/Highway 395	72
3) Lack of Passenger Air Service	66
4) Ability to Safely Ride a Bike Around Town	60
5) Inadequate Parking	57
6) Congestion on West Line Street/Highway 168	50
7) Driving Behavior	48
8) Transit/Bus Service	40
9) Inefficient Local Road Network	33
10) Getting Around Town As a Pedestrian	29

The average of all responses (mean) and the median (midpoint of all responses) for congestion on Main Street, too many trucks on Main Street, ability to safely ride a bike around town, inadequate parking, and lack of a passenger air service were “somewhat serious.”

The average response for driving behavior and transit/bus service was “somewhat serious” but the median was “not serious.” The average for congestion on West Line Street was “not serious” but the median was “somewhat serious.” As a result, the only

issues classified as “not serious” when measured by both the mean and median are getting around town as a pedestrian and inefficient local road network.

Younger residents (18-34) were less concerned about the congestion on Main Street/Highway 395, having too many trucks on Main Street/Highway 395, and the lack of passenger air service while concern for these issues was greatest among older respondents (55+). However, younger residents were more concerned with the local transit/bus service than older residents were.

Females were more concerned with having too many trucks on Main St/Highway 395, inadequate parking, transit/bus service, and the lack of passenger air service than were males.

Hispanic/Chicano/Latino residents were more likely to feel that getting around town as a pedestrian was a serious issue.

Those who drive with others/carpool (Q17) were more likely to be concerned with the “ability to safely ride a bike around town” and the local “transit/bus service” than those who drive alone.

Residents who do not drive on Main St/Highway 395 (reported 0 one-way trips in Q19) were more likely to be interested in the ability to safely ride a bike around town when compared to those who do typically drive on Main St/Highway 395.

When comparing the two questions asking about transportation issues, one open ended, one a scale based on the rating of seriousness, the top transportation issues do not coincide. When asked in an open-ended format, the top issues were local transit/bus service, too many trucks on Main Street/Highway 395, and congestion on Main Street/Highway 395.

However, when tested directly, “too many trucks on Main Street/Highway 395” was rated as very serious by the highest percentage of people, followed by “lack of passenger air service,” then “congestion on Main Street/Highway 395.” When “somewhat serious” and “very serious” were combined, the top issues of concern were congestion on Main

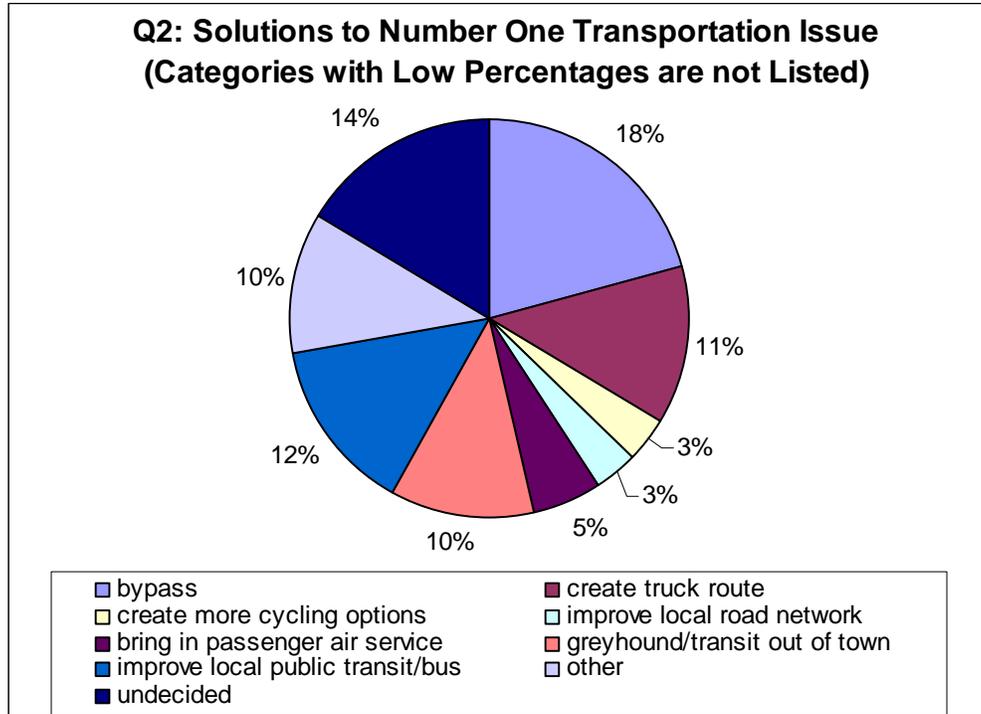
Street/Highway 395, too many trucks on Main Street/Highway 395, and lack of passenger air service.

The differences in these results could be due to the nature of the questions; one was asked open-ended (first thing that comes to mind), the other was asked as a scale and the respondent was given the list of transportation issues. In addition, the two questions asked about transportation issues in a slightly different way: the first – the number one transportation issue in the Bishop area, the other – the seriousness of each given issue. Yet another explanation is the use of the word “transportation” (which was not defined) in the open-ended question. People may be thinking about transportation in general, meaning modes of transportation (e.g. automobile, bus) whereas concepts like congestion may be “traffic specific” and may not come to mind as a “transportation issue.” Nevertheless, both measures are valid and both results should be considered. Common results that showed up between the two questions were congestion on Main Street/Highway 395 and too many trucks on Main Street/Highway 395. Local transit/bus service and lack of passenger air service are also areas that should be explored.

Public Perception of Solutions to Transportation Issues

After being asked what the number one transportation issue is in the Bishop area (open ended), respondents were then asked what solution they would suggest. This was asked as open-ended and responses were placed into pre-coded categories. Responses of “other” were analyzed to identify relevant categories not previously included in the questionnaire.

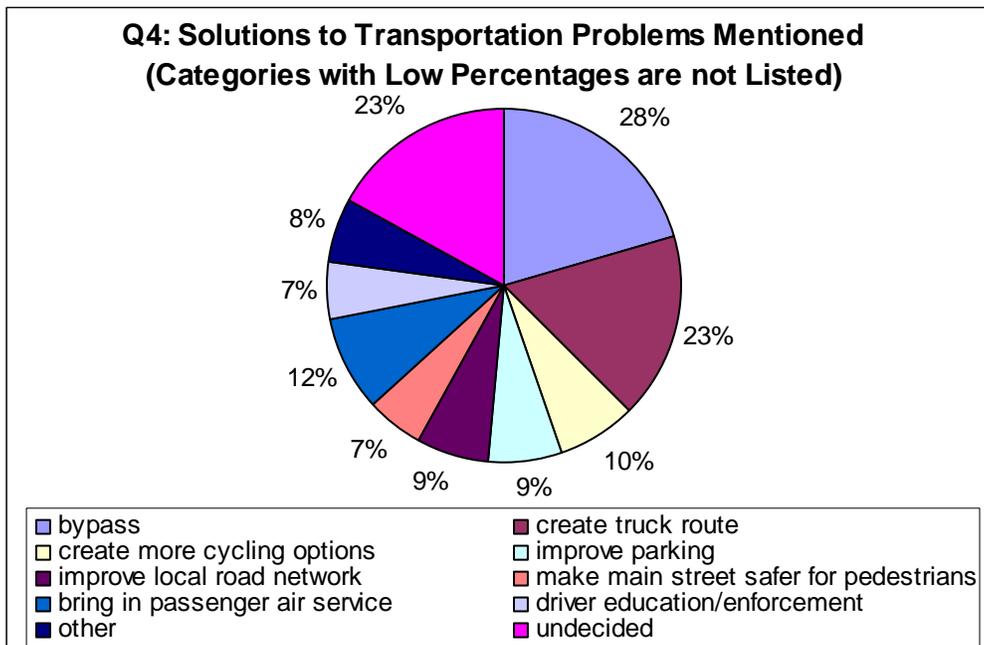
The solution mentioned most often was “bypass” (any type) (18 percent), followed by “improve local public transit/bus service” (12 percent), and “create truck route” with 11 percent. Those who answered “undecided/don’t know” as a solution to the number one transportation issue in the Bishop area measured 14 percent and those who offered a suggestion not previously categorized (“other”) were 10 percent. As previously stated, those who said “other” were analyzed and new categories were added to the frequency questionnaire along with the pre-developed categories. For specific responses remaining in the “other” category after review and recoding, please refer to the frequency tables included in the statistical report (in a separate document).



Opinions of solutions tended to vary by age, length of time lived in the Bishop Area, and income. An alternate route (bypass or truck route) was suggested by respondents who have lived in the area for more than 20 years, by older residents (55+), and by those earning \$35,000 to \$49,999. Younger residents (18-34), those who have lived in the area for five to ten years, and respondents in the \$50,000 to \$74,999 income category felt that the solution should be to make it safer for pedestrians and create more cycling options. Respondents who have lived in the area for five to ten years, those who were 35 to 54 years old, as well as interviewees earning less than \$25,000 felt that parking should be improved. Persons residing in the area for 11 to 20 years, as well as those who were 35 to 54 years old, and persons making less than \$25,000 were more likely to report “improve all public transportation” as a solution.

After being asked to rate the seriousness of various transportation issues, respondents were again asked if there were any solutions to those issues that they would suggest. This was asked as open-ended and responses were placed into pre-coded categories. Responses of “other” were analyzed to identify categories not previously included in the questionnaire.

Almost three in ten interviewees mentioned “bypass” (any type) as a solution (28 percent), followed by “create truck route” (23 percent), and “bring in passenger air service” with 12 percent. Those who answered “undecided/don’t know” as a solution measured 23 percent and those who said “other” were 8 percent. As previously stated, those who said “other” were analyzed and new categories were added to the frequency questionnaire along with the pre-developed categories. For specific responses remaining in the “other” category after review and recoding, please refer to the frequency tables included in the statistical report (in a separate document).

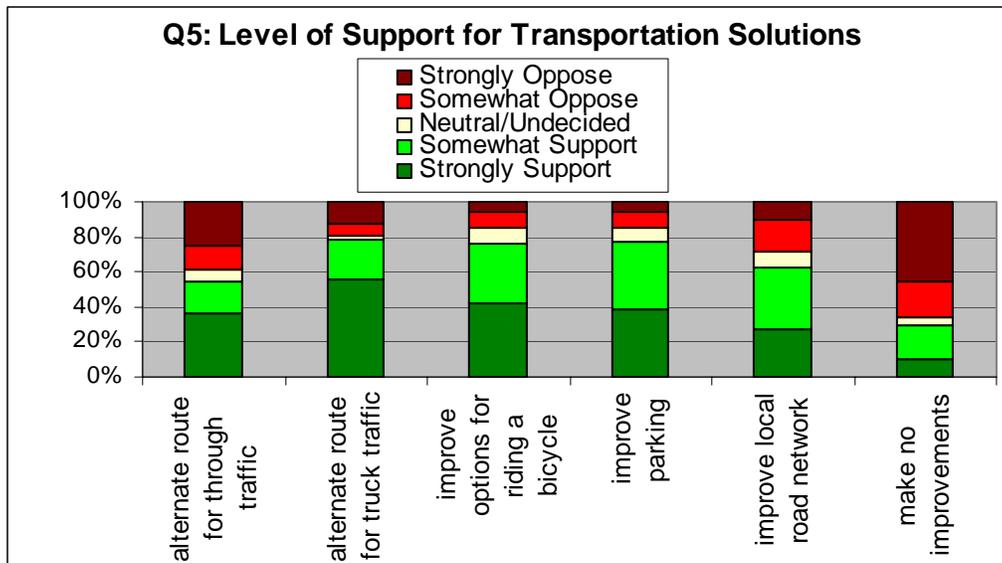


Solutions to transportation issues in the Bishop area tended to vary by area of residence, age, and length of time living in the Bishop area. Residents of West Bishop, those who have lived in the area for more than 20 years, and older residents (55+) were supportive of a bypass.

Solutions also varied by education level and number of times traveled on the highway (Q19). Interviewees in the “high school or less” group mentioned creating a truck route. Those who do not drive on Highway 395 (reported 0 one-way trips) were more likely to mention bringing in Greyhound or a train service for public transportation out of town as a solution when compared to those who do typically drive on Main St/Highway 395.

Respondents were also asked to rate their level of opposition or support of alternatives to handle local transportation issues such as: construct an alternate route for through traffic, construct an alternate route for truck traffic, improve the options for riding a bicycle, improve parking throughout the Bishop area, improve the local road network, and make no improvements.

The solution that was most strongly supported was “construct an alternate route for truck traffic” (55 percent). A distant second, although still showing strong support, was to “improve the options for riding a bicycle” (42 percent). Third in support was “improve parking throughout the Bishop area” (39 percent).



The suggested solution with the most opposition was to do nothing (“make no improvements”), with close to half the respondents (45 percent) strongly opposing this option. While not as high, strong opposition also existed for “construct an alternate route for through traffic” (25 percent), and “construct an alternate route for truck traffic” (13 percent).

When “strongly support” and “somewhat support” were combined and “strongly oppose” and “somewhat oppose” were combined to determine if the issue was either supported or opposed, the highest percentage of support was for constructing an alternate route for truck traffic (79 percent), followed by improving parking throughout the Bishop area (77 percent), and then improving the options for riding a bicycle (76 percent). The highest percentage in the opposition category was “make no improvements” (66 percent),

followed by “construct an alternate route for through traffic” (39 percent), and then “improve the local road network” at 29 percent.

*Table 3: Support or Opposition for Various Solutions to Transportation Issues**

Solutions	Support (%)	Oppose (%)
Construct and alternate route for through traffic	55%	39%
Construct an alternate route for truck traffic	78	19
Improve the options for riding a bicycle	76	15
Improve parking throughout the Bishop area	77	15
Improve the local road network	63	29
Make no improvements	29	66

** Totals may not sum to 100 percent due to rounding and not including “undecided.”*

Both the mean and median for improving the options for riding a bicycle, improving parking, and improving the local road network were “somewhat support.” The mean for constructing an alternate route specifically for truck traffic was “somewhat support,” while the median was “strongly support.” The mean for constructing an alternate route for through traffic was “neutral” but the median was “somewhat support.” Both the mean and median for make no improvements was “somewhat oppose,” which makes this the only option that did not have at least some degree of support.

Support for given solutions varied by age, race/ethnicity, gender, and those who drive alone or with others (Q17). Respondents aged 18 to 34, Hispanics/Chicanos/Latinos, and those who typically carpool were more supportive of improving the options for riding a bicycle in the Bishop area, while those aged 35 to 54, Native Americans, males, and those who typically drive alone were least supportive.

Improving parking was favored most by Hispanics/Chicanos/Latinos and by those whose primary mode of transportation was an automobile, while Native Americans favored it least. Those who typically drive alone were more likely to oppose constructing an alternate route for through traffic when compared to those who typically drive with others/carpool.

When comparing the three questions asking about solutions to local transportation issues, two open ended, one a scale based on rating of support or opposition, the top transportation issues do not coincide. When asked as open-ended the first time, respondents indicated a bypass as the number one solution, followed by improving the local transit/bus service and creating a truck route. When asked as open ended the second time, the top solution was still bypass, then the rankings changed with “create truck route” and lastly, “bring in passenger air service.”

Differences in these results could be due to the ordering of questions. The first open ended was asked in the beginning of the survey, directly after asking what the number one transportation issue was in the Bishop area (as open ended). The second time, solutions were asked in an open-ended format and were preceded by asking about the seriousness of various transportation issues that were identified to the respondent. The first open ended allows the respondent to think of the first suggestion that comes into their mind. By the time the second open-ended question is asked (about solutions), the respondent has been reminded of or various transportation issues have been suggested to him/her.

Construction of an alternate truck route was strongly favored by the highest percentage of respondents. Second in support was cycling improvements, followed by improved parking. When “somewhat support” and “strongly support” were combined and “somewhat oppose” and “strongly oppose” were combined to form two categories as those who said they either support or oppose it, most residents supported constructing an alternate route for truck traffic. Second in support was improving parking, followed by improving cycling options. Making no improvements was strongly opposed by the highest percentage of respondents, followed by constructing an alternate route for through traffic and improving the local road network.

