

City of Bishop
PLANNING COMMISSION MEETING AGENDA
City Council Chambers – 301 West Line Street
Bishop, California 93514

DATE:

November 29, 2011

7:00 P.M.

NOTICE TO THE PUBLIC

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk (760) 873-5863. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35. 102-35.104 ADA Title II).

Any writing that is a public record that relates to an agenda item for open session distributed less than 72 hours prior to the meeting will be available for public inspection at City Hall, 377 West Line Street, Bishop, California.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

PUBLIC COMMENT: NOTICE TO THE PUBLIC: This time is set aside to receive public comment on matters not calendared on the agenda.

APPROVAL OF MINUTES

- (1) Minutes of the Planning Commission meeting held on September 27, 2011 subject for approval.

CORRESPONDENCE

NEW BUSINESS

- (2) Inyo County's Cost, Energy, and Service Efficiencies Action Plan (CESEAP)

PUBLIC HEARING: If anyone wishes to appeal any decisions by the Planning Commission, they can do so by writing to the City Council within 5 days of the meeting.

- (3) Final Draft Mobility Element

(Close Public Hearing)

(4) Final Draft Mobility Element comments and discussion

STAFF AND COMMISSION REPORTS

ADJOURNMENT: The next regularly scheduled meeting of the Planning Commission will be December 27, 2011 at 7:00 P.M. in the Bishop City Council Chambers, 301 West Line Street, Bishop.

City of Bishop
PLANNING COMMISSION MINUTES
City Council Chambers – 301 West Line Street
Bishop, California 93514

September 27, 2011

CALL TO ORDER:

Chairman Huntley called the meeting to order at 7:00 P.M.

PLEDGE OF ALLEGIANCE:

The Pledge of Allegiance was led by Chairman Huntley.

COMMISSIONERS PRESENT:

Huntley, Lowthorp, Bhakta, Gardner and Malloy

COMMISSIONERS ABSENT (Excused):

Hardy and Crom

OTHERS PRESENT:

Keith Caldwell, Interim City Administrator
Peter Tracy, City Attorney
Gary Schley, Public Services Officer
Michele Thomas, Secretary

PUBLIC COMMENT

Chairman Huntley asked if anyone wished to speak on a subject not calendared on the agenda. There was no public comment.

(1) APPROVAL OF MINUTES

MOTION

Commissioner Malloy moved to approve the minutes of the August 30, 2011 meeting as written.

Ayes: Malloy, Lowthorp, and Huntley
Abstain: Bhakta and Gardner

MOTION CARRIED: 3-0

CORRESPONDENCE

None

PUBLIC HEARINGS

- (2) Request for a Conditional Use Permit to place one storage container at 131 East South Street which is in a C-1 (General Commercial and Retail District).

Michelle Schaup, property owner, explained that she is looking to place an 8' x 20' storage container on the northwest side of the property. The storage container will be used to store records for her bookkeeping business. Schaup stated that there would be no electric, plumbing or signs attached to the container. The container will be purchased and will be painted to match the existing building.

NEW BUSINESS

- (3) Request for a Conditional Use Permit to place one storage container at 131 East South Street which is in a C-1 (General Commercial and Retail District).

Gardner made a motion to approve the Conditional Use Permit to place one storage container at 131 East South Street with the conditions of no electrical service, no lighting, and no signage and the container is to be painted to match existing facility. The container also may not be used as a storage rental.

MOTION CARRIED: 5-0

STAFF AND COMMISSION REPORTS:

Schley went over the time line for the Mobility Element for the commission. The formal comment period will close 30 September for the Draft Mobility Element. The City will give Terry Austin, of Austin/Foust, 7 days to revise the Draft Mobility Element representing all comments received. We will then receive the revised draft 7 October and staff would like the Planning Commission to review the newly revised document individually and give final comments by 14 October. We are anticipating having the last final draft back from Austin/Foust by 19 October and presenting it to the public for final comments. The commission may discuss any questions or concerns they have at the 25 October Planning Commission meeting, if necessary. Final comments will then be addressed and it is requested the Planning Commission at their 29 November meeting make a recommendation for the City Council. Schley added that comments have slowed down recently since the public meeting on 15 September and with the truck bypass being removed from the Mobility Element.

The commission along with staff went over an updated version on possible standards to consider for the placement of cargo type storage containers within City of Bishop commercial zoned areas. Huntley asked to include a requirement regarding rodent proof

in and under the container when necessary. Malloy asked to word the requirement for painting the container to being consistent with the other buildings on the property.

