



City of Bishop General Plan



Mobility Element



Adopted by City Council
13 February 2012



MOBILITY ELEMENT



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INTRODUCTION

The Mobility Element (ME) of the General Plan (GP) sets out the desired goals and strategies for enhancing mobility in and near the City. It is closely coordinated with the Land Use, Housing, Noise, and Public Facilities Elements of the GP in recognition of the interrelationships between them. The ME includes all travel modes, addressing mobility in the context of driving, cycling, walking, and accessibility to transit and air services. Along with the other elements of the GP, it focuses on the economic stability and vitality of the City, while providing for safe and efficient means of travel within the City and adjacent areas.

California Government Code Section 65302(b) mandates City and County agencies to include within their General Plans a ME, which describes and locates the basic systems that provide for the transportation needs of the community, including local and regional traffic. Previously referred to as the “Circulation Element” of the General Plan, the ME as presented here satisfies that mandate.

PURPOSE AND SCOPE

The purpose of the ME is to define how the City will serve the mobility needs of residents, businesses, and visitors while protecting its environmental, economic, and natural resources. The goals and policies of the ME are statements of intent with respect to enhancing Citywide mobility and the implementing actions define how those goals and policies can be achieved.

In accordance with State General Plan guidelines, the ME includes goals and policies that will:

- Coordinate transportation systems with planned land uses
- Promote the safe and efficient transport of goods and the safe and effective movement of all populations
- Make efficient use of existing transportation facilities
- Protect environmental quality and promote the wise and equitable use of economic and natural resources

The city of Bishop has . . .

A scenic environment



Nearby recreation activities



Diverse shopping opportunities



Entertainment



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The City of Bishop ME embraces these guidelines and addresses the City’s mobility needs in the context of the following topics:

- Roadways
- Public Transportation
- Bicycles
- Air Transportation
- Pedestrians
- Parking and Access

The ME shows and describes the general location and nature of street and bicycle facilities. Public transportation, air transportation and pedestrian and parking facilities are also discussed. Goals and policies related to each of these transportation modes are presented, establishing a framework for achieving enhanced mobility for the community.

MOBILITY ELEMENT TRANSPORTATION REPORT

The Mobility Element Transportation Report (TR) provides technical information in support of the ME. It is a separate document the presents current data and addresses a variety of related topics, providing technical information in support of the ME. Information in the TR will be the subject of regular updates, and includes the following:

- Existing Conditions – As these change over time, the TR will be updated to show current data on traffic volumes, levels of service, etc.
- Related Actions/Studies – These include changes that occur over time (in some cases implementing a specific feature of the ME), studies that have relevance to the ME, and regional changes influencing the City’s transportation system.
- Future Conditions – As new information is obtained and/or special studies are carried out, traffic forecast data and related information in the TR will be updated.

The Mobility Element addresses. . .

Driving



Cycling



Public Transportation



Walking



as well as air transportation, parking and access

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- **Implementing Actions** – Recommendations regarding implementation projects, special studies, and other actions together with a list of proposed projects are presented in the TR.

The intent is that as information becomes available and conditions change, the TR will document that information without a need to formally update the ME. The TR is an administrative document that may include recommendations requiring City Council approval for implementation but which does not require formal approval itself.

ROADWAY COMPONENT

The roadway component of the ME describes the City’s arterial street system used for vehicular travel in the City. The street system is planned to meet existing and future transportation demands, and provide for safe and efficient vehicular travel within the City. This is accomplished by designing traffic routes according to their functions, while maintaining sensitivity to surrounding land uses and resources. The effectiveness of the street system directly influences mobility and the overall vitality of the City, and its visual appearance contributes to the image of the City held by residents, businesses, and visitors.



The Mobility Element seeks to enhance the drivability of the City’s roadway system.

Roadways have two basic classifications, state highways and local streets. The City is served by three State Highways, Highway 395, Highway 168, and Highway 6. These are planned, constructed, and operated by the California Department of Transportation (Caltrans), and the City has no jurisdiction over these streets. The arterial streets under City jurisdiction serve both local and regional traffic in varying capacities.

Streets under City jurisdiction are referred to as Local Streets. They differ in their physical characteristics according to function and adjacent zoning. Essentially there are four variations:

1. Local Residential Streets
2. Local Commercial Streets
3. Interim version of 1 or 2 above (Country Lane)
4. Alleys



Figure 1 shows typical cross sections for the first three of these and the following briefly describes their characteristics.

1. Local Streets in Residential Areas – These are two-lane streets that pass through residential areas, serving the adjacent residential land uses and through traffic. If bike lanes are included, adequate right-of-way (ROW) is required as shown in the cross-section. When the standard (i.e., less than the 60 foot minimum) ROW is not available, consideration is given to reducing lane, shoulder, sidewalk, and planter widths.