The differences in these results could be due to the nature of the questions, two were asked open ended (first thing that comes to mind) and in different places of the questionnaire, the other was asked as a scale and the respondent was given the list of possible solutions. In addition, the two questions asked about alternative solutions to transportation issues in a slightly different way: the first two – asking the respondent to give solutions off the “top of their head,” the last – to rate their level of support to various

solutions given. Nevertheless, both measures are valid and both results should be considered. Common results that showed up between the three questions that should be addressed are a bypass – “construct an alternate route for truck traffic,” “improve the options for riding a bicycle,” and “improve parking throughout the Bishop area.” Improvement in local public transit/bus service and passenger air service are also areas that should be explored.

Results to transportation issues and solutions in the Bishop area showed that there were several options that were supported but the community is divided on which issues and solutions to pursue. The survey did not conclusively point to one solution but has created areas to explore with local governments and public stakeholders to identify workable solutions.

On that same note, participants were asked how much they think truck traffic contributes to the transportation issues and congestion in the downtown area. The majority responded, “a lot” (53 percent), followed by “a little” (39 percent), then “not at all” (8 percent). This may provide some insight as to why an alternative route for truck traffic was a popular solution due to the perceptions/opinions of local residents concerning truck traffic.

The perception of truck traffic’s contribution to congestion varied by age. Younger residents (18-34) were more likely to indicate “not a lot” and older residents (55+) were more likely to indicate “a lot” when asked if truck traffic contributes to local congestion.

Another area of concern or interest to Caltrans was to measure the tradeoff between having a pedestrian-friendly downtown and having a downtown friendly to the movement of traffic. Respondents were asked how supportive they would be if improving the movement of pedestrian travel downtown required decreasing the movement or diverting the flow of traffic through downtown (very supportive, supportive, or not supportive). Two in five (41 percent) of those who were interviewed indicated they were supportive of decreasing the movement or diverting the flow of traffic through downtown to improve pedestrian travel but about a third (35 percent) were not supportive. Combining the “supportive” and “very supportive” responses demonstrates that almost two-thirds (63 percent) have some degree of support for this action. Anglo/White respondents were

more likely to oppose this action while Hispanic/Chicano/Latino respondents were more likely to support it.

Out-of-Town Travelers

In order to gain a better understanding of residents' knowledge and perception of out-of-town travelers, respondents were asked a series of questions concerning the following:

- The importance of out-of-town travelers to the economic livelihood of the Bishop area,
- The contribution of out-of-town travelers to congestion in the downtown area, and
- The amount of weight that should be given to the opinions of out-of-town travelers on transportation issues in the Bishop area.

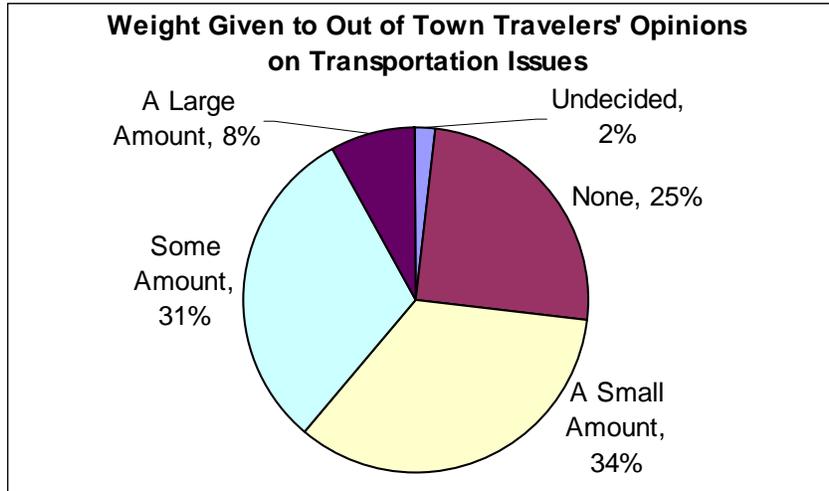
Local Residents' Opinions

First, in order to get an indication of the perception of local residents regarding out-of-town travelers, respondents were asked about the importance of out-of-town travelers to the economic livelihood of the Bishop area. The vast majority of respondents (82 percent) considered out-of-town travelers "very important" to the economic livelihood of the area. Another 15 percent viewed them as "somewhat important".

However, when asked, "How much do you think out-of-town travelers contribute to transportation issues and congestion in the downtown area", 61 percent of those who were interviewed indicated "a lot." Another 34 percent said that out-of-town travelers contribute "a little" to transportation issues and congestion downtown. Respondents with a college degree were more likely to report "not a lot," while those with trade school or a two-year college degree were more likely to report "a lot."

Most residents felt that there should not be a large amount of weight given to the opinions of out-of-town travelers in the decision-making process on highway transportation issues in the Bishop area. One in four said that no weight should be given to the opinions of out-of-town travelers. About a third (34 percent) felt that "a small amount" of weight should be given to their opinions and those who said "some amount" of weight should be given was 31 percent. When combining all categories where a respondent mentioned that *any* weight should be given, 74 percent felt that the opinions of out-of-town travelers should have a

voice in the decision-making process on highway transportation issues in the Bishop area (to various degrees). Based on these results, a small amount of weight given to out-of-town travelers' opinions in the decision making process on highway transportation issues should be accepted by local residents.

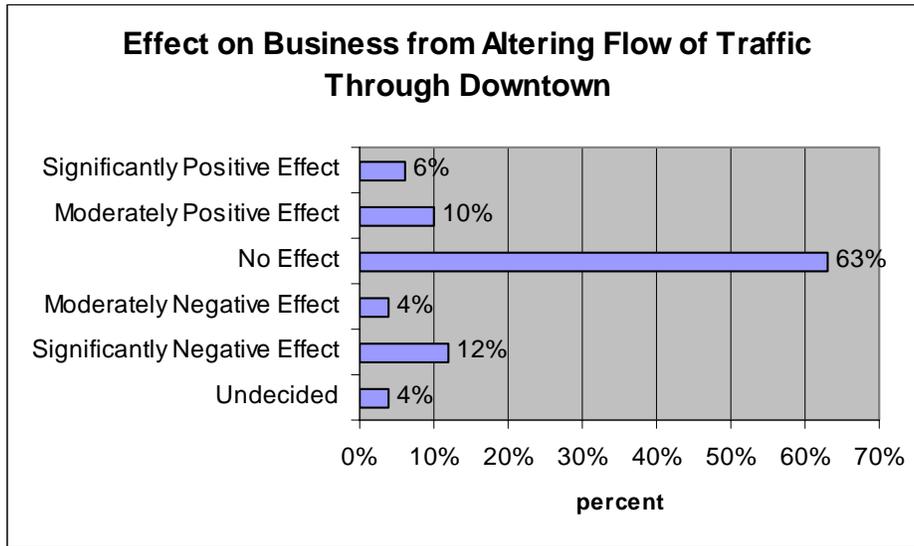


Local Businesses' Opinions

Two questions were asked of businesses only; one regarding out-of-town travelers and one regarding the idea of diverting traffic from downtown. The first, "How dependent is your business on out-of-town travelers, such as truck traffic and recreational through traffic?" resulted in 60 percent (+/- 12%) of interviewees stating that their business was not dependent on out-of-town travelers. In contrast, 21 percent (+/- 10%) indicated their business was very dependent on out-of-town travelers and another 20 percent (+/- 9%) were somewhat dependent. The percentages reported above do not reflect a +/- 5% standard error since the sample size of businesses was very small (68). Confidence intervals for proportions were hand calculated for this question to more accurately reflect the population of businesses and are reflected in the parentheses above.

A separate survey of 400 businesses in the area is suggested to obtain results at the 95 percent confidence level. Furthermore, it may be interesting to separate dependence on truck traffic and dependence on recreational through traffic on a separate business survey or discussion at a town meeting since creating an alternate route for truck traffic was a solution strongly proposed and supported.

Businesses were mixed in their opinions of how altering the flow of traffic through downtown would affect their business. The most popular view (63 percent, +/- 11%) was that altering the flow of traffic through downtown would have no effect on their business. The next highest percentage was 12 percent (+/-8%) with a “significantly negative effect,” followed by “moderately positive effect” at 10 percent (+/- 7%). Relatively few (4 percent) were unsure as to the potential effect. When “significantly” and “moderately” were combined for both negative and positive, the division was evenly split. Those who said it would have a negative effect were 16 percent and those who said it would have a positive effect were 16 percent. The percentages reported above do not reflect a +/- 5% standard error since the sample size of businesses was very small (68). Confidence intervals for proportions were hand calculated for this question to more accurately reflect the population of businesses and are reflected in the parentheses above.



The effect on business from altering traffic varied by area of residence, primary mode of transportation, and location of business. Respondents who lived on the Bishop Paiute Reservation had strong feelings about the effect on their business from altering the flow of traffic through downtown. Of businesses who said it would have a negative effect, the highest percentage was from those who lived on the Bishop Paiute Reservation (33.3 percent). Of businesses who said it would have a positive effect, the highest percentage was from those who lived on the Bishop Paiute Reservation (50 percent). Respondents who lived in other areas (in the Bishop area) were more likely to report no effect or be undecided. Residents who typically drive an automobile felt that altering traffic would have either a negative effect or no effect/undecided, while residents who typically use

other forms of transportation felt it would have a positive effect. Businesses on Highway 395/Main St/North Sierra Highway were more likely to oppose improving pedestrian travel by diverting traffic from downtown when compared to businesses in other locations. However, businesses within two blocks of Highway 395/Main St were more likely to be supportive of this action.

Typical Transportation Habits

The great majority of those who were interviewed use an automobile as their primary mode of transportation (94 percent). Only 2 percent use a bicycle and another 2 percent use public transit/bus. Over half of respondents are solo drivers (64 percent). When asked if they ever use any other form of transportation, over half (52 percent) answered in the negative. Other transportation methods used (allowing for multiple responses) were biking (22 percent), and walking (21 percent).

Primary mode of transportation tended to vary by area of residence. West Bishop residents typically use an automobile. City of Bishop residents were more likely to use “all other” modes of transportation. Residents of all other areas (the smaller communities named in the questionnaire) do not use any other forms of transportation (Q18i); the same is true for older residents (55+).

Whether respondents typically drive alone or with others varied by age. Older residents (55+) more typically drive alone and younger residents (18 to 34) more typically drive with others or carpool.

Respondents were asked, “In a typical weekday, how many times do you travel on Main Street/Highway 395 in the Bishop area?” The interviewer was to enter the number of times the respondent travels on Highway 395 in one direction/one-way. About one in four respondents (27 percent) travel on the highway 2 one-way trips per weekday. The second most popular answer was 17 percent with 1 one-way trip per weekday, followed by 4 one-way trips per weekday at 14 percent. Over half of all interviewees (65 percent) travel on Highway 395 between 1 and 4 times (one-way). The mean number of one-way trips is 4.3 with a standard deviation of 4.5, a median of 3, and a mode of 2 one-way trips.

IV. Appendices

Appendix A: Frequency Questionnaire

Bishop Area Access & Circulation Study
Community Survey
Frequency Questionnaire

Field Dates:	Methods: <ul style="list-style-type: none">• Pretest: December 15, 2003• Field Dates: December 16-22, 2003
Sample Size:	• 407 completed interviews with Bishop Area residents
Sampling Error:	• +/- 4.9% (calculated at 95% confidence level)
Unit of Analysis:	• Household
Population:	• Adult residents of Bishop in area code 760, prefixes: 872, 873, & 387
Screening:	• Resident of the study area for the Bishop Area Access & Circulation Study
Sampling Frame:	• Random-digit-dialing telephone sample
Average Length of Interview:	• 10:45 minutes

NOTE: This frequency questionnaire serves as only a preliminary report. Frequency percentages reported in this document represent adjusted frequencies, meaning that, unless otherwise indicated, percentages have been adjusted to account for any non-responses or not-applicable responses. Due to rounding, the totals of these percentages may be slightly above or below 100%.

• REQUEST •

Hello, my name is _____ from Meta Research. We are interviewing Bishop Area residents about transportation issues in your area for the California Department of Transportation. Your opinions on these issues are very important to Caltrans and the Bishop community.

Would you have about 11 minutes (depending upon your answers) now for a brief confidential interview?

[IF NECESSARY, CONTINUE WITH: This is a public opinion survey, NOT SALES. Your answers will be summarized with other peoples' answers; results will not be reported individually.]

- 01) Yes {BEGIN SURVEY}
- 02) No {ARRANGE FOR A CALLBACK TIME}
- 99) Refusal {THANK & TERMINATE}

This call may be monitored for quality control purposes.

• SCREENING QUESTIONS •

[ASK ALL RESPONDENTS]

S1: What community do you live in, in the Bishop area? [READ LIST BELOW]

	Of all respondents
01) Bishop Paiute ("Pie-Yoot") Reservation	9.3
02) West Bishop	26.3
03) Dixon Lane-Meadow Creek	9.8
04) Rocking K	0.7
05) Rocking W	1.2
06) Starlight/Aspendale	2.0
07) Wilkerson	5.9
08) Highlands/Glenwood Mobile Home Park	9.6
09) Roundvalley/Mustang Mesa/Paradise	4.7
10) (The) City of Bishop (within the city boundaries), OR	26.3
11) (The) Unincorporated area of Inyo County (please specify)	4.2

S2: CODED, NOT ASKED: Interviewers Check Racial/Ethnic Targets

	Of total sample
01) Total Hispanic respondents needed: 28 (7%)	6.6
02) Total Native American respondents needed: 32 (8%)	7.6
03) Total Business respondents needed: 40 (10%)	16.7

S3: CODED, NOT ASKED: Interview language

	Of all respondents
01) English	100.0
02) Spanish	0.0

• TRANSPORTATION RELATED ISSUES •

First...

[ASK ALL RESPONDENTS]

01. What would you say is the number one transportation issue in the Bishop area?
 [PSEUDO OPEN ENDED: ASK AS OPEN-ENDED; CODE FIRST RESPONSE INTO APPROPRIATE CATEGORY; DO NOT PROMPT]

CATEGORIES FOR CODING:

	Of all respondents
01) Congestion on Main Street/Highway 395	11.8
02) Too Many Trucks on Main Street/Highway 395	13.1
03) Congestion on West Line Street/Highway 168	1.2
04) Ability to Safely Ride A Bike Around Town	1.0
05) Inadequate Parking	3.2
06) Driving Behavior	1.5
07) Need for Passenger Air Service	3.4
08) Getting Around Town as a Pedestrian	1.5
09) Inefficient Local Road Network (poor circulation/road connections)	2.5
10) Local Transit/Bus Service	20.7
11) Public Transportation Out Of Town	3.0
12) Getting Out Of Town/To Other Cities/Getting Into Town	2.0
13) Tourists	1.0
14) Poor Condition of Roads	1.5

15) Traffic Signals (too long of wait or lack of...)	1.2
16) Traffic	1.5
17) Dial-A-Ride	1.0
18) Safety	0.7
19) No Problems	1.7
50) Other (please specify)	7.6
97) Undecided/Don't Know [VOLUNTEERED; SKIP NEXT QUESTION]	19.0

[ASK ALL RESPONDENTS]

02. Thinking about the [insert answer from previous question] issue, what, if any, solution would you suggest? [PSEUDO OPEN ENDED: ASK AS OPEN-ENDED; CODE FIRST RESPONSE INTO APPROPRIATE CATEGORY; DO NOT PROMPT.]

CATEGORIES FOR CODING:	Of all respondents
01) Bypass (any type)	17.9
02) Create Truck Route	10.9
03) Create More Cycling Options Throughout the City	3.0
04) Improve Parking Throughout the City	1.8
05) Improve the Local Road Network	2.7
06) Make Downtown/Main Street Safer For Pedestrians	1.8
07) Bring In Passenger Air Service	5.2
08) Driver Education/Enforcement	2.4
09) Traffic Calming	0.9
10) Expand Use Of/Improve Dial-A-Ride Services	1.8
11) Bring In Greyhound or Train Service/Pub Transit Out Of Town	9.7
12) Improve Local Public Transit/Bus Service (routes, schedules)	11.5
13) Repair/Maintain Roads	0.9
14) Taxi-Service	1.5
15) More Traffic Signals/Stops	2.4
16) No Changes/No Problems	1.5
50) Other (please specify)	9.7
97) Undecided/Don't know [VOLUNTEERED]	14.2

[ASK ALL RESPONDENTS]

03. I'm going to read you a list of transportation issues. Please rate the seriousness of each issue in the Bishop area as Very serious, Somewhat serious, or Not serious.