ADJOURNMENT:

Chairman Huntley adjourned the meeting at 7:22 P.M. The next scheduled meeting will be October 25, 2011 at 7:00 P.M. in the City Council Chambers.

Chairman Huntley

Michele Thomas, Secretary



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Inyo County has been selected by Southern California Edison (SCE), under the auspices of the California Public Utilities Commission, to prepare a Cost, Energy and Service Efficiencies Action Plan (CESEAP). This planning effort will identify and promote activities that lead to long-term sustainable changes that support energy efficiency. Policies and implementation measures will be developed to encourage energy efficiency and upgrades, which, in turn, will provide cost savings to the County, its residents and businesses, as well as other entities operating in Inyo County. The information, policies, and technical applications developed in this planning effort will be shared with other jurisdictions, entities and community members who operate and/or live in Inyo County.

MEMORANDUM

TO: Planning Commission

FROM: Keith Caldwell, Interim City Administrator *KCC*

SUBJECT: PUBLIC HEARING – Draft Mobility Element Update

DATE: November 29, 2011

A Public Hearing has been scheduled to accept input regarding The Draft Mobility Element Update. The purpose of the Mobility Element is to define how the City will serve the transportation needs of its residents, businesses and visitors while enhancing its environmental, economic and natural resources. It is one of the required elements of the General Plan.

RECOMMENDATION:

Hold Public Hearing.

MEMORANDUM

TO: Planning Commission

FROM: Keith Caldwell, Interim City Administrator *KAC*

SUBJECT: NEW BUSINESS – Draft Mobility Element Update Comments and Discussion

DATE: November 29, 2011

The Mobility Element of the General Plan sets out the desired goals and strategies for enhancing mobility in and near the City. The Mobility Element 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 General Plan, 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.

RECOMMENDATION:

Review and discuss the Draft Mobility Element along with comments from the public.

MEMORANDUM

Date: November 21, 2011

To: Keith Caldwell, Planning Director



From: Gary Schley, Public Services Officer

Subject: Draft Mobility Element Update Public Hearing

Background: The City of Bishop is currently updating its Mobility Element, which is an important part of the overall General Plan. The update focuses on transportation needs of the community including driving, cycling, walking, and accessibility to transit and air services. Public outreach is an important element of the Mobility Element update process. The outreach provides an opportunity to review the Mobility Element goals and policies, and invite suggestions for enhancing mobility opportunities for all residents.

Recommendation: Hold public hearing and discussion regarding draft Mobility Element.



City of Bishop General Plan



Mobility Element

Adopted by City Council
XX February 2012



DRAFT FOR ENVIRONMENTAL REVIEW

**City Of Bishop General Plan
2012 MOBILITY ELEMENT**

DRAFT FOR REVIEW

November 17, 2011

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



MOBILITY ELEMENT



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 that 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

MOBILITY ELEMENT



- 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.

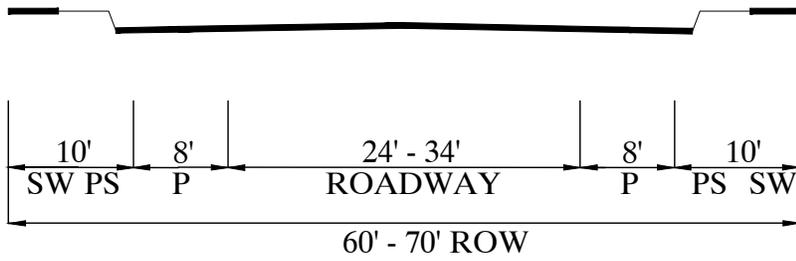
and provide connections to recreation opportunities.



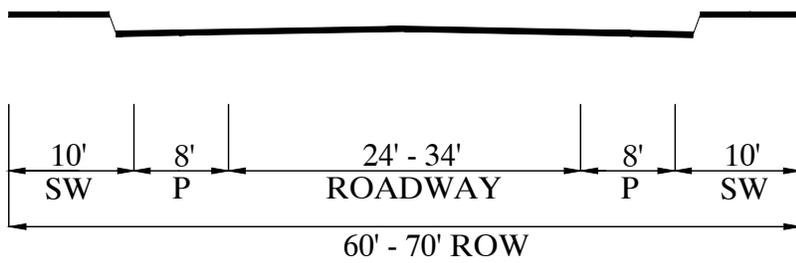
4. Alleys - In addition to local streets, the City has numerous alleys in both residential and commercial areas. These are City owned and maintained, and have an important function with respect to providing accessibility for adjacent land uses. Their functions include access to parking (e.g., residential 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