Different types of streets serve different functions in the overall roadway plan. . .



2. Local Streets in Commercial Areas – These are two-lane arterials that pass through and serve commercial areas. The emphasis is on accessibility to the adjacent commercial land uses. If bike lanes are included, the maximum ROW shown in the cross-section should be provided. When the standard ROW is not available (i.e., less than the 60 foot minimum), consideration is given to reducing lane, shoulder, and sidewalk widths.

and serve local accessibility needs



3. Local Street (Country Lane) – Interim Section – These are two lane roadways which typically have no adjacent developed land at the time they are built. They will have the full 60 to 70 right-of-way of a local street and can transition to a Residential Street or Commercial Street when conditions change and the need arises.

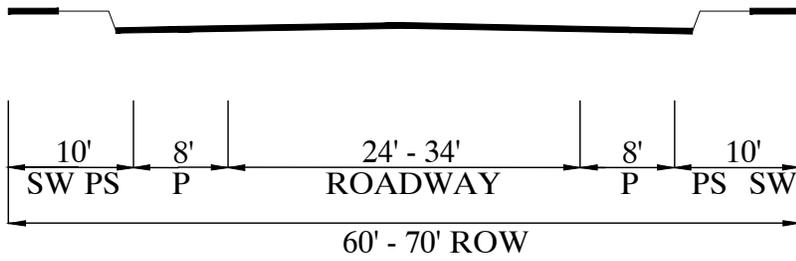
and provide connections to recreation opportunities.



4. Alleys - In addition to local streets, the City has numerous alleys in both residential and commercial areas. These are City owned and maintained, and have an important function with respect to providing accessibility for adjacent land uses. Their functions include access to parking (e.g., residential garages), access to loading and unloading areas for local businesses, and access to utilities and other services. They are encouraged in new developments where they can provide additional access and locations for utilities, and create separation between properties.

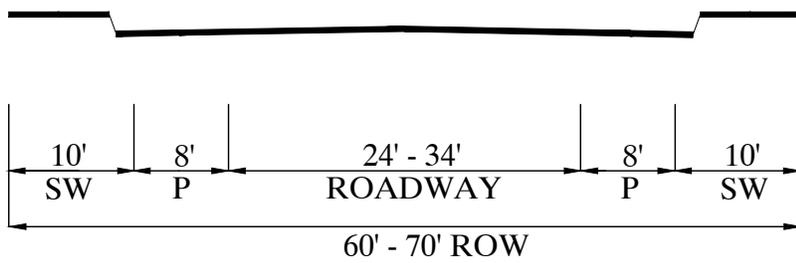
Figure 2 shows the street designations for the Roadway Component of the ME. Selected future roadways on the ME are referred to as **Opportunity Corridors**. These are routes that are of strategic importance as far as connectivity is concerned, but because of right-of-way and other constraints, cannot simply be considered as future roadways. The intent is for these routes to be pursued as new

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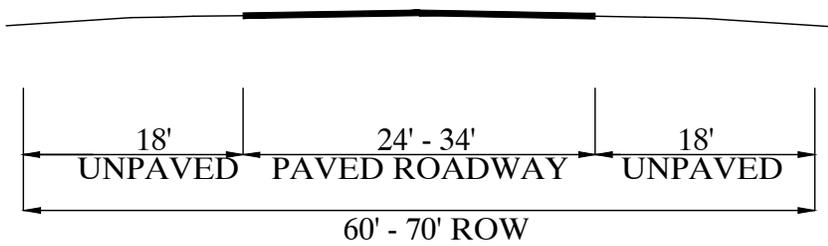
LOCAL STREET (RESIDENTIAL AREA)

Note: With the wider roadway width, 5' bike lanes are added.



LOCAL STREET (COMMERCIAL AREA)

Note: With the wider roadway width, 5' bike lanes are added.



