Preliminary Research Report and Opportunities and Constraints Summary

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I. Introduction

Project Purpose

Inyo County and the City of Bishop were awarded a grant for the Caltrans Sustainable Communities Program for Fiscal Year 2015-2016, to “develop a Sustainable Corridor Plan for the North Sierra Highway to better integrate multi-modal transportation, effectuate the streetscape utilizing community-developed design themes, and improve air quality and safety.” The Plan is intended to help “energize local transit, walking, and bicycle use” and “support broader planning in the area, including the Bishop Paiute Reservation and the Tri-County Fairgrounds”.1

Project Boundary

The project boundary spans two miles of the North Sierra Highway, the stretch of US Highway 395 north of downtown Bishop. The project area includes approximately 421 acres of land across Inyo County, City of Bishop, and Paiute Tribal land. Notable areas included in the project boundary are the Paiute Palace Casino, the Bishop Plaza, the entrance and exit to the Highlands Community, the Bishop Fairgrounds, the “Y” intersection of US Highway 395, US Highway 6, and Wye Road, and ranchland belonging to Los Angeles Department of Water and Power (LADWP). The defined planning area is shown in Figure 1.

Figure 1. North Sierra Highway Sustainable Corridor Plan Area
State and Federal Planning Goals

As a comprehensive corridor planning effort, the North Sierra Highway Sustainable Corridor Plan project (Corridor Plan) aims to meet the following State and Federal transportation planning goals:

State Transportation Planning Goals:

- Improve multimodal Mobility and Accessibility for All People
- Preserve the Multimodal Transportation System
- Support a Vibrant Economy
- Improve Public Safety and Security
- Foster Livable and Healthy Communities and Promote Social Equity
- Practice Environmental Stewardship

Federal Transportation Planning Goals:

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase accessibility and mobility of the people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

In working towards meeting these general transportation planning goals, this planning effort will take into consideration and make its best effort to use Caltrans Main Street, California guidance, a compilation of potential options for State Highway main street projects reflecting updates to Caltrans manuals and policies that improve multimodal access, livability, and sustainability within the transportation system.
Additional Goals and Objectives

By working towards meeting the State and Federal transportation goals outlined above, there is also the overarching opportunity through the implementation of this Corridor Plan to further achieve the realization of existing plans, including major elements of the Caltrans Bishop Area Access & Circulation Feasibility Study, the Inyo County General Plan, the City of Bishop General Plan, as well as the Bishop Paiute Tribe’s Bishop Reservation Pedestrian and Bicycle Safety Plan.

The Corridor Plan is intended to be a distinct component of an area Specific Plan, which aims to support sustainable economic development within the defined planning area with a compatible land use approach and strategy. The Corridor Plan will also inform the transportation section of the Environmental Impact Report (EIR) for the area Specific Plan. The completion of the Specific Plan and the associated EIR are anticipated to be the focus of the next phase of this overall planning effort, after the Corridor Plan has been completed.  

Highly significant and relevant to this planning effort are three of the stated objectives of the 2007 Caltrans Bishop Area Access & Circulation Feasibility Study:

- Improve circulation and safety for all modes of transportation in the Bishop downtown area
- Accommodate commercial truck traffic for US 395 and US 6
- Keep services visible for through-traffic on any route, and have easy on/off connections to the highway

Two identified concepts were to improve access between the City and the housing areas to the west, and to improve City street alternatives to Main Street/US 395 that accommodates north-south movements of local traffic on either side of Main Street. Two of these subsequent recommendations fall within this Corridor Plan project’s defined planning area, and are consistent with the Circulation Plan of the City of Bishop General Plan. Additionally, they are consistent with current thought and planning at Caltrans District 9, Inyo County, and the City of Bishop:

- Placement of a signal at the See Vee Lane/US 395 intersection
- Improve the US 6/Wye Road intersection

The Bishop Area Access & Circulation Feasibility Study recommendations for making specific incremental improvements to the existing state highway system are all still relevant in terms of likely or possible objectives for this Corridor Plan and Specific Plan/EIR. Recommendations include:

- Sidewalks (continuous, both sides)
- Improved driveway definition
- Consideration of a raised curb median to control left turn movements
- The placement of a signal at the intersection of See Vee Lane and US 395
- Improvement of southbound turn movement from US 395 to US 6
- Increased queueing length or a signal or 4-way stop at the Wye Road/US 6 intersection
- The alignment correction of Wye Road west of, and east of, the US 6 intersection

Recommended improvements identified in the Inyo County Regional Transportation Plan include the signalization of the See Vee Lane/US 395-intersection, and defining access with sidewalks and driveways. The Bishop Reservation Pedestrian and Bicycle Safety Plan proposes sidewalks on US 395, adjacent to
reservation lands, and to “Provide a continuous pedestrian circulation network along all streets within and adjoining to the Reservation.” Finally, California Resources for Sustainability (CARES) has identified sustainable community planning, promoting, community and individual action, public health, natural resource conservation, and air quality as sustainability topics in connection with the *Inyo County Collaborative Bikeways Plan (2008)*

**Preliminary Research Report Overview**

In consideration of the project purpose and relevant goals and objectives from previous planning efforts, this Preliminary Research Report involved a review of relevant documents, data, and mapping to describe existing conditions, identify issues and concerns, and highlight potential opportunities and constraints. This information is organized by the following general topics:

- Jurisdictions and Land Use Framework
- Social Justice, Environmental Quality, and Sustainability
- Community Identity, Corridor Aesthetic
- Corridor User Safety
- Bicyclist, Pedestrian and Disabled User Mobility
- Transit Services
- Traffic Volumes and Roadways Level of Service (LOS)
- Goods Movement
- Transportation System Management (TSM)
II. Jurisdictions and Land Use Framework

Jurisdictions

Jurisdiction over land included in the project boundary is held by the County of Inyo and the City of Bishop, in proximity to Bishop Paiute Tribe lands. Additionally, the Los Angeles Department of Water and Power (LADWP) owns a significant portion of land within the project area as well as throughout the greater Owens Valley.

Figure 2. Jurisdictional Boundary Map

Land Use Framework

Existing Land Uses

A variety of land uses exist within the project area and range from agricultural grazing, commercial retail and service uses of different scales, to residential uses. Development along the corridor includes the Bishop Plaza (anchored by Rite Aid and Value Sports), the Paiute Palace Casino and gas station, and other commercial development including a veterinary hospital, fly shop, service station, and auto repair
services. Additional developments include the Highlands Mobile Home Community, Glenwood Mobile Estates, Highlands RV Park and the Tri County Fairgrounds. Buildings are generally one to two stories in scale and constructed from a range of materials and styles. Parking and access is typically taken directly from the North Sierra Highway and parcels are smaller in size and configuration in the central “village area” of the corridor, flanked by much larger parcels to the east and west.

General Plans

The General Plans serve as the guiding planning documents for the region. The County of Inyo adopted an updated General Plan in 2001. Elements include Government, Land Use, Economic Development, Housing, Circulation, Conservation/Open Space, and Public Safety. The City of Bishop adopted an updated General Plan in 1993. Elements include Economic Development, Land Use, Housing, Circulation, Noise, Public Services/Facilities, Parks/Recreation, Conservation/Open Space, and Safety. Land use designations within the project boundary for both Inyo County as well as the City of Bishop are displayed in Figure 3.

Figure 3. General Plan Land Use

Overarching direction in the County of Inyo General Plan provides for the reasonable expansion of communities in a logical and contiguous manner that minimizes environmental impacts, minimizes public
infrastructure and service costs, and furthers the countywide economic development goals. In addition, the General Plan allows for mixed-use (commercial/residential) development in established communities. Coordination of the release of DWP lands for potential development and buffering of non-residential development to protect residential uses are also addressed. A summary of relevant General Plan policies for both the County of Inyo and the City of Bishop are provided in Appendix A.

Descriptions of County of Inyo General Plan Land Use designations within the project area are provided below:

**Retail Commercial (RC)** - This designation provides for retail and wholesale commercial uses, service uses, offices, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.40. Residential uses in this designation shall be subject to discretionary review and approval. Residential densities shall be in the range of 7.6 to 24 dwelling units per net acre. No minimum parcel size is prescribed.

**Low Density Residential (RL)** - This designation provides for single-family residential neighborhoods adjacent to existing communities or rural residential communities, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 2.01 to 4.5 dwelling units per net acre. Connection to, or development of, a water system and a sewer system acceptable to the Inyo County Environmental Health Services Department is mandatory for new development. These requirements may be satisfied by the development of, respectively, an individual well or an individual septic system if approved by the Inyo County Environmental Health Services Department. However, connection to an existing sewer system and connection to a State Small or Public Water System (as those terms are defined in the “California Safe Drinking Water Act”) is, where feasible, mandatory for any new development. No standards are provided for floor area ratio (FAR) or minimum parcel size.

**Medium High Density Residential (RMH)** - This designation provides for single-family and multi-family residential units, group quarters, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 7.6 to 15 dwelling units per net acre. If development occurs at the lower end of the density range, access and project design shall provide for ultimate development at the maximum permitted density. Connection to both an acceptable sewer and water system is mandatory. No standards are provided for floor area ratio (FAR) or minimum parcel size.

**Agriculture (A)** - This designation provides for agricultural uses on land that is suited by soils and water resources to the production of food and fiber on a regular and sustained basis, limited agricultural support services, agriculturally-oriented services, agricultural processing facilities, public and quasi-public uses, and certain compatible nonagricultural activities. Residential uses associated with the agricultural use are allowed at a maximum density of 1 du/40 acres. The FAR for nonresidential uses shall not exceed 0.10 with the following exceptions: the FAR for agriculturally oriented services (e.g. stables, feed stores, silos, etc.) shall not exceed 0.25. Minimum parcel size is 40 acres.

**Natural Resources Designation (NR)** - This designation, which is applied to land or water areas that are essentially unimproved and planned to remain open in character, provides for the preservation of natural resources, the managed production of resources, and recreational uses. No standards are provided for residential density, floor area ratio (FAR), minimum parcel size.
Descriptions of City of Bishop General Plan Land Use designations within the project area are provided below:

**Low Density Residential** - Low density residential areas provide housing for families in individual dwellings on separate lots or parcels. Suburban in character, densities in this category range from 2.0 to 5.0 dwelling units per acre (DU/AC) with lot sizes of ½ to 1/5 acre typical. Private open space provides each dwelling with outdoor living space and privacy. Development within this density range is dependent upon the availability of community water and sewer services, although access is an important secondary consideration.