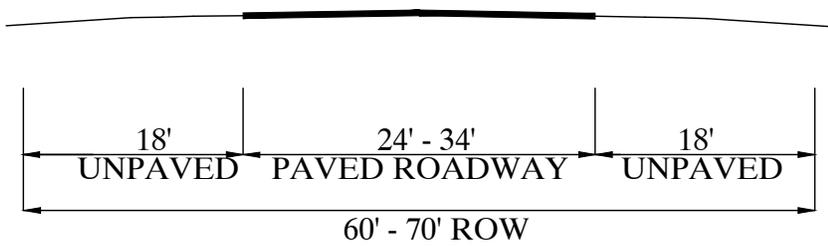
MOBILITY ELEMENT



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.

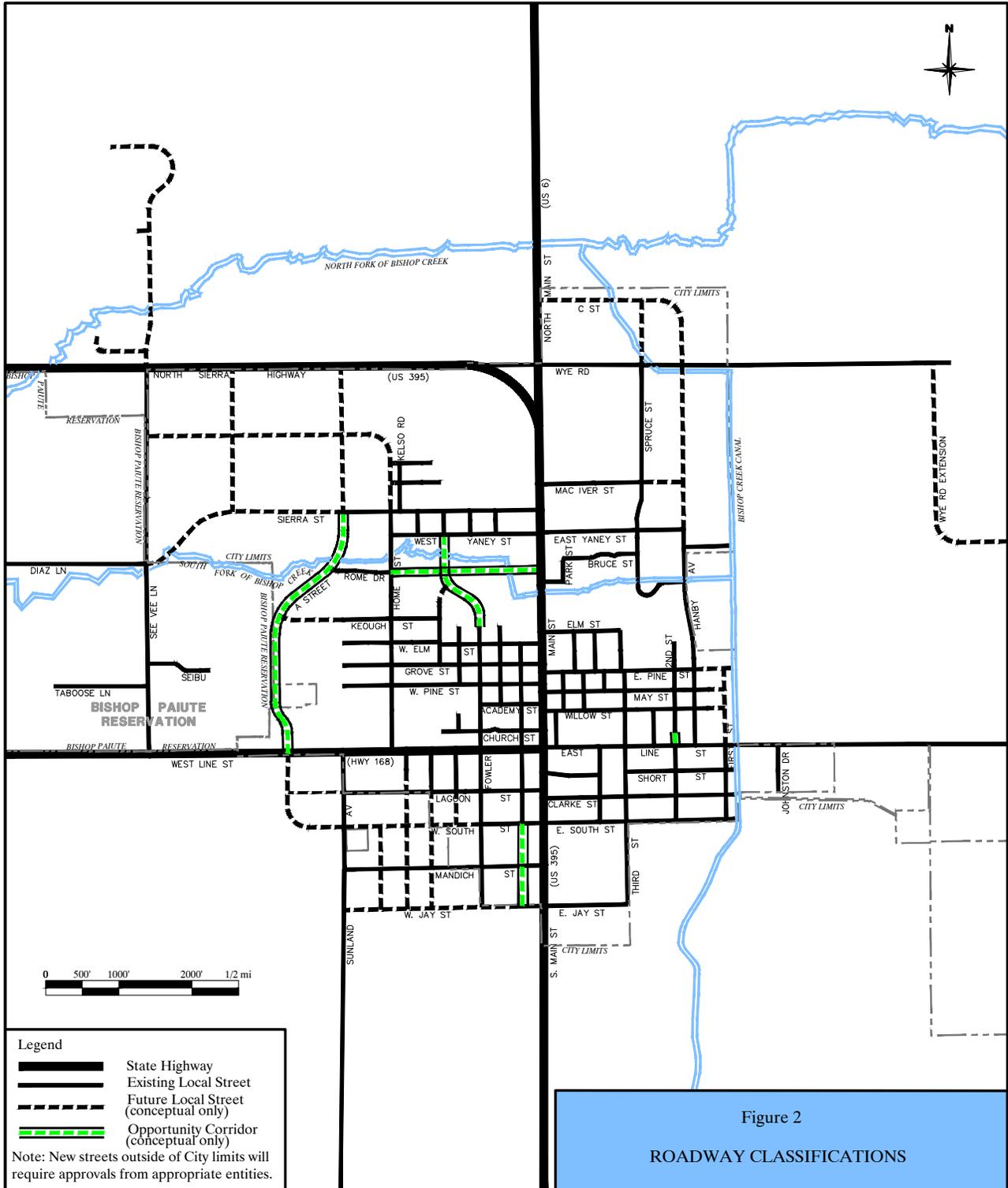


LOCAL STREET (INTERIM SECTION - COUNTRY LANE)