LOCAL STREET (INTERIM SECTION - COUNTRY LANE)

Figure 1
ROADWAY SECTIONS

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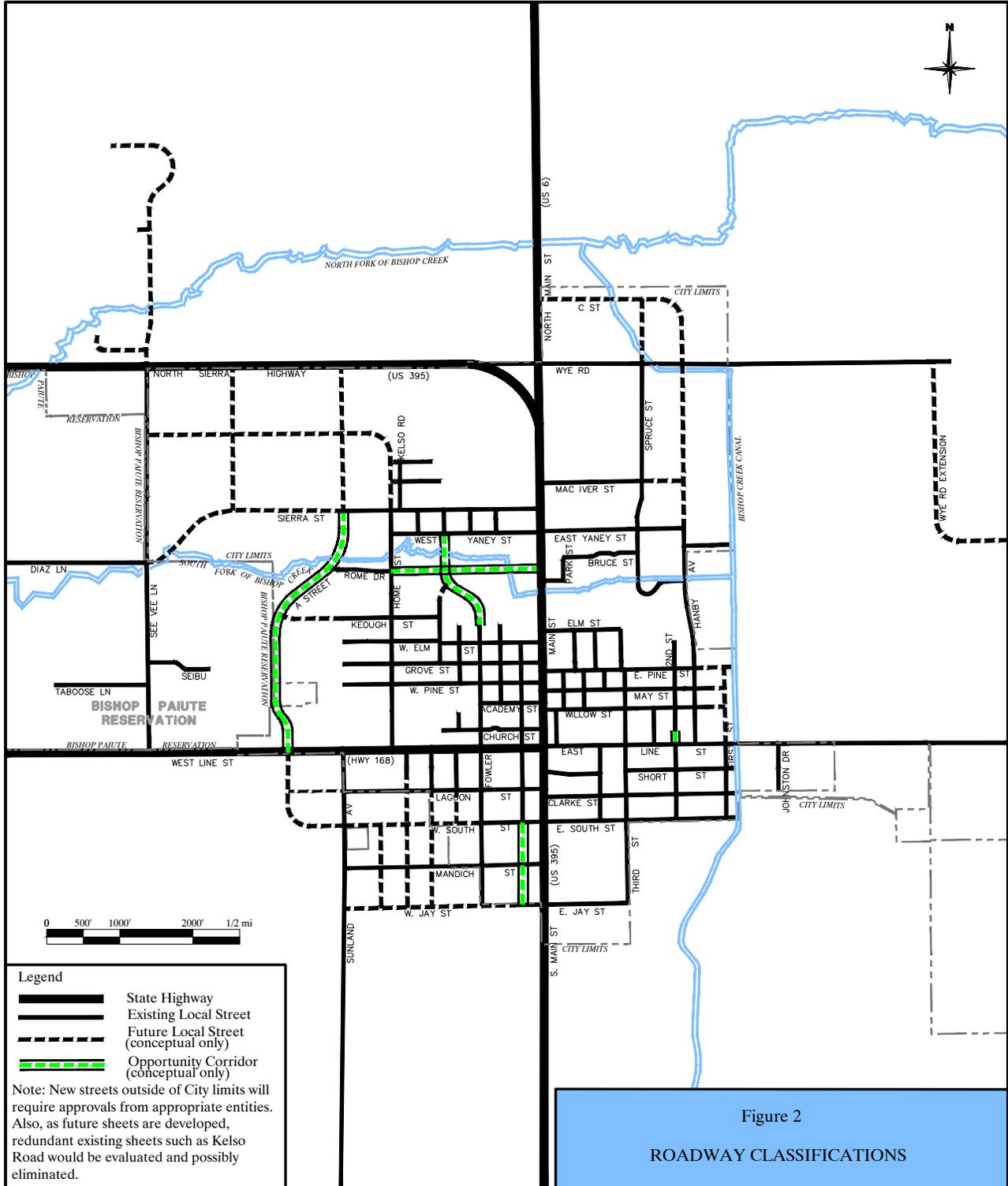


Figure 2
ROADWAY CLASSIFICATIONS

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roads only if opportunities arise such as right-of-way becoming available for purchase. While the emphasis is on vehicular roadways, such corridors could be single or multi-use trails, or be implemented initially as a trail and later as a full roadway. The local street additions not designated as Opportunity Corridors are mostly streets that will provide local accessibility and connectivity when development occurs in currently undeveloped areas. The alignments shown here are conceptual only, and when considered for implementation they will be subject to alignment and impact studies.

On all existing and new streets, landscaped medians could be provided if space is available and access is not affected. East Line Street is an example of where this concept could be considered.

The three State Highways through the City have specific function classifications under the California Road System and these are noted in the TR.

OPPORTUNITY AREAS

There are locations in the City that have traffic related issues, but for which solutions need to be pursued in a broader context than just traffic improvements. Typically, they involve land use and business enhancement opportunities that would accompany beneficial traffic improvements. A brief discussion of these opportunity areas follows and Figure 3 illustrates the locations of the opportunity areas designated in the ME.

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. Because three of the intersection legs are State Highways, and land under the Los Angeles Department of Water and Power (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. Land use and transportation demands may make a wider than standard cross section appropriate for Wye Road.