**Medium Density Residential** - Medium density residential areas are typical of single family development in and in adjacent to more urbanized portions of a community. Development within this density range span single family residential units on individual parcels to smaller specialized development such as mobile home subdivisions and patio homes. Densities in this category range from 5.1 to 9.9 dwelling units per acre on lots ranging from 4,400 to 8,00 square feet. Private open space on each parcel provides privacy and outdoor living space. The provision of water, sewer, and adequate access are important local considerations.

**High Density Residential** - Structures in this category are limited to multi-story apartments or apartment type buildings. Housing provided by this type of development is oriented toward single individuals, retired persons, and others whose lifestyles are not directed toward the use and maintenance of private open space. Densities in this category range from 21.1 to 25.0 dwelling units per acre, although sizes of 20,000 square feet or greater provide the practical lower limit of land ownership necessary for proper development. Gross site area per dwelling unit in this category fall into 1,250 to 2,000 square foot range. The intensified character, reduced private open space, traffic, and height of such development make the location of these areas as important as the availability of water and sewer services.

**General Commercial** - Commercial activities in this broad category include those establishments offering a wide range of convenience consumer goods and a wide variety of personal services. Uses in this category need to reinforce one another by being grouped together with other uses oriented to the same clientele, avoiding non-active retail uses, vacant areas and other “dead” locations. Examples include those retail service uses located in the downtown central business district, shopping centers, and other mutually supporting centers. In addition, this land use designation is intended to encompass commercial activities dependent upon a transient, automobile oriented clientele. As a result, the uses within this designation tend to locate along the heavily traveled Highway 395, West Line Street, and Highway 6 frontages on large parcels.

**Parks and Open Space** - This land use category identifies the active and passive recreational facilities in the City of Bishop. Existing City parks are included in this category, as well as the riparian corridors which LADWP utilizes for drainage maintenance, that meander through Bishop. These areas are intended for the preservation of the natural environment as well as the inclusion of usable parkland for recreational purposes.
Public Land - This land use category is characterized by activities that are intended to serve the general public in varying capacities. These uses include schools, police and fire stations, the Fairgrounds, public works facilities, etc.

Zoning

Title 18 of the Inyo County Code addresses zoning throughout the County. Included in the project area are zones for Open Space, Multifamily, Single-family, Highway Services and Tourist Commercial, Professional Offices, General Commercial, and Tribal Lands. Title 17 of the City of Bishop Code of Ordinances addresses zoning throughout the City of Bishop. Designated zones within the project area include Low, Medium, and High Density Residential, General Commercial and Retail, General Commercial, Highway Commercial, Office and Professional, and Open Space. Zoning designations for both the County of Inyo and the City of Bishop are shown in Figure 4.

Open Space designations allow for a range of agricultural and livestock uses while the different Commercial zones provide for retail stores and services, offices and banks, eating establishments, religious and cultural institutions, motels, and auto-related uses. With approval of a conditional use permit, a wider range of uses may be permitted such as a truck stop, mixed-use development, multiple dwellings and mobile home parks. Residential zoning designations range to allow for single-family homes to multi-family developments. The Public zoning designation applies to land owned by a public agency that provides some form of public use, such as the Tri County Fairgrounds facility.

Figure 4. Combined Zoning Map
Another element of the land use context includes Bishop Paiute Tribal lands. The Tribe considers land use and planning policies for future development and improvements as an independent and adjacent jurisdiction.
III. Social Justice, Environmental Quality and Sustainability

Existing Conditions, Issues and Concerns

Adjacent communities on both sides of the North Sierra Highway are the densest population nodes in Inyo County. The south side of the corridor includes the Bishop Paiute Reservation. On the north side of the corridor, the largest housing tract and some of the County’s largest mobile home parks offer affordable housing to many seniors and low income households. The following factors have an impact on the North Sierra Highway’s local benefit to residents of the adjacent communities, and its effectiveness as a safe and inviting transportation facility for all users:

- Incomplete network of pedestrian and bicycle facilities
- Land use/development and associated speed limits
- Air quality/Water Quality
- Roadway noise

The lack of basic dedicated alternative transportation infrastructure along the North Sierra Highway corridor (e.g., sidewalk, curb and gutter, designated crosswalks, bicycle lanes) have effectually excluded adjacent communities of the same level of alternative access and freedom of movement to what is currently supported for tourism and local use within the City of Bishop.

With particular concern for one group of corridor residents, currently most students living on the north side of the North Sierra Highway who attend Bishop Unified Schools are driven to school. Only Barlow Lane has an intersection of US 395 that is controlled by a traffic signal. Five hundred seven (507) school-aged children live in proximity to the proposed facility and would potentially use it to access the Bishop schools located one mile away. Twenty-one percent (21%) of school children walk/bike/skate to school according to a Bishop Unified School District survey from 2014. Figure 6 depicts the respective locations of residential neighborhoods and existing schools.

The lack of general local development on the corridor has furthermore contributed to a less sustainable lifestyle for residents and safety issues, such as varying speed limits. There is still an existing need for a diverse and attractive housing stock within the City of Bishop that accomplishes State-mandated housing programs, including affordable housing for low and moderate income families.

Several land parcels are owned and “wet-leased” by the Los Angeles Department of Water and Power, allowing only uses such as grazing and limited agriculture that allow for the preservation of water rights for LADWP rate payers. In addition, one of the provisions of the Long Term Water Agreement between Inyo County and LADWP identifies areas of potential release of LADWP-owned lands for sale. One such divestment area is located in the project area, north of North Sierra Highway and generally east of the Highlands RV and Mobile Home Park. Dating back at least as far as the Chandler Decree in 1912, the City of Bishop and local residents on the North Sierra Highway have partly depended on the Bishop Creek North Fork, which crosses under the North Sierra Highway near Tu-Su Lane, for fresh water.

These local environmental, land use and development factors have had an impact on the complexity of the maintenance of this segment of US 395. It currently functions in a freeway-like manner with associated safety and environmental quality issues, as opposed to a functioning State Highway commercial corridor.
or “Main Street”. As recently as February of 2014, members of the Inyo County Local Transportation Commission officially commented on the need for basic infrastructure on the corridor, including bike lanes and lighting.16

Opportunities and Constraints

In consideration of this relevant research, opportunities and constraints in connection with improving social justice, environmental quality, and sustainability involve the following key elements:

- Closing gaps and improving the connectivity of active transportation infrastructure and public open space to support local mobility options and economic development.
- Transportation-related improvements to improve environmental quality and accommodate commercial development, denser housing, and other land uses which promote and support local sustainability:
  - Lower/consistent speed limits
  - Improved access and parking opportunities
  - Additional traffic signals and pedestrian crossings
  - Optimized/coordinating traffic signals

Connected with these key elements and overall project objectives, Figure 6 provides a graphic summary of area opportunities and constraints.
Figure 6. Opportunities and Constraints
Noteworthy related opportunities and benefits are described by topic below. Associated constraints or tradeoffs identified in this research are also noted, where identified and applicable.

Active Transportation Infrastructure for Disadvantaged Residents, Support for the Development of (Affordable) Housing

- Many segments of the population that this State Highway Operation and Protection Program (SHOPP) project (see Appendix B) would serve are underserved or disadvantaged.\(^1\)
- The County of Inyo Housing Element identifies Regional Housing Needs (2014-2019) to be 160 residential units ranging in the affordability categories from Extremely Low to Above Moderate. The Housing Element establishes a number of programs and policies to address these needs.
- Support addressing the existing shortfall of 21 lowest-income housing units in the City of Bishop, as well as better accommodating existing low-income and affordable housing on or the corridor, through the development of new bicycle and pedestrian network improvements.\(^18\)
  - \textit{Constraint}: It may be necessary to increase densities within existing residential neighborhoods to stimulate growth within the City, or possibly re-designate other land uses for residential development.\(^19\)
  - \textit{Constraint}: Limited residential growth potential [in the City of Bishop] will limit the amount of commercial, business and industrial development, as well as the labor force.\(^20\)

Air Quality Improvements

- The Great Basin Unified Air Pollution Control District “supports active transportation as a way to reduce vehicle emissions, improve air quality and help reach climate change goals for California”.\(^21\)
- The County of Inyo General Plan Public Safety Element Goal AQ-1 states “provide good air quality for Inyo County to reduce impacts to human health and the economy.” This goal is supported by a range of policies and implementation measures.

Economic Development and Corridor “Activation”, Lower Speed Limits

- In connection with land use, it has already been explicitly mentioned by the City of Bishop that cooperation with LADWP is critical for increasing the availability of developable land within the existing City limits for commercial, residential, and industrial land uses.\(^22\)
  - \textit{Constraint}: The majority of vacant land that exists within the planning area is controlled by LADWP, whose very slow growth policies limit the ability for new growth and development.\(^23\)
- The City’s existing infrastructure and public facilities are capable of being expanded to meet the demands that may be generated by new development.\(^24\)
  - \textit{Constraint}: Increased noise on Highway 395 and the other major roadways of the City also poses some constraints on surrounding land uses. For example, as traffic increases throughout the planning period, additional impacts will be placed on both residential [and] commercial uses.\(^25\)
Provide safer routes to schools

- Given the location of a large population node and the Bishop Unified School District’s location approximately a mile away, there is potential [with proposed SHOPP project, see description in Appendix B] for increased walking and biking trips to school with established pedestrian infrastructure and a signalized intersection with staging for protected [pedestrian] crossings.26
IV. Community Identity and Corridor Aesthetic

The identity of the communities on the North Sierra Highway corridor are closely tied to the physical conditions of the highway and the local roadway network.

Existing Conditions, Issues and Concerns

The relative absence of a collective community identity on the corridor (compared to that of the City of Bishop and other communities in Inyo County), as well as a feeling of isolation in each neighborhood to the north and south of the North Sierra Highway, are partly the product of existing physical conditions along the highway and in the defined planning area:

- The lack of connections that feel safe and comfortable for residents and business owners to move between neighborhoods, on foot or by bike.
- The difficulty of east-west movement parallel to the highway in any mode.
- Elevated power lines and advertising billboards obscuring views of one of the most attractive natural backdrops for a developed setting anywhere in the western United States.
- Immediate views along the built portions of the corridor are characterized by inconsistent building frontages and haphazard parking arrangements.
- A shortage of “monument” and “way-finding” signage allows travelers to miss the corridor’s existing destinations, businesses, and services.

Representative photos of existing project context are provided below.

Figure 7. Area Character
Some elements of existing community character lean toward Old West and frontier themes with an eclectic mix of styles and materials. Scale ranges from small retail and service businesses to the larger Paiute Palace and Tri County Fair facilities. Earth tones and authentic materials are frequently used.