	Of all respondents			
	Not Serious	Somewhat Serious	Very Serious	Undecided/Don't Know
a. Congestion on Main Street/Highway 395	26.8	39.3	33.2	0.7
b. Too Many Trucks on Main Street/Highway 395	27.3	31.0	40.8	1.0
c. Congestion on West Line Street/Highway 168	47.7	32.4	17.7	2.2
d. Ability to Safely Ride A Bike Around Town	34.4	38.3	22.1	5.2
e. Inadequate Parking	43.0	33.9	22.9	0.2
f. Driving Behavior	51.4	35.6	12.0	1.0
g. Lack of Passenger Air Service	26.5	27.0	39.3	7.1
h. Getting Around Town as A Pedestrian	68.6	20.6	8.8	2.0
i. Inefficient Local Road Network	63.6	25.6	7.6	3.2
j. Transit/Bus Service	49.1	24.6	15.2	11.1

[ASK ALL RESPONDENTS]

04. What, if any, solutions to these issues would you suggest? [ASK AS OPEN-ENDED; CODE INTO APPROPRIATE SOLUTION] Anything else?
 Of all respondents

	Mentioned
a. Bypass (any type)	27.5
b. Create Truck Route	22.9
c. Create More Cycling Options Throughout the City	9.8
d. Improve Parking Throughout the City	8.6
e. Improve the Local Road Network	9.1
f. Make Downtown/Main Street Safer For Pedestrians	6.6
g. Bring In Passenger Air Service	11.8
h. Driver Education/Enforcement	6.9
i. Traffic Calming (trees pulled out, streetscape, traffic circles...)	2.7
j. Widen Roads/More Lanes	2.7
k. Bring In Greyhound or Train Service/Pub Transit Out Of Town	2.2
l. Improve Local Public Transit/Bus Service (expand routes, schedules)	4.4
m. More Traffic Signals/Stops	2.7
n. No Changes/No Problems (1 st response)	1.0
j. Other (please specify)	8.4
k. Undecided/Don't know [VOLUNTEERED] (only code if 1 st response)	23.3

[ASK ALL RESPONDENTS]

05. Several alternatives can be considered as a way to handle local transportation issues in the Bishop area. Please tell me if you Strongly Oppose, Somewhat Oppose, Somewhat Support, or Strongly Support each of the following:
 Of all respondents

	Strong. Oppose	Some. Oppose	Neutral	Some. Support	Strong. Support	Undec./ Don't Know
a. Construct an Alternate Route For Through Traffic	24.6	14.3	3.4	18.7	36.4	2.7
b. Construct an Alternate Route for Truck Traffic	12.8	6.4	1.5	23.1	55.3	1.0
c. Improve the Options for Riding A Bicycle	5.4	9.8	4.7	34.6	41.8	3.7
d. Improve Parking Throughout the Bishop Area	5.7	9.6	5.4	38.3	38.8	2.2
e. Improve Local Road Network (add to & connect roads)	10.3	18.4	5.7	34.9	27.8	2.9
f. Make No Improvements	45.0	20.9	2.9	19.2	10.1	2.0

[ASK ALL RESPONDENTS]

06. If improving the movement of pedestrian travel downtown required decreasing the movement or diverting the flow of traffic through downtown, how supportive would you be? [READ CATEGORIES BELOW]
 Of all respondents

01) Not Supportive	34.5
02) Supportive	41.1
03) Very Supportive	21.7
97) Undecided/Don't know [VOLUNTEERED]	2.7

[ASK ALL RESPONDENTS]

07. How important do you think out-of-town travelers are to the economic livelihood of the Bishop area? Very, Somewhat, or Not important?
 Of all respondents

01) Not Important	2.2
-------------------	-----

02) Somewhat Important	14.5
03) Very Important	82.3
97) Undecided/Don't know [VOLUNTEERED]	1.0

[ASK ALL RESPONDENTS]

08. How much do you think truck traffic contributes to the transportation issues and congestion in the downtown area? [READ CATEGORIES BELOW]

	Of all respondents
01) Not At All	7.6
02) A Little	38.8
03) A Lot	53.1
97) Undecided/Don't know [VOLUNTEERED]	0.5

[ASK ALL RESPONDENTS]

09. How much do you think out-of-town travelers contribute to the transportation issues and congestion in the downtown area? [READ CATEGORIES BELOW]

	Of all respondents
01) Not At All	4.2
02) A Little	34.4
03) A Lot	61.2
97) Undecided/Don't know [VOLUNTEERED]	0.2

[ASK ALL RESPONDENTS]

10. How much weight should be given to the opinions of out-of-town travelers in the decision-making process on highway transportation issues in the Bishop area? [READ CATEGORIES BELOW]

	Of all respondents
01) None	24.6
02) A Small Amount	34.2
03) Some Amount	31.4
04) A Large Amount	8.4
97) Undecided/Don't know [VOLUNTEERED]	1.5

Changing subjects slightly...

[ASK ALL RESPONDENTS]

11. Are you an Owner or a Manager of a business located in the Bishop Area?

	Of all respondents
01) Yes [CONTINUE]	16.7
02) No [SKIP TO NEXT BLOCK]	83.3
97) Undecided/Don't know [VOLUNTEERED, SKIP TO NEXT BLOCK]	0.0

[ASK OF BUSINESSES]

12. What is the type of business? Is it a ... [READ LIST BELOW]

	Of all respondents
01) Hotel or Motel	0.0
02) Restaurant	4.5
03) Fast Food	0.0
04) Gas Station	3.0
05) Sporting Goods	0.0
06) Other Tourist or Recreation Business	7.5
07) Other Retail	13.4

08) Professional Services, OR	17.9
09) Other Type of Business	53.7
97) Undecided/Don't know [VOLUNTEERED]	0.0

[ASK OF BUSINESSES]

13. Where is your business located? [READ LIST BELOW]	Of all respondents
01) On Highway 395 (Highway Service)/Main Street	23.5
02) On 395 North Sierra Hwy	2.9
03) Within Two Blocks of Highway 395	27.9
04) Somewhere Else In the Bishop Area	45.6
97) Undecided/Don't know [VOLUNTEERED]	0.0

[ASK OF BUSINESSES]

14. How dependent is your business on out-of-town travelers, such as truck traffic and recreational through traffic? [READ LIST BELOW]	Of those responding
01) Not Dependent	60.3
02) Somewhat Dependent	19.1
03) Very Dependent	20.6
97) Undecided/Don't know [VOLUNTEERED]	0.0

[ASK OF BUSINESSES]

15. Do you think altering the flow of traffic through downtown on Main Street would have a Negative effect, a Positive effect, or No effect on your business? [IF HAVE EITHER NEGATIVE OR POSITIVE EFFECT, FOLLOW UP WITH, "Would that be a Significant or Moderate effect?"]	Of those responding
01) Significantly Negative Effect	11.8
02) Moderately Negative Effect	4.4
03) No Effect	63.2
04) Moderately Positive Effect	10.3
05) Significantly Positive Effect	5.9
97) Undecided/Don't know [VOLUNTEERED]	4.4

• TRANSPORTATION HABITS •

Now I'm going to ask you some questions about your typical transportation habits...

[ASK ALL RESPONDENTS]

16. What is your primary mode of transportation?	Of all respondents
01) Automobile	93.9
02) Motorcycle/Moped [SKIP NEXT QUESTION]	0.0
03) Bike [SKIP NEXT QUESTION]	2.2
04) Walking [SKIP NEXT QUESTION]	1.2
05) Public Transit/Bus [SKIP NEXT QUESTION]	2.0
50) Other (please specify)	0.5
97) Undecided/Don't know [VOLUNTEERED; SKIP NEXT QUESTION]	0.2

[ASK OF AUTOMOBILE USERS]

17. Do you typically drive alone or with one or more other people?	Of those responding
01) Drive Alone	63.8
02) Drive with Others/Carpool	34.6
97) Undecided/Don't know [VOLUNTEERED]	1.6

[ASK ALL RESPONDENTS]

18. Do you ever use any other form of transportation? (IF YES, Which?)	Of all respondents
	Mentioned
a. Automobile	3.2
b. Motorcycle/Moped	2.0
c. Bike	22.1
d. Walking	21.4
e. Public Transit/Bus	7.6
f. Dial-A-Ride	1.0
g. Airplane	2.0
h. Other (please specify)	1.5
i. No; Do Not Use Any Other Form Of Transportation	52.3

[ASK ALL RESPONDENTS]

19. In a typical weekday, how many times do you travel on Main Street/Highway 395 in the Bishop area?	
[NOTE TO INTERVIEWER: If respondent answers anything over "0" say: "We're looking for each time you travel on Main Street in one direction. So, would that be (INSERT NUMBER) one-way trips or (INSERT NUMBER) round-trips?"]	
	Of all respondents
01) 0 (one way trips)	3.4
02) 1-4 (one way trips)	65.4
03) 5-9 (one way trips)	19.5
04) 10-14 (one way trips)	7.1
05) 15+ (one way trips)	3.6
97) Undecided/Don't know [VOLUNTEERED]	1.0

• DEMOGRAPHICS •

Just a few more questions for statistical purposes. [IF NECESSARY, CONTINUE WITH: All responses are kept confidential. All government entities are legally required to gather this data to show that they are serving the public equitably].

[ASK ALL RESPONDENTS]

20. How long have you lived in the Bishop area? [READ LIST BELOW, IF NECESSARY]	Of all respondents
01) Less Than 1 Year	3.4
02) 1 - 4 Years	11.3
03) 5-10 Years	12.1
04) 11-20 Years, OR	23.9
05) More Than 20 Years	49.3

97) Undecided/Don't know [VOLUNTEERED] 0.0

[ASK ALL RESPONDENTS]

21. Please stop me when I read the category that contains the highest level of education you have completed. . . . [READ CATEGORIES BELOW]

Of all respondents

01) High School or Less	22.2
02) Some College	29.4
03) Trade or Vocational School	6.9
04) Two-Year College Degree	9.6
05) Four-Year College Degree	19.8
06) Post Graduate Degree	11.4
97) Undecided/Don't know [VOLUNTEERED]	0.7

[ASK ALL RESPONDENTS]

22. Please stop me when I read the category that contains your age... [READ CATEGORIES BELOW]

Of all respondents

01) 18-24	6.4
02) 25-34	9.4
03) 35-44	17.3
04) 45-54	20.8
05) 55-64	17.8
06) 65 and up	28.0
97) Undecided/Don't know [VOLUNTEERED]	0.2

[ASK ALL RESPONDENTS]

23. What is your racial or ethnic background? [READ CATEGORIES BELOW]

Of all respondents

01) Anglo/White	80.7
02) Hispanic/Chicano/Latino	6.9
03) American Indian/Native American	8.0
04) African American/Black	0.0
05) Asian/Oriental/Pacific Islander	0.3
50) Other	2.1
97) Undecided/Don't know [VOLUNTEERED]	2.1

One final question...

[ASK ALL RESPONDENTS]

24. Please stop me when I read the category that best describes your total household income from all sources before taxes in 2002... [READ CATEGORIES BELOW]

Of all respondents

01) Less than \$10,000	3.4
02) \$10,000 to just under \$25,000	17.3
03) \$25,000 to just under \$35,000	17.6
04) \$35,000 to just under \$50,000	14.5
05) \$50,000 to just under \$75,000	19.4
06) \$75,000 to just under \$100,000	10.9
07) \$100,000 or more	7.2
97) Undecided/Don't know [VOLUNTEERED]	9.8

That's the end of our survey. This has been a confidential interview conducted by _____ at Meta Research. Someone may call you from Meta to verify that this interview was conducted. May I please have just your first name? Thank you very much for your time and have a good evening

25. Gender (NOT ASKED; CODED BY OBSERVATION)

- 01) Female
- 02) Male

Of all respondents
54.5
45.5

Appendix B: Research Methods

RESEARCH METHODS

JOB TITLE: Bishop Area Access and Circulation Study Public Opinion Survey
DATE: January 2004 (Calls Made in December of 2003)

Description of Project:

The California Department of Transportation, District 9, aims to improve the circulation and safety for all modes of transportation in the downtown area. This study was designed to evaluate people's awareness and perceptions of the project as well as provide an indication of their current transportation habits relative to the areas of interest.

Meta conducted research to address the following issues:

- Assess the public awareness/opinion of transportation issues and solutions in the Bishop area, concentrating on Main Street/Highway 395.
- Determine local residents' opinions of out-of-town travelers and their contribution to the local economy and to transportation issues.
- Assess the dependence of local businesses on out-of-town travelers and the potential effects on their business if traffic was diverted from downtown.
- Identify typical transportation habits of local residents.
- Ensure that business owners or managers, Hispanic respondents, and Native American respondents were accurately represented in the sample.

Method

To meet these objectives, Meta Research worked collaboratively with Caltrans staff to define the sampling regime and the questionnaire simultaneously. One survey was used for all residents and information was collected on two separate issue areas:

- Transportation Related Issues
- Transportation Habits

The questionnaire included questions that address the written objectives for the study. Most of the questions were asked in a closed-ended format. Four questions were asked in an open-ended format, for which verbatim responses were captured and categorized for quantitative analysis. Transcripts of the verbatim responses are provided in the final

statistical report (under a separate cover).

All telephone interviews were conducted using a computer-assisted telephone interviewing (CATI) system.



Memo: Call Center Protocol

TO: Caltrans District 9, Bishop, CA

FROM: Meta Research, Sacramento, CA

DATE: February 2, 2004

SUBJECT: Call Center Protocol

U.S. Field Research was contracted by Meta Research for data collection on the Bishop Area Access and Circulation Study. Caltrans, Jones & Stokes, and Meta Research collaborated on how targets could be met to obtain a representative sample of Hispanic, Native American, and business owners or managers for this study without creating a perceived injustice by screening other qualified respondents from taking the survey. The decision was made to over-sample if targets for these groups were low rather than using race/ethnicity as a screening question. The purpose of this was to allow all potential respondents the chance to share their input about local transportation issues and not "turn anyone away." It was felt by Caltrans that the potential negative consequences of "screening someone out" would be detrimental to their community outreach efforts.

As the data collection was nearing completion, it became apparent that Hispanic and Native American respondents were lacking in number. U.S. Field Research made an executive decision to move the race/ethnicity question from the demographics section of the questionnaire to create a second screening question at the beginning of the questionnaire so that the targets could be met.

At the beginning of the evening on Monday, December 22, 2003, the call center had completed 369 interviews, including 11 Hispanic and 24 Native American (the targets had been 400 complete interviews, including 28 Hispanics and 32 Native Americans). Response from Native Americans was slightly low but Hispanic response was very low. The call center began calling as directed using the random digit dialing of the last four digits of the telephone number and *without* any screening for race/ethnicity until they reached 395 completed interviews.

At that time, in an effort to reach the targets, they moved the race/ethnicity question (Q23) up to the front and used it as a screening question. It was placed after the introduction and before the community of residence screening question (S1). After going through the introduction, *both* the race/ethnicity screen and the community of residence screen were asked. If it was determined that the interviewee did not fit the profile needed to reach the desired target, they were politely thanked and the interview was terminated. The script used to decline an interview was, "We very much appreciate your time and participation. However, due to our research protocol, our target for this category has been filled. Thank you."

The typical screening procedure is to ask at least two screening questions prior to terminating. In this case, with the disqualifying ethnicity screen placed before the community residence screen, respondents probably assumed that they were disqualified due to their residence. The intent is that one cannot be certain which question disqualified them. After U.S. Field Research began using the race/ethnicity screen, another 21 interviews were completed to meet the targets. The final count was 416 total interviews completed, including 28 Hispanics and 31 Native Americans.