The Opportunity Areas will examine selected parts of the City in a broader context than simply traffic improvements, e.g. . .

Land Use

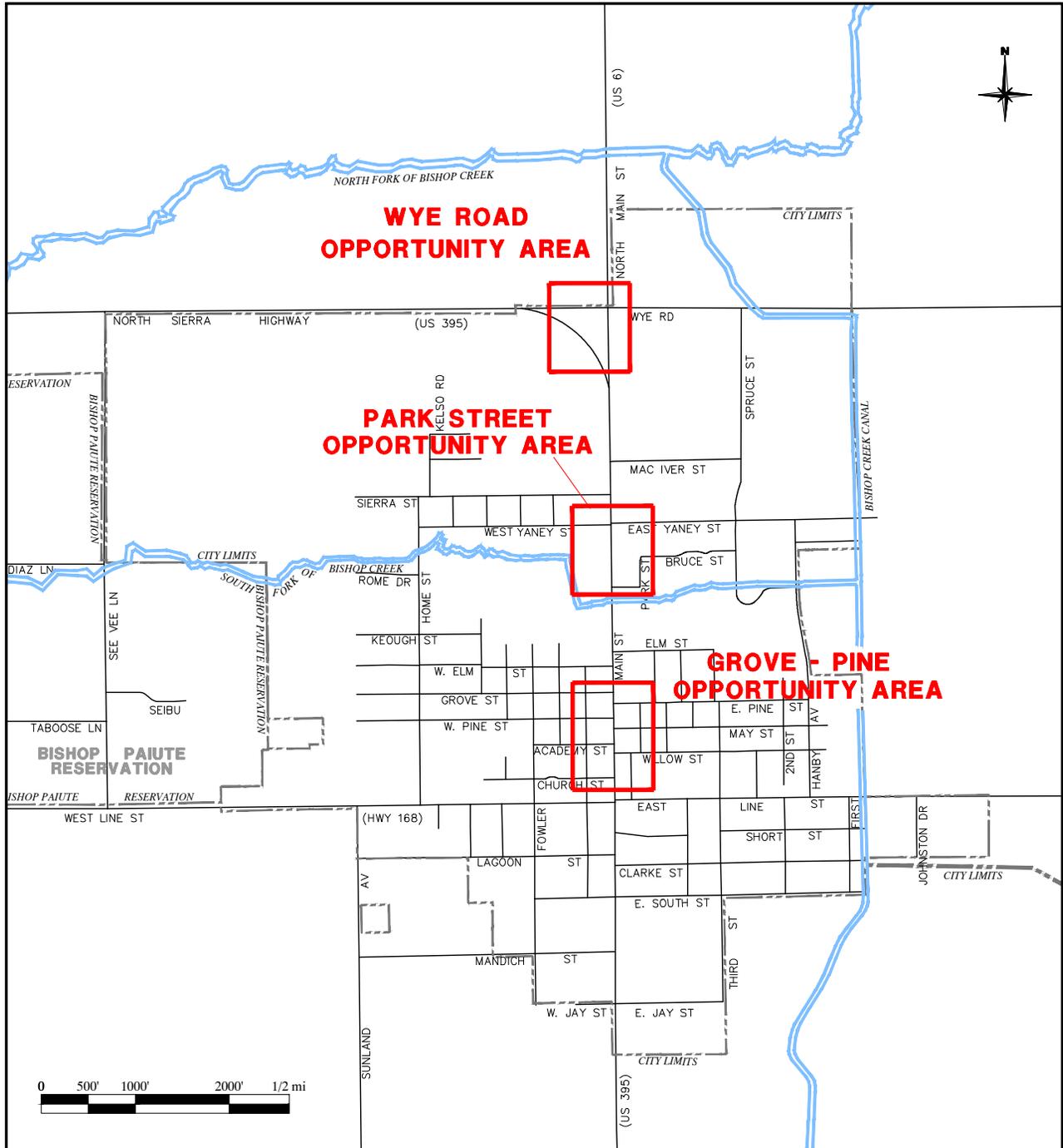
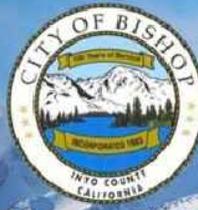


Accessibility



Walkability





Legend

 Opportunity Area

Figure 3
OPPORTUNITY AREAS



Park Street Opportunity Area

The traffic signal at Park Street is a four-way configuration with Park Street on the east side and access to a commercial property on the west side. Operational issues sometimes occur with vehicles queuing to enter the commercial property and traffic can be heavy in and out of the park during special events. Parking opportunities on the east side of Main Street in the City Park and land use changes could create a focal point for tourists and residents. Hence, this intersection and the adjoining land uses provide an opportunity for enhancements that can benefit residents, visitors, and local businesses, thereby helping promote the overall goals of the ME. Potential beneficial enhancements to this area could include the relocation of the Park Street intersection slightly northward and the construction of new street providing connections to the west (this is shown as an opportunity corridor in the street map).