In short, the North Sierra Highway, in its current state, does not support why people have said they stay in Bishop. Figure 8 is a “word cloud” taken from the 2015 Economic Development Element Update of the City of Bishop General Plan.

**Opportunities and Constraints**

The following key opportunities will contribute to the establishment of a collective community identity on the corridor, and highlight regional attractions and associated businesses on the corridor:

- **Install continuous sidewalks and bicycle lanes and/or multi-use trails, and establish more pedestrian crossings** for the highway and its cross street approaches to encourage pedestrian activity and connectivity between all residential areas, businesses, and destinations.
- **Lower highway speed limits and make them consistent throughout the corridor.** Average vehicle speeds below 40 mph on the North Sierra Highway will improve safety and help to prevent the presence of communities, businesses, and destinations on both sides of the highway to be largely overlooked by visitors and tourists.
- **Design and install consistent and attractive way-finding signage** to corridor communities, businesses and services (e.g., RV parking on the Bishop Paiute Reservation), and to nearby recreational opportunities will help with community identity and highway user awareness of the adjacent communities and outdoor environment, as well as natural attractions and cultural heritage sites in the nearby valleys and mountain ranges.
- **Make corridor “view shed” improvements**, including eliminating parking and power lines within the State right of way wherever possible, and implementing a business signage program to increase the visibility of attractions, businesses, and services.

![Figure 8. City of Bishop General Plan, 2015 Economic Development Element Update Word Cloud](source)
V. Corridor User Safety

Improving actual corridor user safety, as well as the perception of user safety, are both important factors in creating the conditions for sustainability. The following review of existing conditions, including safety statistics and the existing physical buildout and configuration of the North Sierra Highway, points to some important safety improvement opportunities. The complementary Stakeholder Interview Summary Report addresses some of the same conditions and concerns, as well as the perception of safety and potential safety issues in consideration of anticipated future development scenarios.

Existing Conditions, Issues and Concerns

Problem Crash Locations

Traffic Data supplied by Caltrans for the North Sierra Highway Corridor over the three-year time period between October 2011 and September 2014 reveals an overall accident rate that is about 53% higher than the Statewide average, as expressed in accidents per million vehicle miles. During this study period thirty-one collisions were reported, and twelve of them were injury accidents with fourteen people injured. Collision data reflect 64.5% of all collisions involved two vehicles, 25.8% involved one vehicle only, 3.2% involved a vehicle and a bicycle, 3.2% involved 3 vehicles, and 3.2% involved a vehicle and a livestock animal. In terms of individual intersections on the North Sierra Highway, the total accident rates at Wye Road, MacGregor Avenue, Lazy A Drive (Rocking W Drive), and Pa-Ha Lane exceeded Statewide averages. The intersection of the North Sierra Highway at See Vee Lane, Tu-Su Lane, and Brockman Lane were also very close to exceeding the statewide average rate for accidents of all types.29 Not coincidentally, all of the intersections identified above are un-signalized (without traffic signals).

The signal at US 395 and See Vee Lane has been studied more than other intersections in recent years due to its impact on a known safety issue for left hand-turning movements onto eastbound/southbound US 395 from MacGregor Avenue. The end result of this study includes plans at Caltrans to make a signalized “T” intersection, creating gaps in traffic on US 395 to better accommodate egress from the Highlands Mobile Home Community at MacGregor Avenue.

A search of the State agency’s on-line database in connection with the See Vee Lane Extension Circulation Study reveals that 12 accidents occurred at or very near the MacGregor Avenue/US 395 intersection over a five-year period from January 2007 through December 2011. Of these 12 incidents, nine were “broadside” type collisions which are typically associated with movements to/from a side street or driveway. It should be noted that the number of annual crashes appears to have decreased since 2007. Caltrans implemented safety improvements including restriping and driveway widening to provide a wider shoulder on the northbound side of US 395. The See Vee Lane study notes that these improvements appear to have reduced the occurrence of collisions.29 Indeed, the crash data report for 2011 to 2014 reveals a lower crash rate after these improvements were made; three collisions were recorded at this intersection during this most recent three-year study period.30

The Transportation Injury Mapping System at UC Berkeley reports one collision resulting in an injury on the corridor between January 2005 and December 2015, with a warning that data is provisional and incomplete.31 That one incident, a vehicle collision resulting in one injury with no pedestrians involved, occurred at the intersection of Brockman Lane and US 395 in February 2013.32 A more complete picture of incidents occurring on or near to the North Sierra Highway corridor in 2013 is provided by the map
display from the *Inyo County Regional Transportation Plan* in Figure 9. Clearly, there were more collisions between automobiles on North Main Street in Bishop than there were in the North Sierra Highway corridor area, under conditions that are very similar to today.

![Figure 9. 2013 Bishop Area Auto Accidents, Inyo County Local Transportation Commission](image)

**Highway Buildout/Configuration and Adjacent Parking Access/Egress**

Caltrans has noted in an initial project justification document for improvements on the North Sierra Highway that, under its existing physical buildout and configuration, drivers may not be aware of the urban nature and high turn rate through the project limits (from See Vee Lane to Barlow Lane). Many of the driveways through this area are undefined and difficult to see. Perpendicular and parallel parking areas in front of many existing businesses have direct access to the highway and create potential for vehicle conflicts. Moreover, buildings, utility poles and other objects are located within the 20-foot clear zone normally required for a conventional highway without curbs. And the only existing crosswalk within the project area (US 395 from See Vee Lane to Barlow Lane) is at the signalized intersection at Barlow Lane.33

**Opportunities and Constraints**

The following key opportunities will contribute to improved corridor user safety for all modes of transportation:

- **Continuous active transportation facilities** to offer greater visibility and dedicated space for pedestrians, bicyclists, and disabled users.
• **Improved definition of motor vehicle driveway access and parking opportunities** to reduce conflicts between automobiles and other users of the right-of-way, and to make points of access and egress, where turning movements onto and off the highway more predictable to all highway users.

• **Transportation-related improvements for accident reduction and traffic calming** to improve safety at signalized and un-signalized intersections on the North Sierra Highway.

In connection with these key opportunities, specific previously identified and documented opportunities on the North Sierra Highway corridor, and associated benefits, are included below. Associated constraints or tradeoffs identified in this research are also noted, where identified and applicable.

**Continuous Active Transportation Facilities**

• If the proposed sidewalk [on US 395 from See Vee Lane to Barlow Lane] is constructed, driveways will be clearly delineated and the objects needing to be relocated from the clear zone and falling behind the sidewalk may require additional right of way. Resulting design approaches to relocation and new facilities could also add to overall capital improvement costs.34
  
  o **Constraint:** Objects located within the “clear zone” falling behind the curb may require additional right-of-way depending on future design concepts and typical cross-sections for the ultimate North Sierra Highway preferred alternative.

• Wider shoulders, bike lanes and paths will greatly increase safety in the region while way-finding signage, sidewalks, and connections between communities and trailheads will improve the overall experience for both visitors and residents.35
  
  o **Constraint:** The inclusion of wider shoulders and bike lanes may not be compatible elements within any future design concept, or deemed possible without the need to acquire additional right of way. Caltrans design guidance, and its policy determination on the inclusion of buffered bicycle lanes (5’-wide bike lane + 3’ buffer) in lieu of wide shoulders, could have significant impact on the North Sierra Highway Sustainable Corridor conceptual design options and what bicycle facilities are appropriate for this corridor. Emergency and incident response requirements could also have an impact on these decisions.

**Improved definition of motor vehicle driveway access and parking opportunities**

• The construction of driveways will reduce the number of vehicle conflict points by reducing and specifying the locations that side traffic may access US 395 and US 395 traffic may access businesses. This should allow through traffic on US 395 better opportunity to avoid accidents associated with vehicles turning onto US 395. These improvements should specifically reduce the number of “Broadside” accidents, related to “Failure to Yield” and “Improper Turn”.36

• If the proposed sidewalk [on US 395 from See Vee Lane to Barlow Lane] is constructed, driveways will be clearly delineated and the objects located within the clear zone will fall behind the new curb, gutter and sidewalk.37
  
  o **Constraint:** Objects located within the “clear zone” falling behind the curb may require additional right-of-way depending on future design concepts and typical cross-sections for the ultimate North Sierra Highway preferred alternative.

• The new curb [on US 395 from See Vee Lane to Barlow Lane] will give drivers a greater visual and physical cue of the edge of shoulder. Heightened awareness of access points and clearly
delineated edge of shoulder and curb should encourage drivers to comply with the safe driving speed, and thereby improve safety for all users through the project limits. (SHOPP Asset Management Pilot Request Form, 08/14/2015)

Transportation-related improvements for accident reduction and traffic calming

- With the construction of the signal at See Vee Lane, another protected crossing opportunity [for all modes] would be made available.\(^{38}\)
- Installing curb and gutter has an 11% reduction factor in all [automobile-involved] collisions, and a 20% reduction factor at an intersection with the installation of a new signal.\(^{39}\)
VI. Bicyclist, Pedestrian and Disabled User Mobility

Research conducted for this report has revealed that the mobility of active transportation users of the North Sierra Highway, in terms of improving the highway’s facilities for use by bicyclists, pedestrians, and the disabled, as well as improving their ability to access the corridor from cross-streets and other facilities, are also critical for creating conditions for local sustainability. As summarized below, research on existing conditions, issues and concerns in connection with local, non-motorized mobility along the corridor is focused on the accessibility and integration of these modes. This summary is followed by an identification of associated and previously documented opportunities and constraints.

Existing Conditions, Issues and Concerns

The following review of existing conditions points to important alternative mobility improvement opportunities. The complementary Stakeholder Interview Summary Report addresses some of the same conditions and concerns, as well as the perception of alternative mobility options and potential issues in consideration of anticipated future development scenarios.