The call center is not able to state exactly how many calls were attempted after implementing the screening question. Therefore, there is no way to know how many people were screened from taking the survey. U.S. Field Research said that the pace was such that they probably screened out two to three people for each complete interview. Consequently, it is our best estimate that between 42 and 63 people were screened out to complete the process.

In assessing the actions taken by U.S. Field Research, Meta Research and Jones & Stokes have discussed what might have been done differently to prevent this from occurring: 1) Meta Research to maintain tighter control over U.S. Field Research – checking in with them as the survey drew closer to completion to confirm that they would continue to implement the call center protocol and; 2) Jones & Stokes to check in with Caltrans as it became clear that the targets were not going to be met to confirm that the protocol should be continued or modified.

Meta Research has subsequently had discussions with US Field Research management and both firms have agreed to implement stricter protocols. While procedural protocol was not followed exactly as Caltrans had desired, the result is statistically valid and therefore can be used to make generalizations to the entire Bishop Area population. In fact, a superior sample was attained compared to if the call center had over-sampled and still not met the targets. It is statistically better to have a sample size of at least 400 for a 95 percent confidence level that includes a representative sample of Hispanic and Native American respondents. These groups were shown to have low response rates as of December 22, 2003, so increasing the sample size to include more of these types of respondents still would not change their percentage within the total sample. These groups, as shown by 2000 census data, are the second and third largest population of residents in the Bishop area and therefore are very important to the decision making process on transportation issues.

Field Dates

- Training & Pretesting: December 15, 2003
- Telephone Fieldwork: December 16- December 22, 2003

Client Contact³

- Forest Becket
California Department of Transportation, District 9
500 S. Main Street
Bishop, CA 93514
(760) 872-0735

Client Contact

- Melinda Posner
Jones and Stokes
(916) 737-3000 voice
(916) 737-3030 fax
mposner@jsanet.com

Meta Research, Inc. Contacts

- Stephen Murrill, Principal
(916) 325-1223 voice; (916) 325-1224 fax

Client Responsibilities

- Provided input for sampling design
- Provided input for questionnaire design
- Approved questionnaire

Meta Research, Inc. Responsibilities

- Developed research design
- Designed questionnaire
- Prepared questionnaire for fieldwork
- Conducted computer analysis
- Prepared final statistical report
- Prepared written summary

Population

- Bishop area residents

Screening Criteria

- Adults who live in the Bishop area communities of: the Bishop Paiute Reservation, West Bishop, Dixon Lane-Meadow Creek, Rocking K, Rocking W, Starlight/Aspendale, Wilkerson, Highlands/Glenwood Mobile Home Park, Roundvalley/Mustang

³ Contact person refers to the person who had the authority to sign off on any and all changes in the questionnaire and project specifications.

Mesa/Paradise, Bishop, and other areas of Inyo County within the study area boundaries

Sampling Frame

- Random-digit-dial (RDD) telephone sample (last 4 digits of telephone number) of residents of the Bishop area in area code 760 with prefix 872, 873, and 387

Sample Size & Sampling Error

- 416 interviews were completed with residents of the Bishop area, 407 interviews were used for analysis
- The target for the following groups were: business respondents – 40, Hispanic respondents – 28, and Native American respondents – 32
- Sampling error was +/- 4.9% (at the 95% confidence level)

Questionnaire

- Interview length across the RDD sample and volunteers averaged 10:45 minutes
- Not all questions were asked of all respondents
 - 1 screening question was asked
 - 24 survey questions asked
 - 2 questions coded by computer
 - 1 question was coded by observation
 - 28 total questions
 - 4 questions asked in an open-ended format

Client Identification During Interview

Meta identified the client at the beginning of the survey as the California Department of Transportation

Meta Staff Assigned to Project:

- Stephen Murrill, Principal
- Shannon Wheelan, Research Analyst
- Patricia Jenkinson, Senior Research Consultant
- Trained interviewers and supervisors

Data Analysis

- Univariate analysis for all questions
- Bivariate and multivariate analysis used for some questions
- Data analysis with SPSS software

Report

- Written summary of results (with graphics)
- Questionnaire with frequencies
- Frequency tables
- Crosstabulation tables
- Open-ended transcript report
- Description of research methods

Preservation of Data

- Raw data will be saved on computer tape for a one (1) year period.
- Statistical tables will be saved on computer tape for thirty (30) days for replication purposes.
- Hard copy of data (response sheets, etc.) will be destroyed after ninety (90) days unless client requests otherwise in writing.
- Meta Research, Inc. files (i.e. documents, papers, records, etc.) will be maintained for thirty (30) days unless client requests otherwise in writing. If additional maintenance is requested, a storage fee will be assessed.
- Meta Research, Inc. recognizes that all sampling frames (lists) are the property of client and will not be used for any purpose other than as noted in this document. Meta Research, Inc. will destroy sample within thirty (30) days unless client requests otherwise in writing.
- Meta Research, Inc. will retain one (1) hard copy of final report binder.
- Under no circumstances will Meta Research, Inc. violate respondent confidentiality by providing data that could positively link individual answers with individual respondents.
- Copies of original documents will be supplied to client at an additional cost. Meta Research, Inc. will maintain original documents in its files.

Data Release

- Meta Research, Inc. will release only to contact person(s). No exceptions will be made without prior written notification from contact person(s).
- Inquiries from press and/or other organizations will be referred to client. However, Meta Research, Inc. reserves the right to acknowledge that a survey was or is being conducted. If requested (orally or in writing), Meta Research, Inc. will be available for press conferences and/or interviews.
- Meta Research, Inc. reserves the right, however, to publicly correct any misrepresentation, misinterpretation, or fabrication of results.

Caltrans District 9 Bishop Area Access and Circulation Study (BAACS) Meeting Recap Public Workshop – January 15, 2004

Public Workshop Overview

On January 15, 2004, Caltrans District 9 hosted a public workshop to share and obtain information about BAACS. At least 130 people signed the voluntary sign-in sheet, which included representation from:

- Bishop area residents
- Local businesses
- Inyo County
- Local Transportation Commission
- City of Bishop
- Local Media

For a complete list of meeting participants, see attachment 1.

Project Team Attendance:

- Brad Mettam, Caltrans
- Forest Becket, Caltrans
- Donna Holland, Caltrans
- Melinda Posner, Jones & Stokes
- Maurice Chaney, Jones & Stokes
- Chuck Anders, Strategic Initiatives

Katy Walton, Deputy District Director of Planning & Programming, also attended the meeting.

Melinda Posner began the meeting by reviewing the agenda and ground rules. Brad Mettam was introduced and explained the purpose of the meeting in more detail and introduced the local government agencies that are involved in the study. Brad provided background information including:

- History of study
- Current status
- Study objectives
- Study area
- Truck traffic
- Community average annual daily traffic
- Tri-County Fair results

Meeting Demographic Information

Chuck Anders of Strategic Initiatives was then introduced. Chuck explained that CoNexus Interactive Polling Technology is an effective tool to gather information at one time from a large group of people and it also assists in productive discussions on key community issues. He stated that while the collective voting percentages are important and interesting, the

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Bishop Area Access and Circulation Study (BAACS) Meeting Recap

Public Workshop – January 15, 2004

subsequent discussions about why the community votes the way it does is even more important in identifying community concerns and opinions.

Using CoNexus Interactive Polling Technology, demographic information was obtained from those who were in attendance and participated in the polling session. Approximately 117 out of 130 attendees participated in the polling. Here is a summary of results from the demographic polling:

- Fifty-nine percent of meeting participants were male and 41 percent were female
- Forty percent of the meeting participants lived in West Bishop, 34 percent lived in the incorporated portion of Bishop and the remaining 26 percent lived in Rocking K, Starlight, Wilkerson, Round Valley, the county or other. (“West Bishop” is defined as Dixon, Highlands/Glenwood, and Meadow Creek communities.)
- Forty-eight percent have lived in the Bishop area for more than 20 years and 25 percent have lived in the Bishop area between 11 and 20 years
- Twenty-nine percent of attendees had at least a four-year college degree
- Ninety percent of attendees were 35 years of age or older
- Eighty-three percent of meeting participants were of Anglo/White descent
- Household income was widely distributed among meeting participants

For additional demographic results, see attachment 2.

Prioritization of Study Objectives

In 2002, the Local Transportation Commission – with support from the city of Bishop and Inyo County – identified the following study objectives for BAACS:

- A. Improve the circulation and safety for all modes of transportation in the downtown area
- B. Accommodate commercial truck traffic for US 395 and US 6
- C. Plan for downtown improvements (i.e. landscaping, parking, pedestrian facilities, etc.) along with the rerouting of truck traffic
- D. Facilitate ground access improvements to the airport and its associated development improvements
- E. In order to encourage potential downtown commerce visitation, keep services in Bishop visible for through traffic on any route and have easy on/off connections

CoNexus was used to gather information from the public about the importance of each objective. The prioritization of the study objectives involved employing a relative ranking technique in which meeting participants were asked to rank each objective against each of the other objectives. This technique provides more information than merely prioritizing the five objectives in order of importance. Through each comparison, respondents had to pick the most important of the paired study objectives.

Caltrans District 9 Bishop Area Access and Circulation Study (BAACS) Meeting Recap Public Workshop – January 15, 2004

The relative importance of the study objectives was broken down for all participants, female, and male participants.

Meeting participants	Rank Order
All participants	A, C, B, E and D
Female participants	C, A, E, B and D
Male participants	A, C, B, E and D

Objectives A and C were consistently ranked among the top two important study objectives in all groups. All of the highly selected objectives have internal circulation components associated with them.

Information about the prioritization of the study objectives relative to all meeting participant demographics can be found in attachment 2.

Community Values

A portion of the meeting was devoted to obtaining and ranking meeting attendees' community values. Participants were asked what values were important in prioritizing/ranking the study objectives.

(Team, these noted as expressed by the community. We may want to revise and make consistent—verbs, etc.)

Objective	Values
A	<ul style="list-style-type: none"> • Reduces/Minimizes noise • Safety • Improves air quality • Accommodates bikes (including improvements) • More pedestrian friendly • Minimizes disruption in residential community • More scenic downtown • More parking • Supports bike travel • Improves safety for kids on bikes and scooters – compatibility of bikes and traffic • Public restrooms
B	<ul style="list-style-type: none"> • Truck access to downtown businesses...accommodation for truck traffic rather than a bypass (maintain economic benefit from truck traffic by maintaining access to downtown business and services) • New legislation may require truck drivers to take more breaks • Move hazardous traffic out of town

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- Truck rest stop
- C
- Move trucks out of downtown
 - Encourage business
 - Aesthetics – beautifications for downtown
 - Create a positive community experience
 - Safety for all modes of transportation
 - Quality of life
 - Attracts people to the community
 - Revitalizes downtown area
 - Keeps downtown vibrant
- D
- Objective D might be important if city had air service
 - Commercial use development
 - Is Bishop Airport going to be a backup to Mammoth?
 - Supporting airport means supporting commercial development
 - Current safety issues getting to the airport
 - Makes sense to have an airport access route South and north airport access
 - Encourages commercial development near airport
- E
- Minimize impact to businesses in Bishop
 - Downtown businesses will be adversely affected by bypass
 - Important that there is directional signage and ramps back to downtown if there is a bypass
 - Provide rest stops for all modes of traffic
 - Business sales will decrease
 - Tourist dollars have to be considered
 - Safety beautification, etc. is very important
 - Recognize the strong employment base downtown

Once the comments were captured, they were then presented back to the meeting participants for ranking. Meeting participants ranked the community values on a nine-point scale from “Critically Important” to “Not at all Important.”

Top community values: (in order of highest number)	
Safety for kids	7.9
Quality of life	7.8
Minimize hazardous traffic downtown	7.4
More pedestrian friendly downtown	6.9
Accommodate truckers needs/parking and rest areas	6.7

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Revitalize downtown/attract people and tourists	6.6
Respond proactively to change	6.6
Minimize impacts to downtown Bishop businesses	6.5
Sense of community	6.5
Encourage downtown business	6.4
Accommodate bikes downtown/improve safety	6.0
Minimize noise	5.7
Bishop as a destination	5.6
Improve air quality	5.1
Encourage commercial development near airport	5.0

Survey Results

Melinda provided meeting participants a summary of the preliminary results from the telephone survey that was conducted in December 2003. The presentation highlighted key preliminary findings:

- **Top transportation issues.** Survey results identified that Bishop area residents' top transportation issues (54 percent) were "other," congestion on Main Street, and too many trucks on Main Street.
- **Top transportation solutions.** Survey results identified that Bishop area residents' top transportation solution (59 percent) were "other," a bypass and/or truck route.
- **Truck traffic.** Survey results indicated that more than 52 percent of Bishop area residents and businesses said truck traffic contributes to transportation issues and congestion in the downtown area.
These findings will be further analyzed to determine what "other:" mean.
- **Main Street one-trip traffic.** Sixty-five percent of those surveyed said that they take one to four one-way trips on Bishop's Main Street on a typical weekday and 20 percent said they take approximately five to nine one-way trips.
- **Economic dependency on out-of-town travelers.** Forty percent of those surveyed said that their business was somewhat to very dependent on out-of-town travelers.

For a summary of preliminary survey results including a list of "other" responses, see attachment 3.

General Comments

During the community values portion of the meeting, meeting participants expressed various comments and asked questions about existing truck traffic and a potential bypass. Their comments are noted below.

Truck Concerns

- Need truck bypass and a truck stop...no place to park for the truckers
- Bypass will lead truck traffic out of town
- Trucks stop if it is convenient and out of necessity (to get food, etc.)

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- Other towns, you have to plan where you are going to stop...is there parking? If not, can wait until the next town...rest areas?
- The space needed is beyond the real estate Bishop has – a rest area is ideal
- Truck route state laws...only trucks can come if delivering?
- Before a bypass, safety is top priority both within and outside the study area
- Highway 6 is horrible
- Supportive of four lane highways
- Can there be a truck only bypass?

Bypass Concerns

- Are bypass studies available?
- Communities that respond proactively to change are more likely to be successful. Those that are not proactive do not fair well comparatively
- Businesses will move out near a potential bypass?

Carryover Questions and Answers

Before the open house, meeting participants were given the opportunity to comment and ask questions. Some of the questions asked at the time of the meeting, but not answered are below with inserted answers.

Q: Why don't they have a crossing guard on Main Street?

A: Crossing guards are not provided by Caltrans, but are something the School District must initiate.

Q: What percentage is truck traffic versus regular car traffic [on Main Street](#)?

A: In town on Main Street [4-6 percent](#) of the total volume of traffic is truck traffic. [This is the best figure we can come up, until more definitive data on classification of vehicles is collected in the City.](#)

Q: If there is a bypass, will Mammoth folks be considered?

A: Yes.

Q: What percentage of traffic is going through Bishop and what percentage of people come in for commercial related business?

A: The best knowledge we have of this would be identified in Caltrans District 9 Year 2000 Orientation and Destination Study. This is a survey done about every 10 years that surveys the traveling public entering and leaving the Eastern Sierra Region. [This last survey was done in February, March, and August of 2000. The survey locations were oriented such that most all motorists coming into or going out of Inyo and Mono Counties were captured.](#)

Some key highlights from the study are as follows:

- Average occupancy per vehicle was 2.18

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- Autos and Sport Utility Vehicles (SUV's) made up 54 percent of the vehicles surveyed
- 11.5 percent of the vehicles [coming into and going out of the Inyo/Mono region](#) were commercial trucks
- RV's made up 3.2% of the vehicle mix
- Recreation was given as the main purpose of the trip by 55% of the respondents
- ~~42~~Forty-two percent of the overnight visitors were staying in a motel or hotel versus 37% staying in a campground

- Nevada accounted for 24 percent of the vehicles coming into the Eastern Sierra
- ~~36~~Thirty-six percent of the vehicles came from Southern California
- ~~4~~One percent of the travelers came from out of the country
- Germany was number one foreign country of origin
- ~~60~~Sixty percent of the people named Inyo or Mono County as their destination
- ~~40~~Forty percent of the travelers were driving through the Eastern Sierra to reach their final destination without staying overnight
- Mammoth lakes was the number one destination at 41% of the visitors **staying in Inyo and Mono Counties**
- The majority (69 percent) of overnight visitors stayed in Mono County
- ~~72~~Seventy-two percent of the visitors staying in Inyo and Mono Counties were going to stay one to three nights, with the majority of visitors staying one night
- ~~34~~Thirty-one percent of the traveling public said they always stop in small communities for services other than gas
- ~~48~~Forty-eight percent said they sometimes stop, while 21 percent said they never stop

Q: Can you move red curbs and decrease speed limits?