Grove-Pine Opportunity Area

East-west access between West and East Pine Street or between Grove Street and Pine Street is constrained by the offset intersections. Only Grove Street is signalized, and the offset tends to discourage this location as a means of providing east-west relief to the Line Street intersection to the south. While a direct connection between Grove Street and East Pine Street would be the preferred connection, there are land use constraints involved in creating a single intersection. Ideally, any such change would be accompanied by land use changes that could enhance the adjacent commercial areas. The TR discusses potential strategies that could be included in a study of this area.

OTHER TRANSPORTATION MODES

Other modes of transportation modes available to residents of the City include transit, bicycle and pedestrian facilities, and air transportation via the Bishop Airport. Some comments on each of these follow.

Public Transportation

Transit service provided by the Eastern Sierra Transit Authority (ESTA) includes fixed route and demand responsive service,

Public Transportation is an important contributor to overall community mobility.





and current information on these can be found in the TR. Policies in this ME support efforts by ESTA to enhance transit service and usage.

Bicycles

Three types of bicycle facilities are included in the City Bikeway Plan shown in Figure 4.

Bike Paths – Often referred to as “Class I Bikeways” these are pathways separated from the vehicular roadway. They may be adjacent to a roadway or a totally separate facility. In some cases they may be a multi-use trail, whereby the pathway is shared with pedestrians.

Bike Lanes – These represent the “Class II Bikeways” in a Bikeway Plan, and are striped lanes on a roadway.

Bike Routes – These “Class III Bikeways” are designated on-street routes for bicycles. No striping is provided but bike route signs can be installed to indicate that a particular street is a bike route.

The Bishop Bikeway Plan is shown in Figure 4. This bicycle network is consistent with the Inyo County Collaborative Bikeways Plan, with some minor additions where appropriate.

Bishop Airport

The Bishop Airport, located approximately two miles east of the City, provides a variety of services including aircraft maintenance, aircraft rental, charter services, and instruction. The Airport Master Plan identifies the need for runway improvements, navigational aides, control tower, terminal building, hangars, fire-crash facilities, and added parking, particularly if commercial service is successfully started at the airport. The Airport Master Plan also identifies the need for improved access to the airport from Wye Road. The ME goals and policies include a desire to enhance accessibility to the airport and support the introduction of commercial air services at that facility.



Bicycle amenities provide many benefits to the overall livability and vitality of the City.



Air transportation has the potential to enhance visitor accessibility to the Bishop area.