Multi-Modal Integration

Technically and officially, multi-modal integration has already occurred on North Sierra Highway. For example, the Inyo County Renewable Energy General Plan Amendment Draft Program EIR (2011) indicates that the Inyo County Collaborative Bikeways Plan (2008), as implemented, is not in conflict with the Inyo County General Plan or any of its amendments.40 Contrasting with the implied view that the lower of the two allowed classes of bicycle facilities is currently acceptable where the Bikeway Plan network overlaps North Sierra Highway, it should be noted that the Inyo County General Plan Circulation Element (2001)
requires all to consider the non-motorized modes as an alternative in the transportation planning process, and to support plans that propose multi-modal use of the State Highway and County roadway system.41

**Bicyclist Mobility**

Figure 10 shows how the *Inyo County Collaborative Bikeways Plan* calls for Class II (bicycle lanes) or Class III (signed bicycle route/wide shoulder) facilities on US 395 between “the Bishop Wye” and Brockman Lane.42 In reality, the existing shoulders as designated bicycle facilities on the North Sierra Highway do not fully meet established Class III criteria. There is a lack of continuous wide (7’-8’) shoulders, a reality which fails to provide adequate safe or comfortable separation between bicyclists and auto/truck traffic in many areas. The existence of “pinch points”, particularly in front of businesses and where the highway crosses water culverts, adds to the overall level of bicyclist discomfort and lowers the perception of practical bicycle travel or mobility on the corridor. The lack of associated bike route and regulatory signs compounds the feeling that bicycling on the North Sierra Highway is discouraged, and even dangerous.43

**Pedestrian and Disable User Mobility, Access**

The Inyo County Regional Transportation Plan recognizes the need to enhance pedestrian facilities for recreationalists, tourists, and residents alike on the North Sierra Highway Corridor, stating that sidewalks, crosswalks, and lighting are particularly important for residents with disabilities.44

**Opportunities and Constraints**

The following key opportunities will contribute to improved mobility for bicyclists, pedestrians, and disabled users:

- **Continuous active transportation facilities** to offer a safe and connected network within the Sustainable Corridor defined planning area for all mobility purposes, including utilitarian trips, safe routes to schools, events, emergencies, evacuations, other practical transportation, and recreation/fitness.
• **Further multi-modal integration within the right-of-way** to improve practical mobility in the form of connected and easily navigable non-motorized transportation options between communities, businesses, and services on the North Sierra Highway corridor, and between corridor area communities and the City of Bishop, Bishop Unified Schools and other nearby destinations and recreation opportunities.

In connection with these key opportunities guided by research on previous and relevant planning efforts, specific mobility opportunities and associated benefits on the North Sierra Highway corridor are identified below. Associated constraints or tradeoffs are also noted, where applicable.

**Achieve continuous/connected dedicated pedestrian and disabled facilities on N. Sierra Highway:**

- Build upon what exists and provide additional linear feet of sidewalk to fill gaps.
- Construct needed linear feet of multi-use pathway between existing multi-use trail and See Vee Lane, along south edge of North Sierra Highway right-of-way.
  - *Constraint:* May require LADWP cooperation in the form of land easement(s) for such purpose, as well as cooperation with interested parties in connecting or developing the Fairgrounds and West Bishop-Bishop Unified Schools area.
- Provide an increased number of protected pedestrian crossing opportunities, with the possible addition of traffic signals at studied North Sierra Highway intersections, and by reserving dedicated space for separated-grade crossings in the long-term.

**Complete and build upon previous bicycle network and facilities planning efforts:**

- Upgrade the North Sierra Highway from having the existing Class III bicycle facility (signed bike route in shoulder) to having a connected Class I facilities (trails and side paths) and Class II facilities (“buffered” bicycle lanes).
As shown in Figure 13, the expansion of existing Class I facilities, and upgrading existing Class III facilities to Class II facilities is officially supported by the City of Bishop General Plan Mobility Element Bikeway Plan (2012), and is also consistent with the Inyo County Collaborative Bikeways Plan (2008), with some minor additions where appropriate. As noted recently by Caltrans District 9 planning, Class II bicycle lanes [in the City of Bishop Bikeway Plan] also lead to the [SHOPP] project limits [on US 395 between See Vee Lane and Barlow Lane]. The [SHOPP] project would provide for a continuation of these lanes and link to a Class I [multi-use] facility that provides access to schools and downtown.

Figure 13. City of Bishop General Plan Mobility Element Bikeway Plan, 2012
VII. Transit Services

In a broad sense, improving transit services and making them relevant on the North Sierra Highway would satisfy every State and Federal Transportation planning goal identified in the grant application for this Corridor Plan. Research on existing conditions, issues and concerns in connection with transit services on the North Sierra Highway reveals the need for existing transit services to better match actual transit demand. This discussion is followed by an identification of associated opportunities and constraints.

Existing Conditions, Issues and Concerns

The following review of existing conditions, issues and concerns points to some important transit services improvement opportunities. The complementary Stakeholder Interview Summary Report addresses some of the same conditions and concerns, as well as the perception of transit services and the suitability of future transit-related improvements.

No Regular Transit Services

Local fixed-route transit services are not offered for Bishop and the surrounding unincorporated areas, including on the North Sierra Highway corridor. Yet there is demonstrated demand in the Bishop area for expanded on-demand transit services from the Eastern Sierra Transit Authority (ESTA). One reason for the lack of local fixed-route transit services could be the fact that inter-city and inter-county routes have taken funding priority, as ESTA was formed through a Joint Powers Agreement between Inyo County, Mono County, the City of Bishop and the Town of Mammoth Lakes in 2006.

Also with this reality, there are no existing signed transit stops, or associated transit amenities such as shelters, benches, or trash receptacles. As can be seen within the inset map in Figure 14, there are several destinations in the City of Bishop urbanized area that are not directly serviced by the existing inter-city transit routes.

Figure 14. Inyo and Mono Counties Activity Centers and ESTA Regional Routes
Insufficient On-Demand Services

Per a staff report to the Inyo County Local Transportation Commission, recent feedback given from area residents indicates that the Eastern Sierra Transit Authority on-demand ("Dial A Ride") service may not have capacity and service hours to meet documented early morning, evening-time, and weekend demand.49

Opportunities and Constraints

The following key opportunities will contribute to improved transit services and meeting state and federal transportation planning goals on the North Sierra Highway corridor:

- **Expand transit services and options, and introduce fixed route services on the North Sierra Highway corridor and beyond**, thereby improving multi-modal mobility and accessibility, preserving the multi-modal transportation system, supporting a vibrant economy, improving public safety and security, fostering livable and healthy communities, promoting social equity, and helping citizens to practice environmental stewardship.50
- **Provide transit-related amenities** to increase the use and efficiency of existing on-demand transit services, and in anticipation of introducing local fixed-route transit services on the North Sierra Highway corridor and beyond.

In connection with these key opportunities, specific transit service improvement opportunities and associated benefits on the North Sierra Highway corridor are identified below. Associated constraints or tradeoffs are also noted, where applicable.

**Expand transit services and options, and introduce fixed route services on the North Sierra Highway corridor and beyond:**

- Augment Eastern Sierra Transit Authority on-demand ("Dial A Ride") service capacity and service hours to meet documented early morning, evening-time, and weekend demand.51
- Establish a local “circulator” route in cooperation with the Inyo County Local Transportation Commission and the Eastern Sierra Transit Authority, to meet an “Unmet Transit Need” that is “Reasonable to meet”, as defined or identified in the *Inyo County Regional Transportation Plan*, to benefit corridor area and City of Bishop residents.52
- With a new transit service, making sidewalk, trail, and bicycle facility connections to associated stops will help to promote active transportation.
  - **Constraint:** According to the Inyo County Local Transportation Commission, an “Unmet Transit Need” exists if an individual or individuals of any age or physical condition are unable to transport themselves from one location to another. An Unmet Transit Need is, at a minimum, those public transportation or specialized transportation services identified in the Regional Transportation Plan and not yet implemented or funded. A documented Unmet Transit Need is “Reasonable to Meet” if a service can be provided which meets a minimum farebox ratio of 10% of operating costs and it is transit service for essential intra-county purposes which are defined as medical or dental services, shopping, employment, personal business, or social service appointments.53
Provide Transit-Related Amenities

- Construct transit-related amenities (e.g., shelters, route information and vehicle status signs, benches, and trash receptacles) to support on-demand and possibly fixed-route transit at key destinations on the North Sierra Highway or on nearby cross-streets within the defined planning area. Such transit-related amenities would be connected to bicyclist, pedestrian, and disabled user facilities for multi-modal connectivity. Potential locations for two new transit stops include one at Rite-Aid Plaza (northbound) and the Paiute Palace (southbound), based on preliminary discussions with ESTA.

Figure 15. Sample Transit Shelter
VIII. Traffic Volumes and Roadway Level of Service (Autos)

The following review of existing conditions, issues and concerns points to highly relevant Level of Service (LOS) opportunities and constraints in connection with this planning effort. The complementary Stakeholder Interview Summary Report addresses some of the same conditions and concerns, as well as the perception of traffic volumes and the suitability of future LOS-related improvements.

Existing Conditions, Issues and Concerns

Historical and existing LOS conditions on the North Sierra Highway are described below, revealing a non-linear traffic volume growth pattern. It is important to note that traffic volumes on the corridor may be influenced by local and regional economic factors, and larger macro-economic factors such as the price of unleaded fuel.

Unbalanced Traffic Volumes

The combined automobile and truck traffic volumes on the eastern portion of the North Sierra Highway (between Barlow Lane and “the Bishop Wye”) have been slightly less, historically, than the volumes on N. Main Street in Bishop. Vehicles on this segment and on N. Main Street typically consist of a mix of inter-city and intra-city or local traffic, especially during the daytime hours. The traffic volumes to the west of Barlow Lane, in contrast, have always been approximately one-half of N. Main Street volumes, and have predominantly consisted of inter-city traffic. Perhaps most significantly, traffic volumes on North Sierra Highway hardly ever approach existing capacity – the “return trip” from Mammoth over the Thanksgiving holiday is the only occasion every year when congestion on the corridor presents operational issues.54

Capacity Exceeds Existing Demand

In 2014, a Caltrans District 9 speed zone survey indicates that average daily traffic on US 395 at “the Bishop Wye” was 13,700, and 13,400 at See Vee Lane.55 The 2013 See Vee Lane Extension – Traffic Circulation Study reveals that AM peak hour volume on US 395 at the See Vee Lane intersection was 581 in the eastbound direction and 388 in the westbound direction (including all turning movements). In the PM peak hour, the eastbound volume on US 395 at the See Vee Lane intersection was 630, and the total westbound volume was 584. The intersection “Level of Service” was “A” or “B” for any movement in any direction during both peak hours, indicating that the average delay per vehicle was never more than 15 seconds. These measures indicate that, as of November 2013, the “flow rate” and general conditions for automobile traffic were more than adequate to meet existing demand on this busier end of the corridor. Intersection capacity utilization was around 25% and 32% during the AM and PM peak hours, respectively.56