A: Red curbing is set either by Caltrans guidelines concerning sight distance at driveways, intersections, etc. or by a County or City ordinance process involving the CHP and Caltrans to set enforceable “no parking” zones. General speed limits are basically set by the driving public, through a process specified in the California Vehicle Code. The Vehicle Code procedure for setting speed limits is mandated by law to follow a very specific process of surveying speeds and finding speed which the 85th percentile of people are driving a particular section of road. The speed limit is then set within 5 miles per hour of this 85th percentile speed, while also considering other roadway conditions.

Q: Will a less “cluttered” appearance increase tourism?

A: Many community planning and downtown revitalization efforts are taking place in communities all across the country. One of the initial efforts that these towns are doing to increase tourism, community identity, and make a desirable destination is to remove billboard signs and other clutter.

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Q: Is Caltrans definitely doing a bypass?

A: No. This workshop is one step in the study to determine if a bypass is wanted and/or what other transportation and circulation solutions make sense to improve transportation issues in Bishop.

Open House

An open house followed the formal meeting presentation where project representatives provided additional information about BAACS. Graphic boards were displayed depicting information relative to the study, including:

- Goals and objectives
- Study timeline
- Tri-County Fair results
- Telephone survey results
- Accident results

Additionally, one station provided information about proposed study alternatives. While comments at this station were not recorded, the following general comments/questions were captured:

- Meeting participants were concerned about the proximity of any alternate route to residential areas
- Meeting participants wanted to know the location of alternatives relative to the canal west of Bishop
- Meeting participants were generally more interested in examining potential routes to the east of Bishop

Comment Cards

Twenty-nine comment cards were received at the meeting. Comments ranged from general comments about meeting format and effectiveness, to specific comments and questions that focused on circulation, downtown beautification and a bypass. Below are the comments from the comment cards organized in the follow categories:

- Meeting format
- Truck traffic
- Bypass
- Transportation/circulation improvements
- Study alternatives
- Other

Caltrans District 9
 Bishop Area Access and Circulation Study (BAACS) Meeting Recap
 Public Workshop – January 15, 2004

Topic	Comment Card Responses	Name
-------	------------------------	------

Meeting Format/CoNexus Polling

- | | |
|---|------------------------|
| <p>1. Very fine and well organized presentation. The digital input and subsequent results was very enlightening. It's too bad a larger cross-section of the townspeople wasn't here to offer their input.</p> <p>I do believe those present expressed honest feelings and provided good input into the Caltrans effort to connect many difficult problems.</p> <p>Thanks for the effort on Bishop's behalf.</p> | <p>Bob
Unkrich</p> |
| <p>2. Questions needed for CoNexus:</p> <ul style="list-style-type: none"> • Did the issues to be voted on decisively establish our transportation issue? • Would dollar amounts (cost) of each alternative help shape the outcome? | <p>Jon Patzer</p> |
| <p>3. During the time tonight that you ran over the objectives and took comments, it was hard to hear the comments being made. The feedback – reading off the flipcharts went on too long and was redundant.</p> | <p>No name</p> |
| <p>4. Had great trouble hearing comments from the floor...it was helpful having the comments rephrased so we could hear. Also...black type font (survey "pie") was nearly impossible to read.</p> | <p>Kennedy</p> |

Caltrans District 9 Bishop Area Access and Circulation Study (BAACS) Meeting Recap Public Workshop – January 15, 2004

5. The wireless voting technology was brilliant. Everyone was involved and the energy was up. Susan Powell

Comments on values started to drag and then review of comments on flipchart moved into the “grueling” phase.

I thought providing the data straight away via CoNexus was useful. Hearing about the phone survey was good.

Seemed odd that Brad said he hadn’t looked into bypass affected towns...

Logistics seemed pretty smooth

Good use of audio/visual

Thanks for not too many paper handouts

Truck traffic

1. Unfortunately, this was my first public meeting on this matter. The general consensus was the concern about trucks on Main Street. This misconception must be from the lack of the truck drivers input. Actually the problem arises from too many auto drivers. Not more than two weeks ago there were two pedestrians hit in the same crosswalk (on two different nights) by autos– not trucks! What makes Bishop different from other towns like: L.P., Big Pine, Independence, Bridgeport? Or even Carson City? There trucks are required to stay in the left lane through town. The congestion is minimized because autos can make right hand turns without causing the trucks to stop and slowly return to the speed limit of 25 MPH...minimize traffic signals. Brian Berner
2. Service for trucks in Bishop non-existent. Build a large truck stop on the north end of town. Charles Hopewell
3. Trucks must be eliminated around Bishop – (illegible) – life in downtown. James Godbe

Truckers need to be accommodated with a truck stop with access to downtown by public transportation.

Caltrans District 9 Bishop Area Access and Circulation Study (BAACS) Meeting Recap Public Workshop – January 15, 2004

Bypass

1. A bypass would decrease retail business significantly. To keep downtown businesses, restrict any retail other than in town. Our tax dollars would be better spent putting in four-lanes in the dangerous two lane areas from the south of Lone Pine to the south end of Olancho. Ken Sample
2. If this community – at least the business community is proud of what it is, and wishes to attract visitors, it will have create intelligent signs on a bypass highway, which make stopping in Bishop as a tourist, hard not to do. Such accurate and careful signage could have saved many small towns from decay. Genrose Brockman
3. Good luck – as you unravel the pros and cons! I support a truck/car bypass with perhaps a commercial truck stop (new business) and airport development. Helen Eilts
4. Long term: [US 395](#) freeway bypass. Jerry Gabriel
5. A bypass by airport is best. James Godbe
6. Some businesses have survived and prospered through the years, regardless of average daily traffic. What can we learn from their success to assist the Bishop business community to prosper if a bypass is constructed? Andy Boyd
7. Any bypass, no matter what you call it, will steer travelers around town and result in decreased business, number of jobs, revenue to city, etc. A bypass is the least preferred alternative. Bill McMullin

Caltrans District 9 Bishop Area Access and Circulation Study (BAACS) Meeting Recap Public Workshop – January 15, 2004

8. A bypass on the east side of town is the most feasible alternative of any. If the town were to regain parking on Main Street it would be a benefit to the businesses but not necessarily to the consumer or tourist as Main Street would likely lose through-traffic capacity and become clogged. No name

I see the airport as a great industrial and commercial opportunity for the county and the city of Bishop if growth coincides with the mobility a bypass would offer. Providing an opportunity to bypass the town is a wonderful idea if the option lies close to the downtown center. The close proximity allows the motorist the perception of not losing any time if they stop and are in a hurry.

Transportation/Circulation Improvements

1. Design, designate, and build bicycle paths through and around Bishop and environment. Improve circulation around/in vicinity of the elementary schools. Facilitate pedestrian (child) access from east of 395 to the schools. Bus service for older children to schools. Do not pave the dirt road along the canal east of the Bishop city limits. Study bypass/alternate access routes both west and east of Main Street. Any bypass to the east should be placed away from residential areas; east of Johnston Street, for example. No name
2. Develop Wye Road Ed
Himelhock
- Allows better access to airport
 - Allows northern access to alt. Route
 - Allows access to proposed light industrial park
- Develop southern access to airport
- Allows better access to airport
 - Allows southern access to alt. Route
 - Allows access to proposed light industrial park
- Alt. Route (where ever located) should be:
- Attractive for trucks
 - Unattractive to tourists

Caltrans District 9

Bishop Area Access and Circulation Study (BAACS) Meeting Recap

Public Workshop – January 15, 2004

3. To increase safety on Main Street (short-term)
 - Eliminate all uncontrolled marked crosswalks
 - Install news signals at Academy and East Elm
 - Establish bike lanes from Elm Street to Wye Rd.Jerry Gabriel

4. Never threaten to take our crosswalks away again – the white lines must stay. Include in truck problems are large moving vans that sometimes need to stay a night after unloading and nowhere to park. I use to spend more time and money downtown before Redlining on Main took place and truck traffic increased. Also trucks are larger than earlier times. Main Street is not so pleasant and feels more dangerous. Jean Miller

5. Improve sidewalks by removing obstructions in middle of sidewalks. Handicap pedestrians cannot stay on sidewalks with motorized wheelchairs because of inadequate space between light standards and business buildings. Better making for downtown crosswalks – most people driving through do not see the crosswalks because of poor visibility. Darlene Nichols

6. Remove power poles and other obstructions from sidewalks on Main Street. David Miller
 - Provide parking and services for trucks outside of city.
 - Provide sidewalks on Home Street.
 - Improve crossing safety on Main Street.
 - Relocate post office and provide more convenient mail drops (from drivers side).
 - Short term: move trucks to center lanes like Carson City, Minden, etc.)
 - Improve the intersection at Wye Road and Hwy 6.

Caltrans District 9 Bishop Area Access and Circulation Study (BAACS) Meeting Recap Public Workshop – January 15, 2004

7. Can there be any accommodations for and encouragement of use of NEVs (Neighborhood Electric Vehicles) with 25 MPH speed in the downtown area – and to downtown to West Bishop? Kerry C. Smith

West Line Street is the only connecting route, but under present conditions NEVs would not be permitted on ITAs auto traffic. Can NEVs use bike lanes or can a legal route be provided to encourage the use of small, clean, quiet, vehicles for use by those who cannot use bicycles?

NEV parking could use much less space.

8. Besides bicycles, how about scooters? Thank you, please help us. Emily Roddy

A path from the senior Sunrise park to Vons and Kmart...the sidewalks are terrible – safety for older senior citizens that have scooter...to dangerous along highway.

They're getting more scooters in town, and if you are on the Hwy, those big trucks are dangerous. They just about blow you over.

9. Thank you for the forum to talk and listen to ideas. Safe routes to and from school are important at before school times and dismissal times. Few, if any, alternatives exist currently for parents, buses or foot traffic. A possible back entry to Elm/Pine Street schools with north and south entry would help with both daily traffic and emergency evacuation needs. Howard Lehwald

Caltrans District 9 Bishop Area Access and Circulation Study (BAACS) Meeting Recap Public Workshop – January 15, 2004

10. I cross the intersection of Line/Warren at least four times a day for work. The eastern crosswalk of this intersection was removed and has increased the danger of using this intersection dramatically. It is highly used, but has been safer to jaywalk when the opportunity is there. Without this crosswalk, my chance of getting hit has been increased 200 percent – due to where I can park. Ironically, it is in front of the police station, but all cars speed there to make the light at Line/Main. Please bring back crosswalk!!
- Crosswalks should be marked by pedestrian signs that blink (they have these in many parts of L.A.) and out weather, congestion is worse in downtown.
 - Besides bringing my crosswalk back, prioritize the safety on Highway 395 with four lanes at all times. My crosswalk will not matter if I'm dead.
 - Beautify Bishop with parks, trees, and greenery – thanks for the meeting!
 - Bike path around town will contribute to making Bishop a destination for folks of all ages.
 - Parking—police station has asked for more spots and those should be taken out of the lot of spaces on the west side of the fire station that are never used.
11. Try to accommodate more Bishop area vehicles to utilize alternate roads rather than Main Street. Lori Constan
12. Dealing with local traffic than building an alternate route. Verbal Q.
13. Develop Warren for pedestrian and bikes. Verbal Q.
14. Perhaps develop an alt. Route for “locals” to bypass Main Street, i.e. develop Sunland Lane (past hospitals/school) through to North 395 (with signal at 396). Ed Himelhock

Caltrans District 9 Bishop Area Access and Circulation Study (BAACS) Meeting Recap Public Workshop – January 15, 2004

Study Alternatives

1. I've looked at all routes displayed – A through H. None of them seem to help all issues. I realize that there is a safety/accident issue on 395 North of town. But...if trucks were brought to the Y from north 395 and 6 then routed to the airport on to the south by Amerigas (395), traffic could easily choose to drive through town – they would be permitted to see downtown, as well as forced to slow down before choosing. All other routes take traffic far too outside of town. This route accommodates trucks and businesses. James Godbe

Other

1. Please do not include Dixon Lane with West Bishop. Howard Gaines
2. Please find a way to put utilities underground...a beautiful Bishop will attract people and encourage business. James Godbe

Is it possible to plant trees in islands and accommodate turning from the center lane? Trees and landscaping in downtown Bishop are essential.

3. A strong community is essential for our young people. I used to work in Mammoth (town) and the lack of central “gathering place” for large community activities was glaring. Susan Powell

In my experience, people who find Bishop love it and they always return – at some point- and they tell their friends. I think we needn't worry too much about a by-pass.

Good point about four-lane highway.

What is the population of Bishop? (More than city limits)

Caltrans District 9

Bishop Area Access and Circulation Study (BAACS) Meeting Recap

Public Workshop – January 15, 2004

- | | |
|---|------------------|
| 4. I feel it is important to realize there are a lot of residents in Bishop who divide the town into areas they frequent, and don't frequent. In particular, in talking with people and pointing out where in town they can find a product or service, which they are seeking, I have been stunned by a large number who refuse to cross Main Street for any reason. Any changes to Main Street should be aimed at reversing this trend. | Bob Woodson |
| 5. Reduction of traffic will assist with the enhancement of public transportation. | Verbal Q. |
| 6. consider moving underground utilities to make for more room. | Verbal Q. |
| 7. (Drawn out map, see comment card) | Elvie Henderson |
| 8. See to it that it is a pleasant experience to be in the town of Bishop once a visitor comes. One big comfortable coffee shop/restaurant outside of town would make truckers happy (and locals, too!) | Genrose Brockman |
| 9. It seems to me too much emphasis and time spent on beautification of downtown. This should be a separate community issue. I don't really understand why this should be a Caltrans problem. We could make downtown nicer if we choose, and not do anything about the traffic at all. The issue should be about routing traffic and safety and efficiently from point A to point B. That is a Caltrans challenge. It sounds like the Ford dealer would make more money by converting his property to a truck stop. | N. Parchman |
| 10. I would like to be a part of ongoing discussion/work on downtown revitalization planning and issues. | Lynne Almeida |

Also, will I be able to get copies of the results of your Access and Circulation Study, telephone survey, etc.?

Would you consider forming an advisory panel comprised of businesses/residents in the downtown core area?

Thanks for hosting this discussion – it was interesting and informative.

Caltrans District 9 Bishop Area Access and Circulation Study (BAACS) Meeting Recap Public Workshop – January 15, 2004

For copies of the comment cards from the public workshop, see attachment 4.

Media Coverage

In preparation for the public workshop, media relations were conducted to garner public participation, including:

- Preprinted newspaper advertisements were inserted in the *Inyo Register* the Saturday prior to the meeting, reaching more than 6,000 households
- Radio advertisements in English and Spanish were purchased on KDAY and KIBS/KBOV (30-second spots twice to three times per day)
- News release distributed to all media outlets in the Bishop area

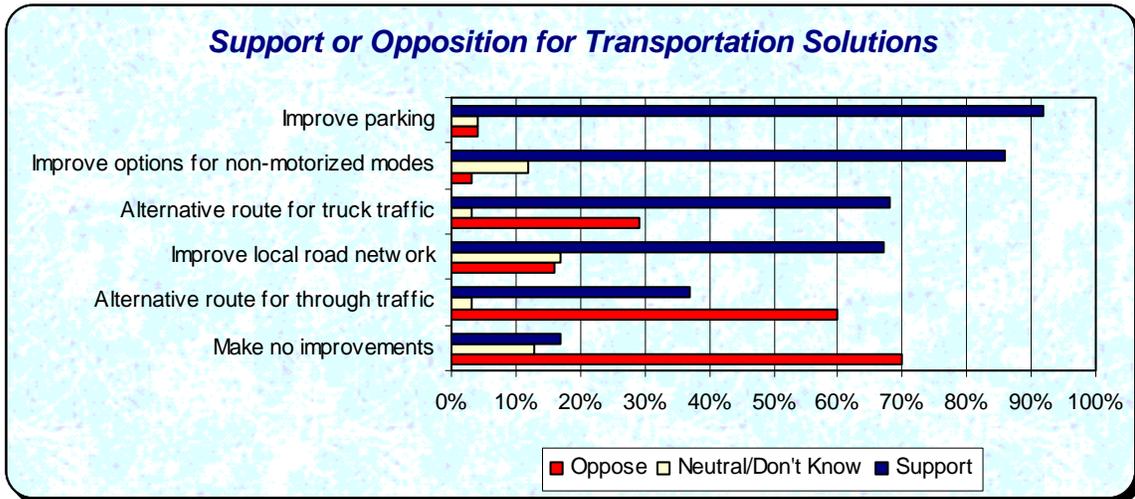
Coverage of the study and public workshop included two stories in the *Inyo Register* – one prior to the meeting on January 13, 2004, and a follow-up story on January 17, 2004, as well as a story in the *Sierra Reader*. In addition, KDAY television and radio interviewed Forest Becket and meeting participants at the public workshop. (For newspaper articles, see attachment 5.)