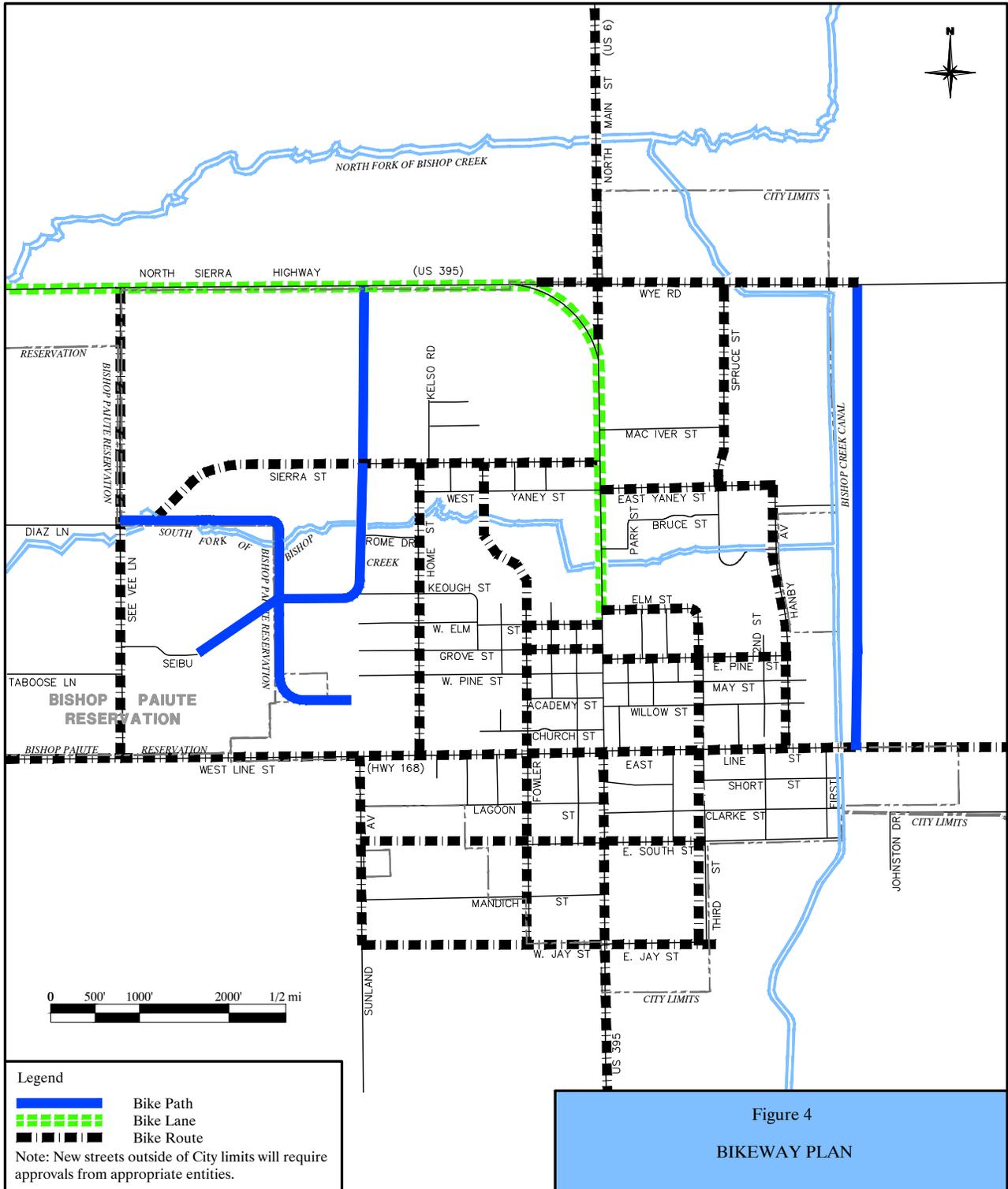


Bishop’s diverse downtown area and attractive local streets provide an ideal walking environment for residents and visitors.



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Pedestrians

The City provides an attractive walking environment, with many open space areas and scenic vistas. The goals and policies seek to ensure that the mobility impaired including those confined to wheelchairs can share in that walking environment. For residential and commercial streets that include sidewalks, this environment is largely provided through paved sidewalks and associated facilities. While pedestrian facilities are not designated on the ME, the goals and policies include a directive to actively facilitate and enhance walking opportunities for residents and visitors. Sidewalks and walkways should be provided in all developed areas and in areas with pedestrian demand. Creating walking tours, with maps and information to encourage such activities, is an example of actions that could assist in achieving such goals.

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GOALS, POLICIES, AND IMPLEMENTING ACTIONS

The Goals, Policies and Implementing Actions of the ME provide overall guidance for enhancing mobility for the community. Goals are broad based statements of intent, and the related policies give direction to future planning and implementation programs. Behind the individual mobility goals and policies are the overall planning goals of creating positive economic conditions for businesses, enhancing livability, and maintaining the existing character of the City.

The following subsections outline the goals and policies and related implementing actions. Overall ME Goals and Policies are first presented, followed by Goals, Policies and Implementing Actions for the six subject areas addressed in this ME.

OVERALL GOAL	Provide a balanced transportation system that moves people and goods throughout the City efficiently, enhances livability and economic viability, and preserves residential neighborhoods and other environmental resources.
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POLICIES

- P 1.1 Promote accessible transportation services and facilities that are responsive to the needs of residents, businesses, and visitors.
- P 1.2 Facilitate future plans and programs for enhancing mobility while preserving the existing character of the City.
- P 1.3 Encourage transportation strategies that achieve energy conservation, reduce air pollution, and protect water and other environmental resources.
- P 1.4 Reduce the need for vehicular travel by facilitating non-auto modes of travel.

Implementing actions relating to these overall policies can be found under the individual subject headings in the sections that follow.