These more recent traffic volume figures are lower than the 2004 figures included in the Bishop Area Access and Circulation Feasibility Study, indicating that overall traffic volumes on the North Sierra Highway have dropped by a significant amount in the past ten years. At a point approximately one mile west of the Corridor Plan project limits on US 395, the average annual daily traffic (ADT) in 2004 was 9,150, and the average daily truck traffic (ADTT) was 732. The ADT on N. Main St. in the Bishop CBD was 18,784 and the ADTT was 845.57 As shown in Figure 16, comparatively, in a 2013 count for the Inyo County Regional...
Transportation Plan, the total average daily traffic was 7,300 at the same location, and the total average daily traffic at “the Bishop Wye” curve and on N. Main Street was 13,100.58

It should also be noted that Caltrans does not expect traffic on US 395 in Bishop to return to these 2004 levels by its own future planning horizons. In connection with its State Highway Operation and Protection Program project planning, Caltrans projects that traffic volumes at “the Bishop Wye” and on N. Main Street will grow at a 0.5% annual rate for the foreseeable future. According to a recently planned project, total volumes on these segments will be 13,770 in 2024, 14,550 in 2034, and 15,300 in 2044.59 As shown in Figure 17, the Inyo County Regional Transportation Plan corroborates these estimated future traffic volumes on US 395 in Bishop, putting total volumes at 14,040 on N. Main Street (and on the eastern portion of the North Sierra Highway, by association) by 2035.60
Growing North-South and Local Travel Demand

Traffic volumes on north-south streets intersecting with the North Sierra Highway have increased at a higher rate of growth. This reality is due to the growth of residential areas and communities on the north and south sides of the highway, the popularity of the few businesses located on the corridor, the centralized location of Bishop Unified Schools in West Bishop, the location of most employment opportunities along N. Main Street in Bishop, as well as frequent congestion on N. Main Street (the principal north-south transportation artery in Bishop). Figure 18 taken from the Inyo County Regional Transportation Plan shows that average daily traffic on See Vee Lane, the most popular alternative to N. Main Street, was 1,884 vehicles at W. Line Street and 1,336 vehicles at US 395/North Sierra Highway in 2013. The former figure represents approximately 13% more traffic than the average of 1,669 vehicles per day counted at the same location on See Vee Lane in 1999.61

The presence of a traffic signal at the Barlow Lane / US 395 intersection implies that traffic at this location met a signal warrant after January of 2000, when average daily traffic on Barlow Lane south of US 395 was 2,680 vehicles.62 Also in 2000, Brockman Lane carried an average of 808 vehicles per day to the north of US 395, and 1,224 vehicles to the south of the highway.63 Actual current volumes on Brockman, combined with safety concerns for the higher levels of highway cross-traffic, could merit a signal warrant study for this highway intersection.
Opportunities and Constraints

The following key opportunities will help to improve and/or maintain acceptable LOS on the North Sierra Highway corridor while also allowing for multi-modal transportation improvements:

- **Install additional traffic controls**, including traffic signals on the North Sierra Highway, to better manage existing demand on the highway and on its cross-streets.
- **Adjust travel speeds and normalize flow rates, corridor-wide** to make them more consistent with acceptable LOS for urbanized area arterials.

In connection with these key opportunities, specific LOS-related improvement opportunities and associated benefits on the North Sierra Highway corridor are identified below. Associated constraints or tradeoffs are also noted, where applicable.

Additional Traffic Controls

- Add planned traffic signal at the North Sierra Highway intersection with See Vee Lane, to improve peak-hour level of service from “B” to “A” in all directions, while allowing for a protected crossing of the highway for bicyclists, pedestrians, and disabled users.
- Possible addition of other traffic signals on North Sierra Highway, to accommodate growing north-south automobile traffic volumes/demand, offer additional protected crossing opportunities for all modes, and reduce automobile crash rates exceeding statewide averages.
  - **Constraint**: Relevant Caltrans traffic signal warrant and highway management policies.

Adjust Travel Speeds and Normalize “Flow Rates”, Corridor-Wide

- Lower posted speed limits and make them consistent throughout the corridor, to improve safety and reduce congestion and negative LOS impacts related to automobile accidents, while maintaining acceptable traffic flow rates and LOS under normal conditions.
  - **Constraint**: Maintain a minimum LOS “C” on all roadways in the County. LOS “C” should be maintained except where roadways expansions or reconfigurations will adversely impact the small community character and economic viability of designated Central Business Districts.\(^{64}\)
  - **Constraint**: Caltrans speed limit policies and existing justification for varied speed limits on the corridor.
IX. Goods Movement

The following review of existing conditions, issues and concerns about goods movement, namely truck traffic on the North Sierra Highway, points to important user comfort, safety, and environmental quality improvement opportunities and constraints in connection with the Corridor Plan. The complementary Stakeholder Interview Summary Report addresses some of the same conditions and concerns, as well as the perception of truck traffic and its existing and potential economic benefits to the corridor area.

Existing Conditions, Issues and Concerns

Truck traffic existing conditions, issues and concerns are described below. Historical and existing truck traffic volumes on the North Sierra Highway, as reviewed in this research, reveal a non-linear truck traffic volume growth pattern that may be subject to inter-regional and nation-wide demand for trucking services, which in turn are dependent on macro-economic cycles and factors such as diesel fuel prices.

Trucking’s Permanence and the Need for Its Improved Integration

Trucking is the primary form of goods movement in Inyo County. Given this reality, the County’s Regional Transportation Plan recognizes that the potential for issues arise in the downtown areas of communities where bicycle/pedestrian travel is more common. Maintaining state highways to a level that is sufficient for goods movement and providing adequate truck parking will continue to be an important regional transportation need.65

Decreased Truck Traffic Volumes

A review of historical truck traffic on Inyo state highways shows that truck traffic has generally decreased over the last seven years on US 395 with the exception of at SR 168 and US 6 in Bishop. SR 190 between Olancha and Junction with SR 136 has seen an increase in truck traffic of 10 to 18 percent from 2006 - 2013. Truck traffic has also increased on SR 168 between Brockman Lane and US 395 (3 to 12 percent increase).66 This sustained growth in truck traffic over the past five years coincides with a national economic recovery and increased inter-regional trips generated by a concentration of development and new industrial activity in Reno and Northern Nevada.

Opportunities and Constraints

The following key opportunities will help to improve and/or maintain trucking conditions on the North Sierra Highway corridor, while also allowing for multi-modal transportation improvements:

- **Test and implement highway configuration changes** to improve the integration of truck traffic with other modes and resulting corridor user safety and comfort, while maintaining or improving truck traffic throughput.
- **Adjust travel speeds and normalize flow rates, corridor-wide** to make them more consistent with acceptable LOS for urbanized area arterials.
- **Improve trucking-related rest opportunities and associated services**, to support economic development and corridor/City identity.
In connection with these key opportunities, specific trucking-related improvement opportunities and associated benefits on the North Sierra Highway corridor are identified below. Associated constraints or tradeoffs are also noted, where applicable.

**Test and implement highway configuration changes**

- Streamline commercial vehicle (truck) through-traffic with wide designated center lanes and lane restrictions for trucks in outside lanes except for necessary turning movements, to improve pedestrian comfort on the edges of the right-of-way, the visibility of pedestrian crossings and automobile highway access/egress, and to reduce roadway noise impacts.
  - *Constraint:* US 395 is included in the Subsystem of Highways for the Movement of Extra Legal Permits Loads (SHELL) system, and is a Federal Surface Transportation Assistance Act (STAA) route that authorizes use by larger trucks and gives them access to facilities off the route.\(^6^7\)

**Adjust Travel Speeds and Normalize Flow Rates, Corridor-Wide**

- Lower posted trucking speed limits and make them consistent throughout the corridor, to improve overall safety and the efficiency of commercial vehicle operations, reduce congestion and negative LOS impacts related to accidents, while maintaining acceptable traffic flow rates and LOS under normal conditions.
  - *Constraint:* Maintain a minimum LOS “C” on all roadways in the County. LOS “C” should be maintained except where roadways expansions or reconfigurations will adversely impact the small community character and economic viability of designated Central Business Districts.\(^6^8\)
  - *Constraint:* Caltrans speed limit policies and existing justification for varied speed limits on the corridor.

**Improve Trucking-Related Rest Opportunities and Associated Services**

- Accommodate through roadway/intersection design and access, additional trucking services as economic development land use(s) in the Bishop “Y” area defined by the US 6/US 395/Wye Road/N. Main Street junction.
  - *Constraint:* LADWP lease policies and restrictions associated with existing and future service station leases in the Bishop Y area.
X. Transportation/Traffic System Management (TSM)

Traffic Systems Management (TSM), in combination with planning for transportation operations, is used to increase the capacity and efficiency of State and local transportation systems and allow for an increased number of peak-hour person-trips without significant impacts to delay. TSM is accomplished through the strategic improvement of existing transportation facilities and networks with the goal of major construction and additional capacity being used only as a last resort.69 System management strategies typically have high benefit/cost ratios and help Caltrans achieve its goals of system performance, stewardship, safety and operational efficiency. New and evolving federal and State policies direct Caltrans to improve its system management planning practices as a basis for performance-based decision-making. Intelligent Transportation Systems (ITS) planning and deployment is an important component.70

The following review of existing conditions, issues and concerns in connection with TSM on the North Sierra Highway and in the local area roadway network points to potential improvement opportunities and constraints in connection with the Corridor Plan. The complementary Stakeholder Interview Summary Report addresses some of the same conditions and concerns, as well as the perception of multi-modal transportation efficiency and mobility.

Existing Conditions, Issues and Concerns

Existing conditions, issues and concerns in connection with TSM and operations planning are described below.

Growing North-South Local Travel Demand, Congestion on N. Main Street and City-wide Traffic Circulation

The City of Bishop General Plan recognizes that increased congestion on Highway 395 [N. Main Street] will result in the need to significantly modify the circulation system within the City of Bishop to accommodate future traffic levels.71 Additionally, the Caltrans Bishop Area Access and Circulation Feasibility Study concludes that high volumes in the Bishop CBD are generated (mostly) by local traffic and not truck or interregional traffic.