Subsequent media inquiries have been made to Caltrans since the workshop.

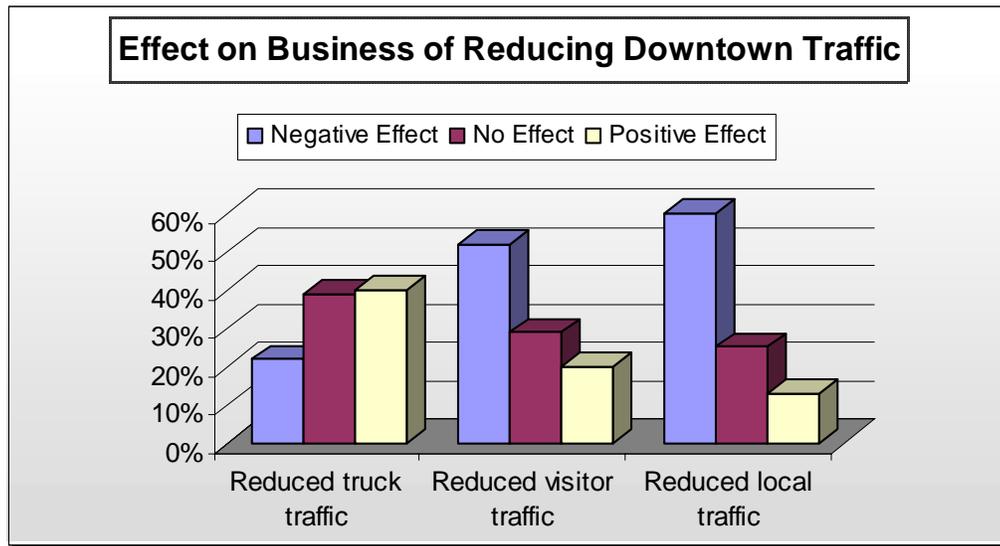
Bishop Area Access and Circulation Study of Businesses
June 2004 – DRAFT 3

Salient Results & Recommendations

- When asked top-of-mind what the number one transportation issue is in Bishop, the top two responses were not enough parking (39%) and too many trucks on Main Street (18%). Solutions to the number one transportation issue that received the highest percentage of responses were creating an alternate route specifically for truck traffic (38%) and creating more parking (20%).
- Solutions to transportation issues that have the most support are improving parking, improving the options for using non-motorized modes of transportation, creating an alternate route specifically for truck traffic, and improving the local road network by adding to and connecting existing roads.



- The strongest opposition to transportation solutions (other than making no improvements) was creating an alternate route for through traffic (60%). Creating an alternate route specifically for truck traffic was supported by most businesses (68%) and the majority said it would either have a positive effect (40%) or no effect on their business (39%)



- Most business that responded were interested in improving the look and feel of downtown Bishop and felt that streetscape improvements would have a positive impact on their business (76%). However, only about half would be supportive of helping to pay for improvements.

Statistically Significant Crosstabulations

- Businesses on Highway 395/Main Street were more likely than businesses in other locations to indicate that reduced visitor traffic would have a *negative* effect on their business and that reduced truck traffic would have a *positive* effect on their business.
- While most respondents indicated that reduced local traffic would have a negative effect on their business, this consequence was more likely to be mentioned by businesses on Highway 395/Main Street.
- The higher the percentage of business from out-of-town travelers, the more the company was opposed to constructing an alternate route for truck traffic. They were also more likely to indicate that reduced visitor traffic and reduced truck traffic would have a negative effect on their business.

- Reduced truck traffic seemed to have no effect on companies with zero to 20 percent out-of-town customers, a negative effect on companies with 40 to 60 percent of out-of-town customers, and a positive effect on companies with 80 to 100 percent of out-of-town consumers. **These results may be indicative of the type of business (i.e. restaurant vs. tourist related business).**
- Enterprises with either less than six employees or more than twenty employees were more concerned with adding parking as a benefit to their business.
- Businesses with 11 to 15 employees were most supportive of helping to pay for improvements of the look and feel of downtown Bishop.
- Companies on Highway 395/Main Street were more likely than companies in other locations to have more customers (100 or more) each week and to have a higher percentage of business (40% or more) from out of town travelers.
- The number of customers that visit an enterprise each week increased with the number of employees (full and part-time) at the enterprise.
- Tourist related and retail businesses were more likely to be located on Highway 395/Main Street.

Bishop Area Access and Circulation Study of Businesses
Frequency Questionnaire

Methods:	
Field Dates:	• Field Dates: June 4 – June 29, 2004
Sample Size:	• 79 businesses
Sampling Error:	• +/- 9.7% (calculated at 95% confidence level) with a population of 325
Unit of Analysis:	• Business Owner or Manager
Population:	• Businesses in Bishop, CA on the questionnaire mailing list
Sampling Frame:	• Paper questionnaire to be mailed to businesses in Bishop on or near downtown/Main Street and North Sierra Hwy
Budgeted Length of Questionnaire:	• 1 page, front and back

NOTE: This frequency questionnaire serves as only a preliminary report. Frequency percentages reported in this document represent adjusted frequencies, meaning that, unless otherwise indicated, percentages have been adjusted to account for any non-responses or not-applicable responses. Due to rounding, the totals of these percentages may be slightly above or below 100%. Questions allowing for multiple responses will not add to 100%.

The **mean, median, and mode** are measurements of central tendency (the statistical reports are included in a separate cover). A mean indicates the mathematical average of all respondents. For instance, on the variable "number of customers per week" (Q13), a mean of 4 indicates that the average of all responses is "200 to 500 customers" (on a six-point scale). The median is the midpoint answer of all respondents. On the same variable "number of customers per week," a median of 4 suggests that half of the respondents gave a rating higher than 4 and the other half gave a rating lower than 4 ("200 to 500 customers"). The mode is the answer that was chosen most among respondents. In other words, it is the category with the highest percentage.

• Paper Questionnaire •

01. What would you say is the number one transportation issue that affects your business in the Bishop area?

	Of all respondents
1) Parking	38.6
2) Congestion	3.5
3) Too Many Trucks	17.5
4) No Problems	8.8
5) Other	31.6

02. What, if any, solution would you suggest to the number one transportation issue?

	Of all respondents
1) Bypass for Trucks	37.8
2) More Parking	20.0
3) Nothing/Don't Know	6.7
4) Other	35.6

03. Several alternatives can be considered as a way to handle local transportation issues in the Bishop area. Please tell me if you support or oppose each of the following.

	Of all respondents				
	Strongly Oppose	Somewhat Oppose	Somewhat Support	Strongly Support	Neutral/ Don't Know
a. Construct an alternate route for through traffic	52.6	7.7	12.8	24.4	2.6
b. Construct an alternate route specifically for truck traffic	17.7	11.4	13.9	54.4	2.5
c. Improve the options for riding a bicycle, walking, and other non-motorized modes	1.3	1.3	31.2	54.5	11.7
d. Improve parking	1.4	2.7	20.3	71.6	4.1
e. Improve the local road network by adding to and connecting existing roads	9.2	6.6	19.7	47.4	17.1
f. Make no improvements	54.9	15.5	15.5	1.4	12.7

04. Is the existing supply of parking adequate for your business needs?

	Of all respondents
1) Yes	55.1
2) No	44.9

05. What would most benefit your business?

	Of all respondents
1) More Parking	31.5
2) Shorter Parking Time Limits/Faster Turnover	0.0
3) Less through truck traffic on Main Street	15.1
4) Less congestion on Main Street	8.2
5) Streetscape enhancements	19.2
6) No Changes/None of the Above	15.1
7) Other (please specify)	11.0

06. What effect would reducing the volume of current traffic through downtown on Main Street have on your business?

Of all respondents

	Significantly Negative	Moderately Negative	No Effect	Moderately Positive	Significantly Positive
a. Reduced visitor traffic	39.0	13.0	28.6	10.4	9.1
b. Reduced truck traffic	9.0	12.8	38.5	11.5	28.2
c. Reduced local traffic	38.2	23.7	25.0	10.5	2.6

07. Please indicate your opinions on improving the look and feel of downtown Bishop on Main Street.

Of all respondents

	Yes	No
a. Interested in the improvement of the look and feel of downtown	76.3	23.7
b. Improving downtown would have positive impact on business	67.6	32.4
c. Supportive of helping to pay for downtown visual improvements	51.5	48.5

08. Where is your business located?

Of all respondents

1) On Highway 395/Main Street	59.5
2) On 395 North Sierra Hwy	10.8
3) Within two blocks of Highway 395	23.0
4) Somewhere else in the Bishop area	6.8

09. How many years have you been in business?

Of all respondents

1) Less than 16	42.0
2) 16-30	36.0
3) 31-45	10.5
4) 46 or more	12.0

Mean = 21 years
Median = 19 years
Mode = 3 years

10. How many total (full and part time) employees are currently employed with your business?

	Of all respondents
1) Less than 6	46.5
2) 6 to 10	13.3
3) 11 to 15	13.3
4) 16 to 20	12.0
5) 21 to 25	2.6
6) 26 or more	11.7

Mean = 14 employees
Median = 7 employees
Mode = 2 employees

11. What is the type of business?

	Of all respondents
1) Hotel or Motel	5.5
2) Restaurant	9.6
3) Fast Food	4.1
4) Gas station/Automotive Related Business	8.2
5) Sporting goods	6.8
6) Entertainment (ex: movie theater)	1.4
7) Government Agency (please specify)	2.7
8) Quasi-governmental (ex: library, school)	0.0
9) Social Service (ex: mental health, seniors)	1.4
10) Medical/dental	4.1
11) Professional services (please specify)	8.2
12) Other retail (please specify)	32.9
13) Other tourist or recreation business (please specify)	4.1
14) Other type of business (please specify)	11.0

12. Approximately, what percentage of your business is from out-of-town travelers, such as truck traffic and visitor through traffic (compared to customers who live in Bishop)?

	Of all respondents
1) 0% out-of-town travelers	17.8
2) 20% out-of-town travelers	28.8
3) 40% out-of-town travelers	9.6
4) 60% out-of-town travelers	19.2
5) 80% out-of-town travelers	20.5
6) 100% out-of-town travelers	4.1

Mean = 40% out-of-town travelers
Median = 40% out-of-town travelers
Mode = 20% out-of-town travelers

13. In an effort to determine traffic generated by local businesses, please estimate how many customers visit your location per week, on average?

	Of all respondents
1) 1 to 50	18.4
2) 50 to 100	15.8
3) 100 to 200	13.2
4) 200 to 500	21.1
5) 500 to 1000	14.5
6) 1000 +	17.1

Mean = 200 to 500 customers
Median = 200 to 500 customers
Mode = 200 to 500 customers

Caltrans District 9 Bishop Area Access and Circulation Study July 15, 2004 Public Workshop Recap August 12, 2004

Meeting Attendees

Sixty-eight community members attended the Bishop Area Access and Circulation Study public workshop on July 15, 2004 (see attached for complete list of attendees). The workshop included representation from:

- Bishop residents
- City of Bishop
- Los Angeles Department of Water and Power
- Local media
- Bishop Chamber of Commerce
- Local businesses
- Bishop Indian Tribal Council
- Inyo County
- Bishop Airport

Project Meeting Team Attendees

- Brad Mettam, Caltrans
- Forest Becket, Caltrans
- Donna Holland, Caltrans
- Bryan Winzenread, Caltrans
- Ryan Dermody, Caltrans
- Bart Dela Cruz, Caltrans
- Jeff Jewett, Inyo County
- Melinda Posner, Jones & Stokes
- Maurice Chaney, Jones & Stokes

Public Workshop Purpose

The purpose of the meeting was to provide an update on the current status of the study and to obtain input about what should be considered in Caltrans' evaluation of project alternatives. Key agenda items included:

- Overview of the study's purpose and history
- Results from the business mail survey conducted in June
- Status and future of Bishop Airport planning efforts
- Potential study alternatives and status of analysis
- Facilitated discussion to identify additional considerations for study alternatives
- Study Alternatives Breakout Stations

Welcome/Meeting Format

Melinda Posner welcomed everyone to the meeting and introduced the project team, Project Development Team member's present and elected officials who were in attendance.

Melinda looked for a show of hands of those who attended the public workshop in January; more than a third indicated that they did attend. Melinda also asked for a show of hands for how many attendees were residents and how many were business owners. The majority of meeting participants were residents; however, there were at least ten business owners in the audience.

Melinda reviewed the agenda and went over the ground rules. She also assured meeting participants that they would have a chance to provide comments during the facilitated discussion regarding the considerations of the study alternatives, on comment cards and at the study alternatives stations.

Formal Presentations

Project Background

Brad Mettam began the presentation by providing a quick overview and status of the study including:

- Study goals and objectives
- Public participation milestones
- Bishop traffic data
- Accident history

Airport Development Plans

Jeff Jewett from the Inyo County Public Works Department provided information about the potential commercial and industrial development at the airport. Jeff indicated that the county's airport master plan proposes a new terminal and additional business park land uses to accommodate future growth in airport services.

Traffic Modeling

Ryan Dermody was introduced to talk about the traffic model to be used for this study, as well as for future transportation planning efforts. Though still in the development stage, the model will be able to simulate existing traffic flows and patterns and assist in the evaluation of potential transportation solutions.

Truck Traffic and Business Survey

Brad discussed the issue of truck traffic in Bishop and, more specifically, along the US 395/Main Street corridor. Brad provided information about average daily truck movement in the Bishop area.

Brad then provided a brief summary of results from the business survey that was conducted in June. The survey is a follow-up to a public opinion survey directed at Bishop residents that was conducted late last year. The business-specific survey was designed to capture the specific interests of businesses along the corridor. More than 75 surveys were received from approximately 300 that were distributed via mail to businesses. Key findings include:

- **Top of mind transportation issue.** When asked their number one transportation issue, 39 percent of businesses indicated parking, followed by too many trucks (18 percent).

- **Top of mind transportation solution.** The most cited transportation solutions included improved parking, better options for non-motorized modes of transportation, development of a truck route, and improved local road network with additional connecting routes.
- **Strongest opposition to transportation solutions.** More than 50 percent of the businesses that responded indicated that they are opposed to an alternate route for through traffic. *(Brad indicated that any alternate route that is constructed might be designated (through the use of signs) as a truck route and require that through trucks utilize it; however, Caltrans cannot prohibit passenger vehicles from using it.)*
- **Downtown improvements.** Seventy-six percent of businesses are in favor of improving the look and feel of downtown, and about half would be supportive of paying for such improvements.

Alternatives Under Consideration

Brad provided information on the proposed study alternatives. The first step in the development and analysis of alternatives has been a review and “screening” by the Project Development Team. Caltrans has also been actively sharing and obtaining input about the proposed study alternatives with other key stakeholders such as the school district, tribal government, City of Bishop, Inyo County and others. Through this review, several early alternatives have been eliminated. He then mentioned some key considerations in the analysis that Caltrans has been using so far:

- Ability to meet study objectives
- Environmental impacts
- Cost
- Efficiency
- Land ownership and use
- Constructability

He reminded the meeting attendees that the key purpose of the meeting is to hear from the community about any additional considerations that should be evaluated through the study alternatives analysis.