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Roadway System	GOAL	Provide safe and attractive roadways to serve existing and future traffic demand and enhance accessibility.
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POLICIES	Roadway System	<i>Related Actions</i>
P 2.1	Promote street system additions and improvements that enhance accessibility.	A 2.1, A 2.2, A 2.3, A 2.7, A 2.10
P 2.2	Support a system of street cross-sections as guidelines for street operation and improvements, and new street construction.	A 2.2
P 2.3	Require streets to be dedicated and improved in accordance with the adopted street standards, with any modifications requiring approval by the Planning Commission.	A 2.1, A 2.2, A 2.4
P 2.4	Give priority to transportation projects designed to improve the efficiency, safety, and quality of existing facilities.	A 2.4, A 2.5, A 2.9
P 2.5	Promote transportation programs that enhance the downtown area by improving accessibility.	A 2.1, A 2.3, A 2.9
P 2.6	Consider aesthetic values such as streetscape features in new roadways and roadway improvements.	A 2.5, A 2.6
P 2.7	Ensure transportation facilities are developed, operated and maintained to protect and enhance water and other environmental resources.	A 2.11

ACTIONS	Roadway System	<i>Related Policies</i>
A 2.1	Pursue the construction of new roadway links as shown on the ME roadway plan.	P 2.1, P 2.3
A 2.2	Develop and maintain the City street network consistent with the ME roadway plan, including appropriate roadway widths, bicycle lanes, and pedestrian amenities.	P 2.1, P 2.2

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ACTIONS	Roadway System (continued)	<i>Related Policies</i>
A 2.3	Pursue financing for all components of the transportation system to achieve and maintain desired level of service standards.	<i>P 2.5</i>
A 2.4	Provide turn lanes for major intersections where needed and feasible.	<i>P 2.2, P 2.4</i>
A 2.5	Minimize the number of driveways by requiring shared/common driveways where feasible.	<i>P 2.2, P 2.4</i>
A 2.6	Protect and incorporate mature trees located in or adjacent to the street right-of-way into overall street design where feasible.	<i>P 2.6</i>
A 2.7	Require new utilities to be located underground and work with utility companies to move existing overhead facilities underground.	<i>P 2.6</i>
A 2.8	Utilize intelligent transportation control systems to improve traffic flow and safety on the City's roadway system.	<i>P 2.4</i>
A 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.	<i>P 2.1, P 2.4, P 2.5</i>
A 2.10	Include alleys as a potential requirement for new development where appropriate and beneficial.	<i>P 2.1</i>
A 2.11	Require transportation facilities to minimize adverse impacts to water quality by avoiding surface water, maintaining natural hydrologic features and patterns, and utilizing beneficial practices and design features.	<i>P 2.7</i>

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Public Transportation	GOAL	Facilitate public transportation services and facilities that enhance accessibility for residents and visitors, and serve the young, aged, handicapped and disadvantaged.
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POLICIES	Public Transportation	<i>Related Actions</i>
P 3.1	Encourage transit ridership between Bishop and the surrounding communities.	A 3.1, A 3.2, A 3.3
P 3.2	Enhance local transit accessibility for residents and visitors.	A 3.2, A 3.5
P 3.3	Support private services that provide additional mobility opportunities for residents and visitors.	A. 3.3
P 3.4	Ensure that public transportation in the City is responsive to the needs of the young, aged, handicapped and disadvantaged.	A 3.1, A 3.2, A 3.3

ACTIONS	Public Transportation	<i>Related Policies</i>
A 3.1	Cooperate with ESTA, Caltrans, Inyo LTC, and Inyo County in the planning and implementation of public transportation improvements.	P 3.1
A 3.2	Enhance local/regional bus system interface by providing convenient and attractive access locations.	P 3.2
A 3.3	Assist ESTA in providing access to information on transit services for residents and visitors.	P 3.2
A 3.4	Support bus turnouts on Main Street north of Line Street, and bus stops south of Line Street.	P 3.1, P 3.2
A 3.5	Support construction of tourist railroad service between Laws Railroad Museum and Bishop.	P 3.2

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Bicycles	GOAL	Provide safe and attractive bicycle facilities throughout the City thereby promoting bicycle commuting and facilitating recreation opportunities.
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POLICIES	Bicycles	<i>Related Actions</i>
P 4.1	Promote bicycle travel as part of serving the overall mobility needs of the City.	A 4.1, A 4.2, A 4.3
P 4.2	Encourage productive and complementary use of city street right of way for bicycle facilities.	A 4.1, A 4.2, A 4.3
P 4.3	Support the goals and implementing actions of the Inyo County Collaborative Bikeways Plan.	A 4.2
P 4.4	Promote connections of City bike facilities to trail networks outside of the City	A 4.1, A 4.2

ACTIONS	Bicycles	<i>Related Policies</i>
A 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.	P 4.1, P 4.2, P 4.3, P 4.4
A 4.2	Coordinate planning for bicycle facilities with the County and the Bishop Paiute Tribe.	P 4.1, P 4.2, P 4.3
A 4.3	Incorporate facilities suitable for bicycle use in the design of intersections, and other street-improvement/maintenance projects.	P 4.2, P 4.3
A 4.4	Make improvements to streets, signs, and traffic signals as needed to improve bicycle convenience and safety and consider digital way-finding.	P 4.1, P 4.3
A 4.5	Install bicycle parking in the Downtown area and at City parks, civic buildings, and other community centers.	P 4.1, P 4.2
A 4.6	Work with the school district and college to promote cycling and bicycle access.	P 4.1