Highway Buildout/Configuration and Adjacent Parking Access/Egress

The efficiency of turning movements onto and off the North Sierra Highway, as well as the proximity of parked vehicles and parking operations to the Highway travel lanes, has an observed impact on highway throughput and perceived safety. Caltrans notes in an initial project justification document for future improvements on the North Sierra Highway that, under its existing physical buildout and configuration, drivers may not be aware of the urban nature and high turn rate through the project limits [from See Vee Lane to Barlow Lane]. Many of the driveways through this area are undefined and difficult to see.72 This reality leads to many inefficiencies on the roadway network, including parking operations and access/egress impeding through traffic, as well as several un-optimized routes resulting from missed turns and traffic moving too fast for safe turning movements.
**Wye Road Opportunity Area**

The triangle defined by Highway 395, North Main Street / Highway 6 and Wye Road has traffic issues related to the intersections created by this triangle. Also, the proximity of the Kmart / Vons shopping center driveway presents significant operational issues in the area.73

**Opportunities and Constraints**

The following key opportunities will help to improve TSM and resulting transportation operations and the efficiency of the corridor area roadway network, while also supporting multi-modal transportation improvements:

- **Pursue access management strategies** to better define access and egress opportunities along the North Sierra Highway Corridor, to reduce the number of “conflict points”,74 and to allow for other TSM strategies.
- **Study and install additional traffic controls and highway configuration changes** to improve multi-modal integration and resulting corridor user safety and comfort, while maintaining or improving automobile and truck traffic throughput.
- **Establish stronger alternative north-south and east-west roadway links** to relieve traffic on N. Main Street and improve overall roadway network efficiency.
- **Address Tri-County Fairgrounds orientation and access, as well as the Wye Road Opportunity Area** to improve automobile traffic flow and circulation, and to accommodate greater multi-modal integration and active transportation mobility and access.

In connection with these key opportunities, specific TSM-related improvement opportunities and associated benefits on the North Sierra Highway corridor are identified below. Associated constraints or tradeoffs are also noted, where applicable.

**Access Management**

- Study and potentially employ “access management” strategies including driveway consolidation and no left turns at driveways near intersections.
  - **Constraint**: Maintaining fair and equal access to local businesses and services, and to associated private and shared parking.

**Study additional traffic controls and highway configuration changes**

- Install planned traffic signal at See Vee Lane, and study the probably TSM effects of other new signalized intersections on the North Sierra Highway (e.g., at Brockman Lane).

**Establish stronger alternative north-south and east-west roadway links**

- Establish stronger alternative north-south linkages to relieve traffic on N. Main St., as the design and construction of new streets, street extensions, or capacity improvements to existing streets including See Vee Lane, Barlow Lane, and Brockman Lane.
- Study and plan to implement those parts of the envisioned corridor area roadway network in the City of Bishop Circulation Plan that are still viewed as beneficial to TSM for the Bishop area as a
whole, and to transportation operations inside the North Sierra Highway corridor area. See Figure 19, below.

Figure 19. City of Bishop General Plan, Circulation Plan
Wye Road Opportunity Area

- Develop a traffic engineering and conceptual alternative to the existing layout of intersecting roadways and adjacent access. Detailed designs to make the associated changes could include TSM and Intelligent Transportation System (ITS) strategies within a comprehensive land use-transportation solution for the Wye Road Opportunity Area.
- Further study and utilize preferred alternatives from previous studies, including those that effectively square off the US 395 / US 6 / Wye Road junction and allow for re-purposing the bend, giving more room for access and viewing Fairgrounds events, and possibly for trucking services in the Wye gas stations area.
- Land use and transportation demands may make a wider than standard cross section appropriate for Wye Road.76
  - Constraint: Because three of the intersection legs are State Highways, and land under the Los Angeles DWP ownership and other private ownership would be affected, a coordinated approach to land use and traffic will be required to identify a comprehensive solution for this area.77

Figure 20. Wye Road Opportunity Area
Tri-County Fairgrounds Orientation and Access

- In coordination with addressing the Wye Road Opportunity Area (see above), provide multi-modal access and shared parking opportunities on the North Sierra Highway and N. Main Street approaches to the fairgrounds.

- **Constraint:** Land under Caltrans and the Los Angeles DWP ownership, and perhaps other private ownership would be affected, a coordinated approach to land use and traffic will be required to identify a comprehensive solution for this area.78

![Figure 21. Tri-County Fairgrounds Opportunity Area](image)
Appendix A: Supporting Policies, Programs & Plans

Goals and Policies

Inyo County 2015 Regional Transportation Plan

Goal 2: A Transportation System Which Is Safe, Efficient, and Comfortable, Which Meets the Needs of People and Goods, and Enhances the Lifestyle of the County’s Residents

Goal 3: Maintain Adequate Capacity on State Routes (SRs) and Local Routes in and Surrounding Inyo County and City of Bishop

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

Goal 6: Provide for the Parking Needs of Local Residents, Visitors, and Tourists

Goal 9: Incorporate New Developments in Transportation Technology, Including ITS Approaches

Goal 10: Management of the Transportation System

Goal 11: Transportation Demand Management (TDM)

Goal 12: Land Use Integration

Policy RH-1.8 Priority to Efficiency Projects. Give priority to transportation projects designed to improve the efficiency, safety, and quality of existing facilities. [Existing Streets, Roads, and Highways Policy]. (Inyo County General Plan Circulation Element, December 2001) (Policy 2.4, City of Bishop General Plan Mobility Element, 2012)

Policy RH-1.9 Plan Comprehensive Transportation System. Continually plan, prioritize, design, and develop a comprehensive transportation system in cooperative partnership . . . [Existing Street, Roads, and Highways Policy 1] (Inyo County General Plan Circulation Element, December 2001)

Policy RH-2.1 Improve U.S. 395 in Sections. Support improvements to U.S. 395 as funding allows. [Existing Streets, Roads, and Highways Goal 2 and Objective 8 revised] (Inyo County General Plan Circulation Element, December 2001)

Policy 1.1 Promote accessible transportation services and facilities that are responsive to the needs of residents, businesses, and visitors. (City of Bishop General Plan Mobility Element, 2012)

Policy 1.2 Facilitate future plans and programs for enhancing mobility while preserving the existing character of the City. (City of Bishop General Plan Mobility Element, 2012)

Policy 1.3 Encourage transportation strategies that achieve energy conservation, reduce air pollution, and protect water and other environmental resources. (City of Bishop General Plan Mobility Element, 2012)

Policy 1.4 Reduce the need for vehicular travel by facilitating non-auto modes of travel. (City of Bishop General Plan Mobility Element, 2012)

Policy 2.1 Promote street system additions and improvements that enhance accessibility. (City of Bishop General Plan Mobility Element, 2012)

Policy 2.5 Promote transportation programs that enhance the downtown area by improving accessibility. (City of Bishop General Plan Mobility Element, 2012)
Policy 2.6 Consider aesthetic values such as streetscape features in new roadways and roadway improvements. (City of Bishop General Plan Mobility Element, 2012)

Policy 2.7 Ensure transportation facilities are developed, operated and maintained to protect and enhance water and other environmental resources. (City of Bishop General Plan Mobility Element, 2012)

Action 2.1 Pursue the construction of new roadway links as shown on the ME roadway plan. (City of Bishop General Plan Mobility Element, 2012)

Action 2.2 Develop and maintain the City street network consistent with the ME roadway plan, including appropriate roadway widths, bicycle lanes, and pedestrian amenities. (City of Bishop General Plan Mobility Element, 2012)

Action 2.5 Minimize the number of driveways by requiring shared/common driveways where feasible. (City of Bishop General Plan Mobility Element, 2012)

Action 2.7 Require new utilities to be located underground and work with utility companies to move existing overhead facilities underground. (City of Bishop General Plan Mobility Element, 2012)

Action 2.8 Utilize intelligent transportation control systems to improve traffic flow and safety on the City’s roadway system. (City of Bishop General Plan Mobility Element, 2012)
Action 2.9 Participate with the Inyo County LTC and Caltrans for evaluating measures to improve traffic flow in the City, with focus on major intersections through the downtown area. (City of Bishop General Plan Mobility Element, 2012)

Policy 3.1 Encourage transit ridership between Bishop and the surrounding communities. (City of Bishop General Plan Mobility Element, 2012)

Policy 3.2 Enhance local transit accessibility for residents and visitors. (City of Bishop General Plan Mobility Element, 2012)

Action 3.2 Enhance local/regional bus system interface by providing convenient and attractive access locations. (City of Bishop General Plan Mobility Element, 2012)

Policy 4.1 Promote bicycle travel as part of serving the overall mobility needs of the City. (City of Bishop General Plan Mobility Element, 2012)

Policy 4.2 Encourage productive and complementary use of city street right of way for bicycle facilities. (City of Bishop General Plan Mobility Element, 2012)

Policy 4.3 Support the goals and implementing actions of the Inyo County Collaborative Bikeways Plan. (City of Bishop General Plan Mobility Element, 2012)

Policy 4.4 Promote connections of City bike facilities to trail networks outside of the City. (City of Bishop General Plan Mobility Element, 2012)

Action 4.1 Develop and maintain a system of bicycle facilities in accordance with the ME Bikeway Plan with emphasis on Class 1 and Class 2 facilities where possible. (City of Bishop General Plan Mobility Element, 2012)

Action 4.2 Coordinate planning for bicycle facilities with the County and the Bishop Paiute Tribe. (City of Bishop General Plan Mobility Element, 2012)

Action 4.3 Incorporate facilities suitable for bicycle use in the design of intersections, and other street-improvement/maintenance projects. (City of Bishop General Plan Mobility Element, 2012)

Action 4.4 Make improvements to streets, signs, and traffic signals as needed to improve bicycle convenience and safety and consider digital way-finding. (City of Bishop General Plan Mobility Element, 2012)

Action 4.5 Install bicycle parking in the Downtown area and at City parks, civic buildings, and other community centers. (City of Bishop General Plan Mobility Element, 2012)

Action 4.6 Work with the school district and college to promote cycling and bicycle access. (City of Bishop General Plan Mobility Element, 2012)

Action 4.7 Encourage employers to provide secure bicycle parking facilities. (City of Bishop General Plan Mobility Element, 2012)
Policy 6.1 Consider pedestrians in all land use and transportation planning. (City of Bishop General Plan Mobility Element, 2012)

Policy 6.2 Support the implementation of sidewalks and walkways on existing and future streets as in Policy 2.3. (City of Bishop General Plan Mobility Element, 2012)

Policy 6.3 Promote facilities and amenities that enhance the walkability of the City. (City of Bishop General Plan Mobility Element, 2012)

Policy 6.4 Require all new or renovated pedestrian facilities to be of a sufficient width to ensure pedestrian comfort and safety and to accommodate the special needs of the physically disabled. (City of Bishop General Plan Mobility Element, 2012)

Policy 6.5 Promote connections of City pedestrian facilities to trail networks outside of the City. (City of Bishop General Plan Mobility Element, 2012)

Action 6.1 Facilitate the creation of “walking tour” and “way-finding” information that can direct residents and visitors to experience the walkability of the City. (City of Bishop General Plan Mobility Element, 2012)