Facilitated Discussion of Considerations Related to Study Alternatives

Melinda began the facilitated discussion to identify additional alternative considerations. Meeting attendees also shared questions and comments about other aspects of the study. The following are the comments and questions. They have been categorized by the following topics: bypass/alternate truck route, local circulation, streetscape enhancements and other.

(Q: Question, C: Comment, A: Answer)

Bypass/Alternate Truck Route

Brad reminded the group again that it is not possible to create a “trucks-only” route. However, there are measures that can be taken to discourage travel on the alternative route by non-trucks.

C: Don’t make it too easy for tourists to use bypass.

C: High community impact if there is a western bypass.

- C:** Look at further bypassed community cases/need for additional bypass studies in California to see what impacts resulted after a bypass was constructed.
- C:** Reroute trucks east toward airport.
- C:** Signage is important (if alternate route were constructed). For example, “Truck Route.” Signage to advertise local businesses in town is also important.
- C:** Western route goes through bird watching territory.
- C:** Western alignments do not address US 6 or airport access.
- C:** Western alignments increase noise near equestrian center.
- C:** Western alignments are attractive to bypass the community because they represent a shorter distance.
- C:** Western alignments offer the possibility for development in underdeveloped area.
- C:** Limit development/restrict land uses along alternate route/bypass to preserve downtown business district.
- C:** Do not want to see decreased business in downtown core. Business has decreased in Mojave/Blythe where bypass was constructed.
- C:** Conversely, economic studies should not be of similar communities, but should be completed for Bishop specifically.
- C:** Caution while comparing to other bypassed communities.
- C:** Less wear and tear for trucks if there were a bypass.
- Q:** How do you enforce trucks to take a bypass?
- A:** It is not possible to create a “trucks-only” route. However, there are measures, including signage, which can be taken to encourage truck travel on the alternative route. Likewise, signage can be used to discourage use of the truck route by non-trucks. Disincentives, such as the absence of services can be communicated to travelers.
- Q:** If a bypass were constructed, how would you address trucks needing to fuel?
- A:** Any truck needing fuel would enter town for such services, with no restrictions.

Q: Why is a bypass needed?

A: At this point a bypass is not needed. However, this study is intended to examine future traffic conditions over the next 20 years. We expect that some type of alternate route and associated improvements to the local road network may be needed in the future. A critical consideration for a future alternate route is to preserve right-of-way in advance of the need.

Q: What is the impact on the local economy if a bypass were implemented? Would like to see additional studies, including comparison of communities similar to Bishop.

A: If a bypass were constructed, there is potential for some impacts to the economy. There have been studies conducted to determine the economic impacts of alternative routes. However, no such studies have been conducted for this project. Caltrans plans to research this issue as well as review other studies that have been conducted to provide as much information about potential economic and other impacts as a result of the construction of an alternate route. One such study, conducted by the United States Chamber of Commerce, suggested that – overall – a bypass has little effect on a community, if the need for a bypass is warranted.

Q: How much positive economic impact do trucks bring to the economy?

A: We do not have information referring to truckers stopping in the community and spending money. However, considering the lack of parking opportunities in town, it is likely insignificant. There is certainly a deep economic dependence on trucks in Bishop concerning merchandise and goods that we require from elsewhere.

Local Circulation

C: Bottleneck at Wye Rd.

C: Decrease speed limits (to 25 MPH) from Brockman to Gherkin. (Similar to Minden/Garnerville).

C: Don't want to see speeds increase with the decrease in traffic volume (if a bypass was constructed and presence of trucks was decreased on Main Street).

C: Need for improved local circulation.

C: Need for safety at Brockman and Highway 395 – install flashing light to decrease speed.

Q: Can trucks be slowed down while going through town by speed enforcement, stoplights, etc.?

A: Yes, enforcement plays a large role in speed compliance for all vehicles. The look and feel of a transportation corridor (particularly Main Streets) also can transmit a subliminal message to the motorist to slow down. Although at this point, truck speeds have not been identified as an issue.

Q: Can residential streets become major streets if alternatives were made?

A: This is something Caltrans' is evaluating as it studies the proposed alignments and city circulation.

Streetscape Enhancements

C: Less congestion will enable community to be more attractive.

Q: Is it possible to have trees and other landscaping on Main Street? If not, why?

A: The City can apply for grant funding for landscaping projects and submit preliminary plans/designs for Caltrans review. However, with the current Main Street configuration there is insufficient space to plant trees or make any significant changes along the corridor.

Other

C: Bishop is a road town.

C: “Improved circulation” (as stated as a goal/objective) is too vague.

C: Some alternatives were not shown to reservation representatives.

Q: Truck counts from US 395 Reno down and back up US 6 – has it increased? Is there comparative data from past years?

A: We are not sure if this is an actual circuit used by trucks. Classification systems or technologies that differentiate types of vehicles are fairly new to this District. The information presented at the public meeting is some of the most accurate truck data we have. Unfortunately, specific truck data history is rarely available.

Informational Stations – Alternatives, Local Circulation, Traffic Modeling

Following the facilitated discussion, meeting attendees were encouraged to visit the five information stations including information on proposed alternatives, local circulation and traffic modeling. The booths were staffed with Caltrans representatives, complete with detailed display maps and other presentation materials to encourage a detailed review and provision of comments to the project team about study alternatives. Each station was equipped with flip charts and comment cards to record meeting participant input.

Comment Cards

Comment cards were received at the meeting, via first class mail, and through email.

Comments received as of July 27, 2004.

General

- The extension of Sierra Street to See Vee Lane would make a great improvement in access to the downtown area.
- Improvements within Bishop city limits, increasing traffic circulation should be completed in the near future. The bypass can be allowed a longer time frame. But 20 years is too long in any case.

- While some downtown merchants doubtless continue to oppose any sort of bypass, an accident in the downtown could easily force the closure of US 395 for an extended period and force a bypass.
- For safety reasons semis should not go through downtown Bishop. Safety should be primary. While some business would be lost as passenger vehicles also would take a bypass overall safety would be improved, traffic would be lighter and the downtown area would be both safer and quieter.
- Most of the people with negative comments will be dead (due to age) by the time we complete environmental studies on the possible routes!!!
- The Main Street experience in this town is horrible – the bypass is needed.
- I do think consideration should be given to the future tourist. Railroad between Laws and Bishop and avoiding grade crossings and all those complications. That railroad will probably enter Bishop at some point near Wye Road and Spruce Street.
- I strongly favor a truck bypass around Bishop which also RV trailers, etc. could use when they have no intention of stopping in Bishop. This would make stopping at businesses in Bishop easier, more pleasant and safer. Also the town would be more pedestrian friendly. One truck may have a traffic impact of several cars, same impact for pickups with trailers, RVs, etc. If DWP sells a conservation easement, you may be precluded from potential routes in the future.
- Great job. Very informative. I support all ideas that will improve traffic circulation and safety – even if it means more traffic on Keough Street! The best alternative would be to allow expansion of business areas to the alternate routes – competition for the downtown businesses.
- Your meeting was very interesting and well planned. I enjoyed hearing all the different questions and answers about the alternate truck route. At the next meeting will you please have more data about the truck counts both at night and daytime? Possibly at Wye Road and US 395 and US 6. Would it be possible to have the camera going 7 days a week, 24 hours a day? What is planned for Wye Road leading into the airport in the next year or so? Thank you!
- After attending Caltrans' second meeting, I must tell you that in 20 years into the future the same negative feedback from local business owners will be the same; fear from the loss of car traffic through the downtown area. The solution would be for Caltrans to go ahead with the bypass regardless of those who keep progress from Bishop and keep it a “road town.”

Western Alternatives

- All western alignments meet traffic need if north connector or west bypass for US 6 is also constructed.

- Keep a western alignment viable even if it's not a preferred alternative – things may change later. I stop in Placerville every trip and so do tons of other travelers – the town is booming.
- Any alignment that does not address north Sierra Highway won't work.
- No way on the west route.
- Is it possible to open Warren Street for more local downtown traffic?
- Neither alignment addresses the issues (airport and Highway 6). (1W, 2W)

Eastern Alternatives

- I favor an eastern alignment for a truck route bypass of downtown Bishop. This would aid in serving future industrial development in the airport area as well as provide a more direct and efficient route for truckers to access US 6.
- Go for the eastern alignment with the blue route. (3E)
- Easterly bypasses will meet traffic needs if north connector or west bypass is also constructed.
- Route 3E would be best to relieve traffic downtown. Route 4E would be second choice. Route 5E and 6E would cause a slow down for through traffic to make a short turn. Both west routes should be eliminated to assist business in town by cutting off a shortcut around town. Hope there is a way to solve this problem in less than 10 years.
- I feel the truck route should definitely go east to the airport. It would be nice if some (not greedy) businessperson would put a truck fuel stop out that way.
- In my opinion the two bypass options on the eastside are clearly preferred. They give enhanced access to the airport, easy bypass around Bishop for trucks and would be unattractive to cars because it would be a longer commute.
- The best place to locate a truck route around Bishop is east of town. Tourists would still drive down Main Street and very likely stop. Truck access to the airport would be improved.
- First of all I wish to thank you and your team for an excellent presentation last Thursday evening regarding the traffic situation in Bishop and the alternative truck routes. It is very gratifying that you involve the community as you have.

I prefer the alternate route to the east and would like to put forth some reasons why the western alternative would not be a wise choice. First and foremost, the open area around South Barlow, Reata Rd., the equestrian center, and Mummy Lane is a quiet area used for walking, jogging, and biking by many, many people. It is an area we all use to renew ourselves and should not be disturbed by the roar of trucks passing by. Also, if

this western route is chosen, the north and southbound skiers will soon discover this speedy shortcut that eliminates the Main St. slowdown. They will certainly use it and bypass all the merchants in town. Not a desirable situation.

You mentioned that with our current budget situation it could possibly be some 20 years before some "truck route" is actually developed. I propose an idea that could give us a certain amount of relief immediately. You stated that the right lane or outer lane is 12 feet wide and the left lane or inner lane is 10 feet wide. This encourages the trucks to use the outer lane and creates a loud noise for folks on the sidewalk and in the stores. There is also more danger of a pedestrian-truck accident. If this situation is reversed with the inner lane being 12 feet and the highway is signed "Trucks use left lane", the noise and the danger of the trucks is moved farther away from the sidewalks. It would in fact be shielded and lessened by the automobiles in the outer lane. The "canyon effect" we currently have would be decreased. This method of moving traffic is now used very effectively by the communities of Gardnerville and Minden, NV. Hwy 395 is their main street also, but even worse than ours since it has two sharp turns and a school in the middle of town. They have more local traffic and a much longer main street business area. They seem to move trucks very effectively with this method. Have you given this method any thought for Bishop?

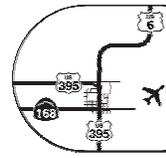
I trust you will continue to keep us posted as new considerations for the study alternatives arise. Thank you for having an open ear and mind.

Next Steps

Input received from the public meeting, comment cards, maps, etc. will be fully considered through Caltrans' analysis of the proposed study alternatives. Caltrans will be conducting a future public meeting to present the draft study conclusions and obtain comments on the preferred alternatives sometime early next year.

Attachments

List of meeting attendees.



2004 Tri-County Fair BAACS Comments (cards received)

1. I support alternative 4-E. Keep it east of town.
2. Signatize MacGregor!
While – Not Catrans authority the County (or DWP) can not allow any commercial zoning along any of the alternative routes – even for gas stations.
3. Please send BAACS map full size, like one at fair.
4. Pro: Alternative 3-E truck bypass to HWY 6
Pro: Alternative 2-W without access to hwy
5. As a tourist to the area, traffic in town is atrocious!! Most people are traveling to Mammoth and anything that bypasses Bishop to the west is the way to go. You must travel a state highway to go from Bishop to West Bishop and that needs to be changed.
6. Keep all routes and bypasses West of Bishop already highly disturbed areas and more residents live west of Bishop to be better served.
7. Keep all alterntives west of Bishop. The east side of Bishop has a poorer population and are already forced to deal with crowded living conditions and noise. Title VI and EJ prohibits that area from receiving further degradation. That is why all western choices should be pushed through (Alt. 1-W, Alt. 2-W) and have fewer environmental impacts to wetlands and agriculture. Must also improve circulation within the City.
8. Lots of trucks and cars use Hanby Ave. to get around downtown and to fuel stations. We need another stop sign to slow traffic and a bypass would be great, thank you.

BAACS

Highlights of the Bishop High School Senior Class Survey

Many of the student results mirrored the larger Public Survey results, such as: how often they drive Main Street; vehicle and particularly truck congestion as a primary concern; and the need for an alternate route to alleviate congestion.

- 145 surveys were completed
- The majority of the students drive a car (67%) to and from school. The second highest percent walk (11%).
- 80% noted that they leave campus for lunch almost every day, of which 65% drive somewhere.
- Interestingly, one-third (33%) go home for lunch, while the majority visit a Main Street establishment (51%).
- After school, most students go home and/or to work.

Caltrans District 9 Bishop Paiute Tribe BAACS Involvement & Caltrans assistance

BAACS Tribal Participation

- April 2004 – Met with Tribe staff and some council members on BAACS at Council Chambers to discuss study.
- Telephone survey met targeted sample of Native American residents.
- Since study inception in 2003 we have had numerous one on one discussions with Tribal staff and administration explaining the study components, process, and need for Tribal input.
- Invited Tribal representation on Project Development Team (PDT) many times. We have had Tribal representation at two PDT meetings.
- We sent three letters to Tribal Chair to initiate Government to Government consultation.
- We had Tribal representation on our Bishop Business Focus Group session.
- We have been working closely with designated Tribal Liaison on all related issues in the last year.

Other Related Caltrans Assistance/Services Provided Recently

- Worked closely with the Tribe in 2003 to gather the information necessary to develop and deliver a comprehensive Traffic Circulation Report, which can be used for transportation and economic planning, and programming of projects.
- Lent traffic counting devices to the Tribe and provided training and assistance in gathering, organizing and compiling traffic data for Casino / Gas station area.
- Sponsored two Headquarters Native American Liaison Branch transportation training sessions in Bishop. One which took place at the Bishop Tribal Council Chamber.
- Provided consultation on tribal involvement in local transportation.
- Assisted Tribal staff with Environmental Justice Transportation Planning Grant application. The Tribe has been successful in this application and has recently been awarded just over \$73,000.

Bishop Area Access and Circulation Study

Preliminary Community Impact Assessment (PCIA) Results

May 18, 2005

Melinda Posner & Jack Ottaway



**Bishop Area Access
and Circulation Study (BAACS)**



BAACS Goals

- Improve circulation and safety for all modes of transportation in the downtown area
- Accommodate commercial truck traffic on U.S. 395 and U.S. 6
- Plan for downtown improvements, such as landscaping, parking, and pedestrian facilities, along with the rerouting of truck traffic
- Facilitate ground access improvements to the airport and its associated developments
- Keep services in Bishop visible for through traffic on any route, with easy on/off connections



BAACS Progress

- On-going alternatives analysis
- Traffic model development and analysis
- Preliminary community impact assessment
- Environmental analysis
- Feasibility study complete ??