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ACTIONS	Bicycles (continued)	Related Policies
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- | | | |
|-------|---|-------|
| A 4.7 | Encourage employers to provide secure bicycle parking facilities. | P 4.1 |
| A 4.8 | Support the efforts of the Eastern Sierra Transit Authority (ESTA) to provide bicycle racks on buses. | P 4.2 |

Air Transportation	GOAL	Improve access to the Bishop Airport and cooperate with Inyo County to promote air services that can promote tourism in the area.
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POLICIES	Air Transportation	Related Actions
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- | | | |
|-------|---|-------|
| P 5.1 | Encourage transportation improvements that will serve the Bishop Airport. | A 5.1 |
| P 5.2 | Support actions that will provide air services for visitors to the Bishop area. | A 5.2 |

ACTIONS	Air Transportation	Related Policies
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- | | | |
|-------|--|-------|
| A 5.1 | Pursue opportunities for transportation improvements that will improve access to the airport. | P 5.1 |
| A 5.2 | Work with Inyo County to identify opportunities for visitor usage of the airport (e.g., recreation charter packages, etc.) | P 5.2 |

Pedestrians	GOAL	Provide safe and attractive pedestrian facilities throughout the City.
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POLICIES	Pedestrians	Related Actions
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- | | | |
|-------|---|--------------|
| P 6.1 | Consider pedestrians in all land use and transportation planning. | A 6.1, A 6.2 |
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POLICIES	Pedestrians (continued)	<i>Related Actions</i>
P 6.2	Support the implementation of sidewalks and walkways on existing and future streets as in Policy 2.3.	<i>A 6.3, A 6.4, A 6.5</i>
P 6.3	Promote facilities and amenities that enhance the walkability of the City.	<i>A 6.2, A 6.3, A 6.4</i>
P 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.	<i>A 6.4</i>
P 6.5	Promote connections of City pedestrian facilities to trail networks outside of the City.	<i>A 6.8</i>

ACTIONS	Pedestrians	<i>Related Policies</i>
A 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.	<i>P 6.1, P 6.3</i>
A 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.	<i>P 6.1, P 6.3</i>
A 6.3	Work with neighborhoods to implement sidewalks on unimproved local streets so that sidewalk continuity can be established.	<i>P 6.2</i>
A 6.4	Require new development to provide sidewalks and other pedestrian-dedicated facilities on new public streets as in Policy 2.3.	<i>P 6.2</i>
A 6.5	Pursue funding for the continued replacement and repair of sidewalks that have deteriorated due to age and tree-root invasion.	<i>P 6.1</i>

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ACTIONS	Pedestrians (continued)	<i>Related Policies</i>
A 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.	<i>P 6.1</i>
A 6.7	Tree planting in sidewalk areas should be encouraged and managed in consultation with adjacent property owners in a manner that minimizes conflicts and damage.	<i>P 6.2, P 6.4</i>
A 6.8	Coordinate planning for pedestrians with the County and the Bishop Paiute Tribe.	<i>P 6.1</i>

Parking And Access	GOAL	Enhance accessibility to City businesses for residents and visitors by assuring adequate and convenient parking.
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POLICIES	Parking and Access	<i>Related Actions</i>
P 7.1	Promote programs such as signage and parking management to facilitate parking for the downtown area and for community events.	<i>A 7.1, A 7.2, A 7.3</i>
P 7.2	Encourage development that reduces parking demand and promotes alternative means of travel.	<i>A 7.3</i>
P 7.3	Encourage and facilitate the establishment of convenient parking areas to enhance parking accessibility.	<i>A 7.1, A 7.2</i>
P 7.4	Ensure that adequate off street parking is incorporated into all new developments and redevelopments outside the downtown commercial area.	<i>A 7.1</i>

ACTIONS	Parking and Access	<i>Related Policies</i>
A 7.1	Pursue opportunities for parking management actions that will result in convenient parking areas for downtown.	<i>P 7.2</i>

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ACTIONS	Parking and Access	<i>Related Policies</i>
A 7.2	Improve access to local businesses for visitors by providing signed parking areas with convenient accessibility.	<i>P 7.1, P 7.3</i>
A 7.3	Improve accessibility to community events through clear directional signage, parking and shuttle services, and information sources, particularly for tourists.	<i>P 7.1</i>