Action 6.2 Provide pedestrian-oriented features, such as benches, enhanced landscaping, and trash receptacles, in high pedestrian usage areas such as the Downtown and Park areas. (City of Bishop General Plan Mobility Element, 2012)

Action 6.3 Work with neighborhoods to implement sidewalks on unimproved local streets so that sidewalk continuity can be established. (City of Bishop General Plan Mobility Element, 2012)

Action 6.4 Require new development to provide sidewalks and other pedestrian-dedicated facilities on new public streets as in Policy 2.3. (City of Bishop General Plan Mobility Element, 2012)

Action 6.5 Pursue funding for the continued replacement and repair of sidewalks that have deteriorated due to age and tree-root invasion. (City of Bishop General Plan Mobility Element, 2012)

Action 6.6 Develop and implement a program to identify, prioritize, and fund the retrofitting of existing intersections that do not currently have handicapped access ramps or have currently sub-standard ramps at the street corners. (City of Bishop General Plan Mobility Element, 2012)

Action 6.8 Coordinate planning for pedestrians with the County and the Bishop Paiute Tribe. (City of Bishop General Plan Mobility Element, 2012)

Policy 7.1 Promote programs such as signage and parking management to facilitate parking for the downtown area and for community events. (City of Bishop General Plan Mobility Element, 2012)

Policy 7.2 Encourage development that reduces parking demand and promotes alternative means of travel. (City of Bishop General Plan Mobility Element, 2012)

Policy 7.3 Encourage and facilitate the establishment of convenient parking areas to enhance parking accessibility. (City of Bishop General Plan Mobility Element, 2012)
Policy 7.4 Ensure that adequate off street parking is incorporated into all new developments and redevelopments outside the downtown commercial area. (City of Bishop General Plan Mobility Element, 2012)

Action 7.1 Pursue opportunities for parking management actions that will result in convenient parking areas for downtown. (City of Bishop General Plan Mobility Element, 2012)

Action 7.2 Improve access to local businesses for visitors by providing signed parking areas with convenient accessibility. (City of Bishop General Plan Mobility Element, 2012)

Action 7.3 Improve accessibility to community events through clear directional signage, parking and shuttle services, and information sources, particularly for tourists. (City of Bishop General Plan Mobility Element, 2012)

The 2012 Mobility Element of the City of Bishop General Plan calls for the inclusion of designated planting/landscape areas, sidewalks, and 5’ bike lanes where the roadway width will allow.
a. The County shall encourage public agencies to develop new tourist serving facilities or otherwise enhance their capacity to serve visitors on the public lands they manage.  
b. Encourage public land management and service agencies, including BLM, USFS, National Park Service (NPS), Caltrans, and LADWP to increase their capacity to serve visitors on properties they manage.

Land Use Element

Goal LU-1: Create opportunities for the reasonable expansion of communities in a logical and contiguous manner that minimizes environmental impacts, minimizes public infrastructure and service costs, and furthers the countywide economic development goals. Guide high-density population growth to those areas where services (community water and sewer systems, schools, commercial centers, etc.) are available or can be created through new land development, while providing and protecting open space areas.

- Policy LU-1.1 Community Expansion: The County shall encourage community expansion to occur in a logical and orderly manner.
- Policy LU-1.2 New Growth: The County shall plan to concentrate new growth within and contiguous to existing communities (e.g., Bishop, Big Pine, Independence, Lone Pine) and expand existing infrastructure as needed to serve these areas. As a secondary priority, the County shall plan to accommodate new growth in existing rural residential communities (e.g., Olancha, Charleston View, Mustang Mesa, Starlite Estates) and ensure the appropriate expansion of existing infrastructure.
- Policy LU-1.8 Mixed-Use Development: The County shall allow mixed-use (commercial/residential) development in established communities.
- Policy LU-1.10 LADWP Land Holdings: The County shall encourage the LADWP to inventory its land holdings situated within and adjacent to towns and communities for the purpose of determining parcels and/or acreage for future land sales to the general public; encourage LADWP to continue its on-going land sales program for the Valley towns; and encourage LADWP to trade its urban and/or community land for private open space lands.
- Policy LU-1.11 LADWP Land Releases: The County shall designate land uses for proposed LADWP land releases based on a review of the recommendations of the Conference Advisory Committee.
- Policy LU-1.15 Buffers: As part of new development review, the County shall require that residential development/districts are protected from non-residential uses by use of buffers or other devices. Landscaping, walls, building/facility placement, and other similar aesthetically pleasing devices are acceptable for this purpose. This does not include residential in mixed-use designations.
- Policy LU-1.16 Inyo – LADWP Enhancement and Mitigation Projects: All General Plan land use designations shall allow for the implementation of Enhancement/Mitigation Projects and/or mitigation measures as described in the Inyo County-Los Angeles Long Term Ground Water Management Agreement and/or the 1991 Final Environmental Impact Report that addressed that agreement.

Goal LU-2: Assure that all residential development is well planned, adequately served by necessary public facilities and infrastructure, and directed towards existing developed areas.
• Policy LU-2.10 Orderly Growth: The County shall require that residential development occur in a logical and orderly manner. This would include encouragement of developing the vacant land or redevelopment within a community and/or the development of vacant land contiguous to a developed community.

Goal LU-3: Provide commercial land uses that adequately serve the existing and anticipated future needs of the community and surrounding environs.
  • Policy LU-3.6 Access and Parking: The County shall require adequate access, parking and loading areas to be provided for all commercial development.
  • Policy LU-3.7 Preservation of Retail Services: The County shall support the preservation of retail establishments in smaller communities to provide local services.
  • Policy LU-3.8 New Retail Development: The County shall support new retail developments in the smaller communities to fill specific gaps in retail services.

Goal LU-4: Provide appropriate types of industrial land uses that adequately serve the existing and/or future needs of the community and surrounding environs, and to promote and attract forms of non-polluting light industry.
  • Policy LU-4.11 Land Releases and Exchanges: The County shall pursue opportunities for industrial development on land made available through LADWP and federal government land releases and exchanges.

Goal LU-5: Provide adequate public facilities and services for the existing and/or future needs of communities and their surrounding environs, and to conserve natural and managed resources.

Land Use Implementation Measures
  • The County shall encourage development of community expansion areas large enough to permit flexible designs and economies of scale. Expansion areas should be developed in phases consistent with community need, available service capacities and appropriate access. Implements LU-1.1.
  • The County shall continue its on-going dialogue with representatives of the LADWP to coordinate the effort to plan community expansion in a logical and orderly manner in the Owens Valley. Implements LU-1.1, 1.2, 1.10, and 1.11.

Economic Development Element

Goal ED-1: Promote increased capacity to serve tourists within the County’s established urbanized areas, and in those areas with established tourist attractions.
  • Policy ED-1.3: Visitor Usage of LADWP Lands: Encourage the LADWP to continue to allow and expand the recreational uses of their land holdings in the Owens Valley.
  • Policy ED-1.4: Targeted Development: Target development in those areas that are currently under-served to fill specific gaps in visitor serving and retail services.
  • Goal ED-2: Bring more destination spending into Inyo County.
  • Policy ED-2.1: Collaboration: Support collaborative efforts to market Inyo County as a tourist destination, leveraging County funds through coordinated regional promotion.
  • Goal ED-3: Promote increased capacity to serve local citizens within the County’s established urbanized areas
• Policy ED-3.1: New Retail Establishments: Encourage the development of retail establishments that will reduce resident spending outside the County for retail purchases, services, and entertainment.

Housing Element

Goal 2.0: Provide adequate sites for residential development.
• Policy 2.1: The County shall facilitate the development of vacant and underutilized residential parcels identified in the Housing Element residential site inventory.

Goal 3.0: Encourage the adequate provision of housing by location, type of unit, and price to meet the existing and future needs of Inyo County residents.
• Policy 3.2: High Density Housing: The County shall encourage the development of higher density housing in appropriate locations throughout the communities. Locate higher density residential development within close proximity to services, jobs, transit, recreation, and neighborhood shopping areas.

Goal 5.0: Remove governmental constraints on housing development.
• Policy 5-1: Residential in Commercial Areas: Encourage the development of residential units in commercial areas.
• Policy 5-3: Infrastructure: The County will work to provide adequate infrastructure to accommodate residential development in all areas of the unincorporated county.

Circulation Element

Goal RH-1: A transportation system that is safe, efficient, and comfortable, which meets the needs of people and goods and enhances the lifestyle of the County’s residents.
• Policy RH-1.1 Prioritize Maintenance, Rehabilitation, and Reconstruction: Prioritize improvements based on the premise that maintenance, rehabilitation, and reconstruction of the existing highway and roadway system to protect public safety has the highest consideration on available funds.
• Policy RH-1.2 Transportation Systems Management Projects: Implement Transportation Systems Management projects.
• Policy RH-1.3 Safer Truck Transportation: Facilitate safer truck transportation and ease the impact of truck traffic on residential areas.
• Policy RH-1.4 Level of Service: Maintain a minimum level of service (LOS) “C” on all roadways in the County. For highways within the County, LOS “C” should be maintained except where roadways expansions or reconfigurations will adversely impact the small community character and economic viability of designated Central Business Districts.
• Policy RH-1.5 Proper Access: Provide proper access to residential, commercial, and industrial areas.
• Policy RH-1.6 Minimize Environmental Impacts: Insure that all transportation projects minimize adverse effects on the environment of the County.
• Policy RH-1.7 Maximize State and Federal Funds: Pursue all means to maximize state and federal funds for roadway and highway improvements and maintenance.
• Policy RH-1.8 Priority to Efficiency Projects: Give priority to transportation projects designed to improve the efficiency, safety, and quality of existing facilities.
Goal RH-2: Improved capacity on state highways and routes within and surrounding Inyo County.
  • Policy RH-2.1 Improve U.S. 395 in Sections: Support improvements to U.S. 395 as funding allows.

Goal SH-1: Maintain a system of scenic routes that will preserve and enhance the quality of life for present and future generations.
  • Policy SH-1.1 Protect the Natural Qualities of Designated Scenic Routes: The natural qualities of designated scenic routes should be protected.
  • Policy SH-1.2 Financial Support of Scenic Routes: Seek state, federal, or other sources of financial support for the implementation of Scenic Routes.