BAACS Community Outreach

- **Initiated in early 2003**
- **Series of public meetings**
- **Study newsletters**
- **Survey of transportation concerns**
- **Outreach to stakeholder groups**
- **Coordination with the LTC and PDT**
- **Additional research for PCIA**
- **Next public meeting in June 2005**



Preliminary Community Impact Analysis

- Describes the relationship between the proposed alternatives under consideration and the surrounding community
- Evaluates potential economic and community impacts of proposed study alternative routes
- Issues examined include land use and planning; farm land and agriculture; population and housing; community services and public facilities; business and economic conditions



Community & Economic Impacts

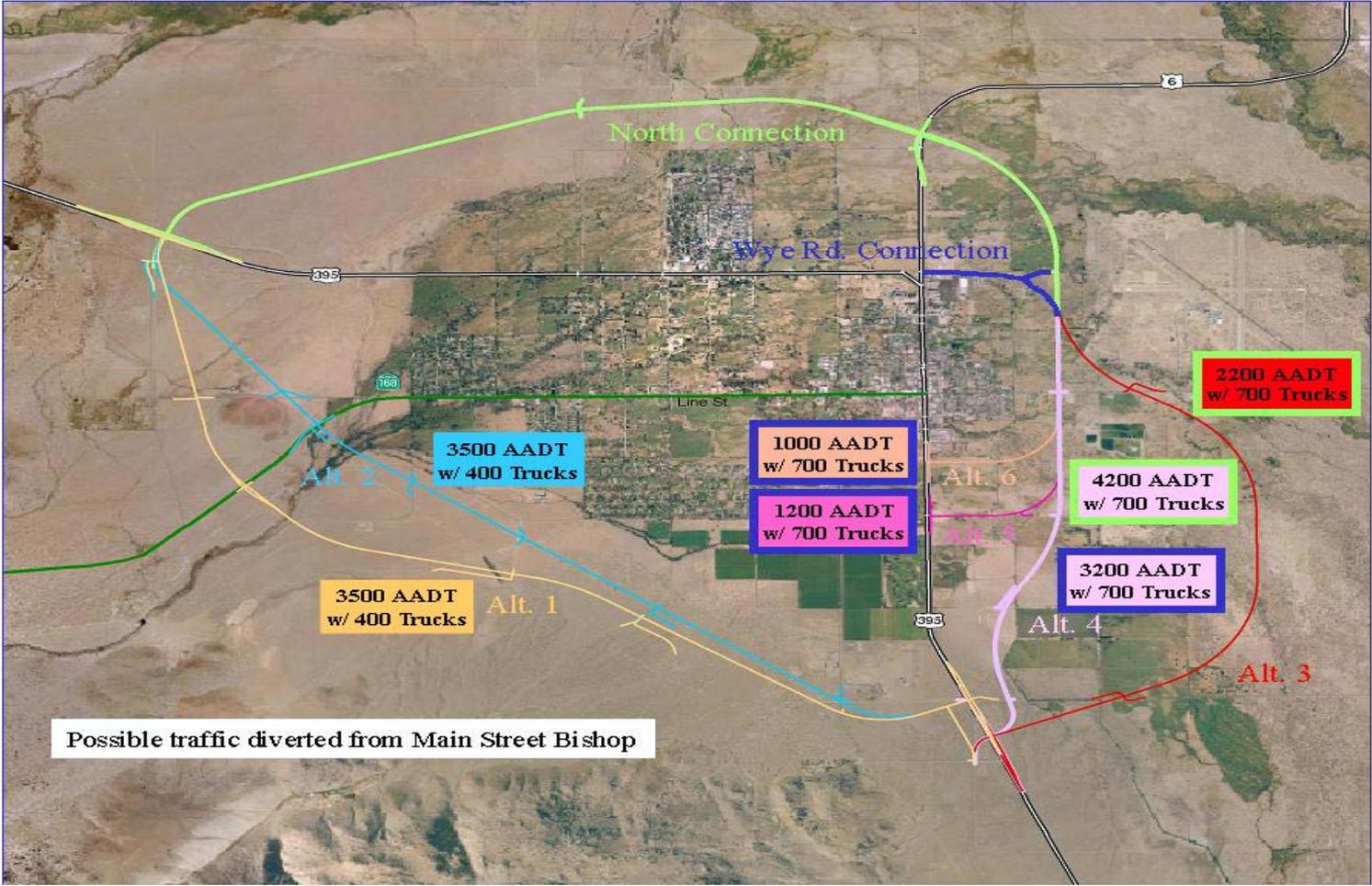
- Land Use & Planning – most land affected by alternative routes would be publicly-held LADWP properties leased for agricultural use; may require additional coordination between Caltrans, LADWP, and local agencies
- Population & Housing – growth remains constrained in Inyo County due to large public land holdings; however, growth in neighboring Mono County areas could contribute to some traffic demand
- Community Services & Public Facilities – alternative routes would have no substantial effects on police/sheriff, fire/EMS, schools, libraries, or other public services and facilities

Businesses Most Likely to be Affected by Alternatives

Business Type	Number Verified	Total Employees	Payroll (\$ million)
Gasoline Service Stations	8	77	1.1
Eating and Drinking Places	33	582	6.5
Hotels and Motels	21	231	3.7



Average Annual Daily Traffic and Truck Traffic for Each Alternative



Percent of Traffic Affected by Alternatives

Alternative	Percent Total Traffic Diverted	Percent Truck Traffic Diverted
Western Alternatives 1 and 2	47	39
Alternative 3 w/ North	30	68
Alternative 4 w/o North	43	68
Alternative 4 w/ North	57	68
Alternative 5 w/o North	16	68
Alternative 6 w/o North	14	68



Potential Economic Effects

- Effects Would be Felt Most During Winter Months
- Reductions in Business Revenue, Sales Tax Revenue, Employment, and Disposable Income
- Reductions Proportional to Alternatives Diverting the Higher Percentages of Traffic
- Indirect Economic Impacts to Businesses Supplying Goods to Directly Affected Businesses
- Indirect Impacts to Government Through Decrease in Tax Revenue



Economic Mitigation

- Interchange Design
- Interchange Location
- Interchange Landscaping
- Interchange Signage
- Visitor Center
- Business Relocation
- Encourage Truck Services



Interchange Design, Location, Landscaping, Signage Mitigation

- Mitigation Used to Encourage Auto Traffic and Discourage Truck Traffic Through Downtown
- Several Interchange Factors Can Affect Traveler's Decisions
- Example: Visibility of Bishop from Interchange Can Affect Traveler's Decision to Stop
- Interchange Factors Are Caltrans' Responsibility



Visitor Center As Mitigation

- Encourage Travelers to Visit Downtown
- Appeal to Bishop's Amenities and as Gateway to Sierra Nevada
- Location of Center an Important Consideration
- Responsibility of City of Bishop and/or Bishop Chamber of Commerce



Mitigation to Prevent Business Relocation

- Mitigation to Prevent Businesses from Relocating along the Alternative Route
- Example: Caltrans Preventing Additional Interchange Construction or City/County Zoning Regs to Prevent Development
- Encourage Additional Truck Services on Alternative Route to Encourage Truck Use

Additional Research

- Focus group of Bishop Businesses
- Survey of Mammoth bound travelers



Questions Posed

- Alternate route impacts to local businesses
- Preferred alternate routes
- Downtown Bishop improvements
- Purpose of traveler stops in Bishop
- Alternate route implications to Mammoth bound travelers



Business Focus Group Overview

- 10 businesses from Main Street Bishop
- One tribal representative
- Held over lunch at Whiskey Creek
- Very cooperative and informative participants



Key Focus Group Results

- Over past five years, businesses experienced an increase in business growth
- Truck traffic does not represent a significant positive impact to business sales; however, all noted the importance of truck traffic to their business
- Airport access favorable over diverting truck traffic
- Alternate routes on the east side favored – and recommended for Caltrans consideration



Key Focus Group Results

- Local circulation improvements necessary to improve congestion and circulation in Bishop's downtown
- Vibrant and healthy downtown dependent on through traffic
- Streetscape and pedestrian enhancements identified as key downtown improvements
- Noted that the city of Bishop will need to play a significant role in downtown improvements
- Interest and willingness by several businesses to support downtown improvement programs
 - Downtown parking district
 - Improved signage



Focus Group Results

- Lack of customer and employee parking
- Summer months most critical for business sales
- Suggestions to improve downtown circulation
 - Divert local traffic from Main Street
 - Divert truck traffic through airport access route
 - Alternate airport access route combined with local circulation improvements is necessary



Mammoth Bound Survey – Overview

- Gathered information and data from travelers stopping/passing through Bishop to Mammoth
- Distributed to 10 hotel/condominium properties
- 45 completed questionnaires over a three week period (Mid February 2005 to early March 2005) – very limited response – not statistically significant
- Most of respondents were traveling from southern California

Key Results

- Most respondents (76%) always or sometimes stop in Bishop when traveling to Mammoth
- Top reasons for stopping in Bishop – to fill up for gas (85%) and to stop for food (78%)
- More than half indicated they would either sometimes or always bypass downtown to get to Mammoth if an alternate route were implemented



Key Results

- Top reasons to continue to stop in Bishop with a bypass – gas (90%), food (77%) and to take a break (26%)
- Nearly 50% indicated they would take an alternate route to bypass Bishop, even if it was longer in time and distance



Next Steps

- Finalize PCIA
- Public meeting in June to present study updates and PCIA results
- Study completion and final report anticipated in December 2005



Caltrans District 9 Bishop Area Access and Circulation Study June 23, 2005 Public Meeting/Open House Recap

Meeting Attendees

Sixty community members attended the Bishop Area Access and Circulation Study public meeting and open house on June 23, 2005. The workshop included representation from:

- Bishop residents
- City of Bishop
- Local media
- Local businesses
- Bishop Indian Tribal Council

Project Meeting Team Attendees

- Brad Mettam, Caltrans
- Forest Becket, Caltrans
- Donna Holland, Caltrans
- Ryan Dermody, Caltrans
- Bart Dela Cruz, Caltrans
- Maurice Chaney, Jones & Stokes

Public Meeting/Open House Purpose

The purpose of the final public meeting/open house was to provide an update on the study, including study conclusions and proposed recommendations. Key Agenda items included:

- Welcome and introductions;
- Review of meeting format, agenda and ground rules;
- Presentation on the Access and Circulation Study;
- Questions and comments; and
- Open house.

Welcome/Meeting Format

Brad Mettam welcomed everyone to the meeting and introduced the project team. He indicated that this is the final public meeting on the study. Forest Becket was introduced and provided a quick overview of the meeting format. Forest mentioned that the meeting was geared to provide an update on the latest developments of the study, and that everyone would have an opportunity to provide comments during the formal presentation and during the open house.

Open House

During the meeting format review, Forest indicated that subsequent to the formal presentation, an open house would convene to provide detailed information related to the study. The purpose of the open house was to provide a comprehensive look at the study since its inception in 2003, as well as to talk one-on-one with project representatives. Information stations were available and focused on the following:

- **General information** – information related to the study, including the study’s background, goals and objectives, purpose and timeline;
- **Public participation and involvement** – information related to public outreach and involvement efforts, including public opinion research results and recaps to previous meetings;
- **Traffic data** – information on local road counts;
- **Traffic modeling** – model to simulate existing traffic flows and patterns and assist in the evaluation of potential transportation solutions;
- **Truck routes** – map with all alignments considered;
- **Local circulation** – information on various local circulation concepts still under consideration;
- **Feasibility study** – information on the study and how a project gets built; and
- **Bishop transportation since the 1960s** – highlights from current study and a similar study completed in the 1960s.

Formal Presentation

Brad Mettam’s presentation focused on the following:

- Background of the study, including its history and goals and objectives;
- Truck route and local circulation alternatives still under consideration. Eastern route alternatives coupled with local circulation improvements will continue to be studied and recommended in the final report;
- Wye Road interchange concepts. With an eastern alternative, a Wye Road connection will be likely;
- Preliminary Community Impact Assessment (PCIA). It was noted that Caltrans completed a PCIA for purposes of analyzing the impacts associated to the proposed alternatives. The PCIA is not an environmental document but preliminarily assesses the potential social, economic and land use impacts of the project. The PCIA report will be available in the study’s final report; and
- Report availability. The study and final report will be available at the end of the year.

Question and Answer

Following Brad’s presentation, meeting attendees had the opportunity to ask questions. Meeting participants were to visit the information stations to obtain further clarification

on specific topics related to the study. Below is a summary of the facilitated discussion session. (*Q: question, C: comment, R: response*)

- Q:** Is there a possibility of a rest stop at Wye Road, particularly for truck use?
- R:** As part of the study objective – to improve the movement of traffic and particularly truck traffic – this could be a viable option. However, rest areas are only developed between communities; Wye Road is too close to Bishop for a rest stop. Funding is also an impediment. However, there is an idea to have a potential truck stop/storage area near the airport.
- Q:** What are the future plans for the airport? What will be the traffic impacts associated with development of the airport?
- R:** There are plans for airport development and expansion in the future, which is outlined in the county’s airport master plan. Regional traffic could potentially be affected, and will be studied using the traffic model.
- Q:** Have you thought about an over/underpass at Wye Rd.?
- R:** Caltrans has looked into that. It would take up tremendous space to allow for the proper grades and is not a viable option.
- C:** Bishop has reached its capacity. All Bishop traffic should be the city of Bishop’s concern.
- C:** Wye Road is not the solution for transportation issues in Bishop.
- C:** The main issue is to move traffic out of town. The transportation issues now will be irrelevant in the future.
- C:** Any alternate route will have negative economic impacts to the city.
- Q:** Will the proposed truck route be exclusively for truck use?
- R:** No, all vehicles would be able to use it but it would be “signed” as a truck route to make it less attractive for cars. Because Caltrans cannot build parallel facilities, the alternate route would be an access road.
- Q:** Have you considered a bypass route for Route 6? Seems to be an increase in traffic.
- R:** Yes, there seems to be an even split of traffic between U.S. 395 and 6. There are ideas to extend Route 6.
- C:** If there aren’t tourist areas or services on a bypass, Bishop will still be a stopping point.
- R:** As part of the PCIA, a survey was conducted to gauge behaviors from Mammoth bound travelers. In general, people would continue to stop in Bishop to utilize gas and food services. If a route were constructed, restrictions on land use and access could limit development.
- Q:** How can we deal with accidents on U.S. 395?

- R:** Caltrans can address issues related to accidents on U.S. 395 in other efforts; however, that is not a part of this study.
- C:** There seems to be a false assumption that people will come into town if an alternate route were built. People are driven by convenience. For example, my business at my Bishop store has been affected by the operation of my Lone Pine store. An alternate route will lead to economic impacts.
- C:** People drive based on habit, and with a bypass people will eventually stop in Lone Pine.
- Q:** Is there data on the Mojave bypass?
- R:** In terms of comparison to Bishop – Bishop is a destination versus a “pit stop” town. Folks in Mojave built an alternate route in an effort to move from a pit stop to more of a community.
- C:** The core of Bishop is its downtown. Businesses cannot relocate near potential alternate routes.
- Q:** Are impacts to residential property values identified in the PCIA?
- R:** No, that is not addressed specifically– the parameters and data collected are broader in terms of economic impacts. These issues would be a part of the analysis if a project were initiated.
- Q:** What is the distance of alternate route 4?
- R:** 4.8 miles
- Q:** Is there any way to have bike parking downtown?
- R:** That is a likely option. The first objective is to reduce traffic. From there, other improvements, including bicycle improvements, can be made.
- Q:** Could a stoplight be installed at North Sierra Highway and SeeVee Lane?
- R:** There is one alternative for signalization at that intersection. However, this will likely be addressed before any alternate route is constructed.
- Q:** Can you construct a truck bypass and charge automobiles a toll to use it?
- R:** No, because an alternate route would be built using highway funds and taxpayer dollars.
- Q:** What is the speed limit for Alternative 4?
- R:** The alternative will be built at a full designed speed (60mph). At Wye Road the speed limit would be reduced down to 25 mph.
- C:** Need to examine car and truck issues on any alternate route.

Comment Card Response

- Eliminating the north connector is a big mistake! That puts traffic through Meadow Farms, the area with the worst safety history for the next 50 years. Also, without it the proposals to connect US 6 are a joke. Without the north connector, you haven't met the study objectives -- safety and truck impacts are not improved. No at grade rail crossing, that would be a disaster!
- I'm interested in joining a group or effort to improve the bicycle routes in the Bishop area.
- We need bike racks located throughout the city so I can shop and take things home. This saves fuel and gives me good exercise.
- Any opening from See Vee to Main Street would reduce the traffic on W. Line and North Sierra Highway. This would not address the bypass, but would reduce traffic on Main.
- Good job guys!

Next Steps

Caltrans will be working to complete the feasibility study, which is scheduled to be complete at the end of this year. Input received from the previous public participation efforts has been used to develop study elements and inform the overall document. Once the feasibility study is final, it will be presented to key decision makers, including the city of Bishop, Inyo County and the Tribal Government as well as made available to the public.