Goal PT-1: Provide effective, economically feasible, and efficient public transportation in Inyo County that is safe, convenient, efficient, reduces the dependence on privately owned vehicles, and meets the identified transportation needs of the County, with emphasis on service to the transportation disadvantaged.
  • Policy PT-1.1 Transit Facilities: Provide transit facilities, such as, bus shelters, staging areas, base stations, transit hubs, etc.
  • Policy PT-1.2 Transportation Grants: Encourage and support the use of public transportation grants from state and federal programs to the maximum extent possible.
  • Policy PT-1.3 Public Transit Accessibility: Support and promote accessibility in public transportation to the maximum extent practicable, including continued support of special service vans that provide a high level of service to low mobility groups.

Goal BT-1: Encourage and promote greater use of non-motorized means of personal transportation within the region.
  • Policy BT-1.1 Consider the Non-Motorized Mode in Planning: Consider the non-motorized mode as an alternative in the transportation planning process.
  • Policy BT-1.2 Bikeway and Trail System in the Region: Plan for and provide a continuous and easily accessible bikeway and trail system within the region. Plans shall be based on the bicycle system shown on the General Plan Circulation Diagrams.
  • Policy BT-1.3 Multi-Modal Use of Road and Highway System: Support plans that propose multimodal use of the state highway and County roadway system.
  • Policy BT-1.4 Minimize Cyclist/Motorist Conflicts: Develop a regional bicycle system that will minimize cyclist/motorist conflicts.

Goal OCT-1: Provide for the parking needs of local residents, visitors, and tourists.
  • Policy OCT-1.1 Adequate Allocation of Parking: Require development proposals to provide adequate parking for the intended uses.
  • Policy OCT-1.2 Park-and-Ride Facilities: Encourage park-and-ride facilities along major roadways where feasible.
  • Policy OCT-1.3 On-Street Parking: Maintain on-street parking whenever possible.
Proposed/Planned Projects

*Division of Transportation Programming, State Highway Operation and Protection Program (SHOPP)*

In Inyo County in and near the City of Bishop from See Vee Lane to Barlow Lane. By the middle of 2024, it is possible that this proposed SHOPP project will achieve the following works, from See Vee Lane to Barlow Lane (Post mile 117.1 to 118.1):

- Construct new curb, gutter, and sidewalk;
- Upgrade driveways and curb ramps to meet current ADA standards;
- Install three traffic signals;
- Install audible pedestrian signals;
- Overlay and restripe the roadway to correct the roadway crown;
- Increase median width;
- Add bike lanes;
- Widen the bridge to conform with existing ADA standards.

*(SHOPP Asset Management Pilot Request Form, 08/14/2015)*

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*(SHOPP Asset Management Pilot Request Form, 08/14/2015)*
The Arbors
Additional Implementation Funding Eligibility/Potential

US 395 is identified as a High Priority Corridor on the National Highway System. These corridors are identified by the Office of Strategic Development and are the top corridors for mobility funding. (SHOPP Asset Management Pilot Request Form, 08/14/2015)
Appendix B:
North Sierra Highway Specific Plan Background Information Summary

**Relevant Studies**

Feasibility Study Report for Bishop Wye Traffic Circulation Improvement (2009)
Bishop Area Access and Circulation Feasibility Study (2007)
Feasibility Study Report for Meadow Farms Operational Improvements Project (2008)
Eastern Sierra Corridor Enhancement Program (2010)
See Vee Lane Extension - Traffic Circulation Study (2013)
Asset Management Pilot Project Nomination: Meadow Farm (2015)
Biological Survey of Paiute Palace Casino Expansion Area (2015)
Cultural Resources Survey for the Paiute Palace Casino and Hotel Expansion Project (2015)
Paiute Palace Destination Resort and Casino Traffic Study (2015)
Initial Study for the Paiute Palace Casino and Hotel Expansion Project (2015)
See Vee Signal Documents (?)
ROW Exhibits

**Other Possibly Relevant Information**

Inyo County Collaborative Bikeways Plan
Unmet Transit Needs LTC Meeting Summary
Bishop Paiute Long Range Transportation Plan
Bishop Reservation Pedestrian and Bicycle Safety Plan
Bishop Tribe Historic Land Use Plan/Maps
Highlands Background Documents
See Vee Lane Extension Documents
The Arbors Files
Eastern Sierra Housing Needs Assessment
LAFCO Sphere Study/Municipal Services Reviews
Bishop Creek Water Association Documents
Chandler Decree
Water Quality Investigation
FEMA Maps
Fire Maps
Inundation Maps
Alquist Priolo Maps
Historic Maps/Photos
Kingston Subdivision Files (see City website)
Historic Housing Studies
Bishop Paiute Reservation Cultural Study (1973)
Caltrans’ ADA Project (in progress)
Caltrans’ Bike/Pedestrian Plan (in progress)
Traffic Counts
Amphibian Report Socioeconomic Study

Online Resources

Inyo County General Plan - http://inyoplanning.org/general_plan/index.htm
Inyo County Zoning Ordinance - http://www.qcode.us/codes/inyocounty/
City of Bishop Zoning Ordinance - https://www2.municode.com/library/ca/bishop/codes/code_of_ordinances
Regional Transportation Plan - http://www.inyoltc.org/rtp.html
Regional Transportation Improvement Program - http://www.inyoltc.org/rtip.html
Active Transportation Plan - http://www.inyoltc.org/bmp.html
Transit Plans (Triennial Audit and Short-Range Transit Plan) - http://www.estransit.com/administration/reports-and-plan/
Adventure Trails - http://www.inyoltc.org/ab628impl.html
Inyo County Hazard Mitigation Plan (in process) - http://inyoplanning.org/InyoHazardMitigationProject.htm
Inyo County Demographics - http://inyoplanning.org/demographics.htm
Miscellaneous City of Bishop Reports - http://www.cityofbishop.com/Misc/
City Leakage Study - http://www.cityofbishop.com/departments/administration/documents/

Endnotes

1 Inyo County, “North Sierra Highway Sustainable Corridor Plan”, Fiscal Year 2015-16 Sustainable Transportation Planning Grant Application, October 2014, p. 4
2 Ibid, pp. 2-3.
3 California Department of Transportation, Main Street, California: A Guide for Improving Community and Transportation Vitality, November 2013.
6 Ibid, pp.1-2
Caltrans, SHOPP Asset Management Pilot Request Form, 08/14/2015

Bishop Reservation Pedestrian and Bicycle Safety Plan, Objective P.B.A.; Caltrans, SHOPP Asset Management Pilot Request Form, 08/14/2015


Caltrans District 9, SHOPP Asset Management Pilot Request Form, 08/14/2015

Caltrans District 9, SHOPP Asset Management Pilot Request Form, 08/14/2015 (Inyo County Census Tract 000100)

City of Bishop General Plan, Housing Element; Caltrans District 9, SHOPP Asset Management Pilot Request Form, 08/14/2015

Inyo County Local Transportation Commission, Meeting Minutes, 02/19/2014

(SHOPP Asset Management Pilot Request Form, 08/14/2015)

City of Bishop General Plan Housing Element Update, 2014

City of Bishop General Plan, Land Use Element

City of Bishop General Plan, Land Use Element

Great Basin Unified Air Pollution Control District, Letter, 08/04/2016

City of Bishop General Plan, Land Use Element

City of Bishop General Plan, Land Use Element

City of Bishop General Plan, Land Use Element

California Department of Transportation, District 9. SHOPP Asset Management Pilot Request Form, 08/14/2015


http://tims.berkeley.edu/tools/query/summary.php;

file:///Z:/J198%20North%20Sierra%20Corridor/SCP%20Data%20Collection/TIMS%20-%20Collision%20Details.html

California Department of Transportation, District 9. SHOPP Asset Management Pilot Request Form, 08/14/2015

Inyo County Local Transportation Commission, Regional Transportation Plan, Executive Summary.

California Department of Transportation, District 9. SHOPP Asset Management Pilot Request Form, 08/14/2015

Inyo County Local Transportation Commission, Regional Transportation Plan, Executive Summary.

California Department of Transportation, District 9. SHOPP Asset Management Pilot Request Form, 08/14/2015

Inyo County Local Transportation Commission, Regional Transportation Plan, Executive Summary.

California Department of Transportation, District 9. SHOPP Asset Management Pilot Request Form, 08/14/2015

Inyo County Local Transportation Commission, Regional Transportation Plan, Executive Summary.


Inyo County Local Transportation Commission, Regional Transportation Plan, Figure 9.

California Department of Transportation, Manual on Uniform Traffic Control Devices (CA MUTCD), 2013.

Inyo LTC Regional Transportation Plan Executive Summary

City of Bishop General Plan, Mobility Element, 2012.

California Department of Transportation, SHOPP Asset Management Pilot Request Form, 08/14/2015.

Inyo County Local Transportation Commission, Sustainable Communities Grant Application: North Sierra Highway Sustainable Corridor Plan, 2015. pp. 2-3.

Inyo LTC Regional Transportation Plan, Executive Summary.

Inyo County Local Transportation Commission, Unmet Transit Needs Findings – Recommendations. pp. 2-4
50 Inyo County Local Transportation Commission, *Sustainable Communities Grant Application: North Sierra Highway Sustainable Corridor Plan*, 2015. pp. 2-3.
51 Inyo County Local Transportation Commission, *Unmet Transit Needs Findings – Recommendations*. pp. 2-4
54 California Highway Patrol, Interview, July 21, 2016.
58 Inyo LTC Regional Transportation Plan, “2013 Traffic Volumes Inyo County” (Figure 3).
59 California Department of Transportation, *SHOPP Asset Management Pilot Request Form*. August 2015.
60 Inyo County Local Transportation Commission, *Regional Transportation Plan*, 2013. (Figure 4).
61 Inyo County Local Transportation Commission, September 2014.
62 Inyo County Local Transportation Commission, September 2014.
63 Inyo County Local Transportation Commission, September 2014.
65 (Inyo LTC Regional Transportation Plan Executive Summary)
66 (Inyo LTC Regional Transportation Plan Executive Summary)
67 California Department of Transportation, District 9. *SHOPP Asset Management Pilot Request Form*, 08/14/2015.
70 http://www.dot.ca.gov/hq/tpp/offices/omsp/poits.htm
71 City of Bishop General Plan, *Land Use Element*
72 California Department of Transportation, District 9. *SHOPP Asset Management Pilot Request Form*, 08/14/2015
73 City of Bishop General Plan, *Mobility Plan Update*, February 2012.
74 California Department of Transportation, District 9. *SHOPP Asset Management Pilot Request Form*, 08/14/2015.
76 City of Bishop General Plan, *Mobility Plan Update*, February 2012.
77 City of Bishop General Plan, *Mobility Plan Update*, February 2012.
78 City of Bishop General Plan, *Mobility Plan Update*, February 2012.