Figure 1
ROADWAY SECTIONS

City of Bishop General Plan

MOBILITY ELEMENT



MOBILITY ELEMENT



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

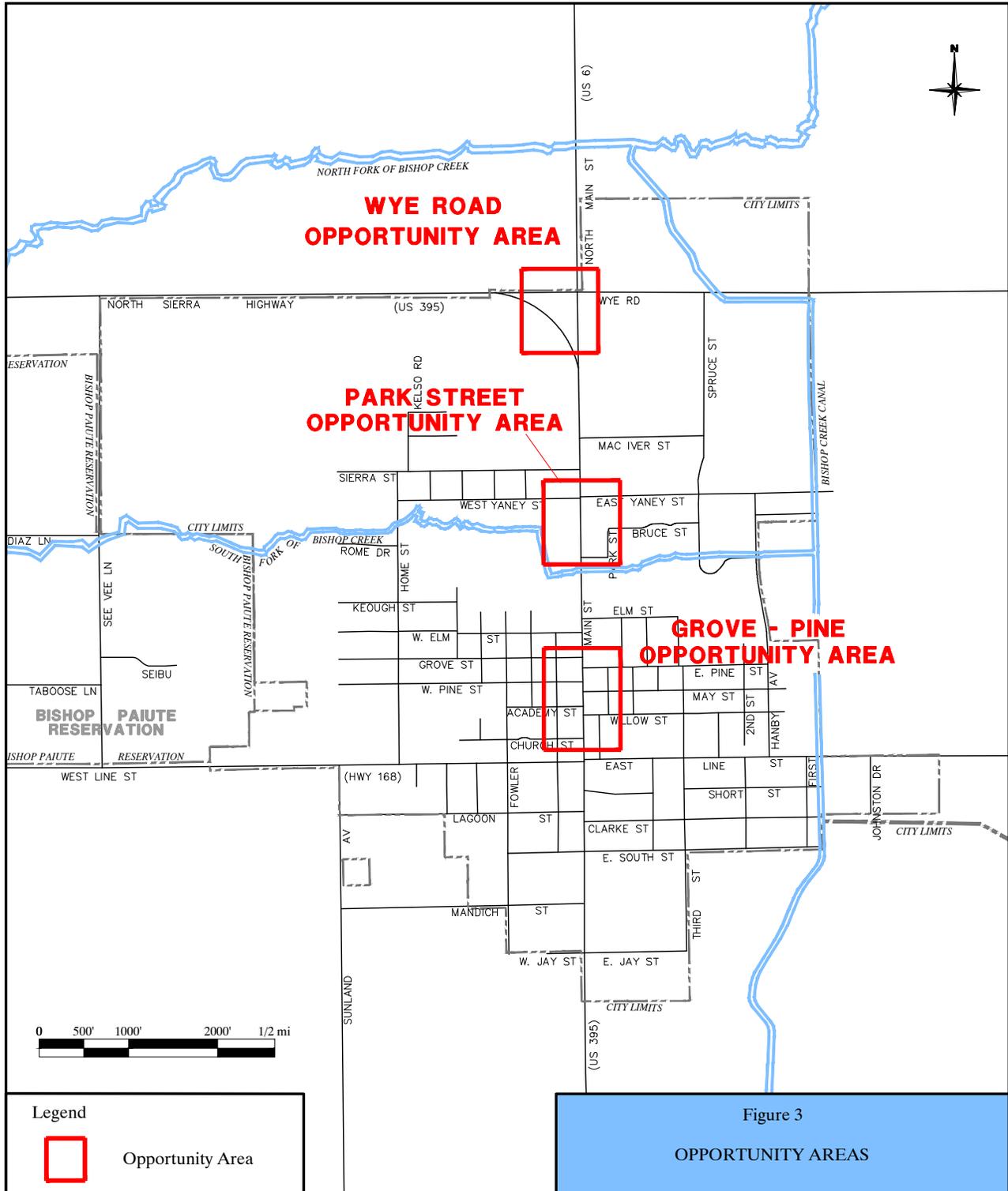


Accessibility



Walkability







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.

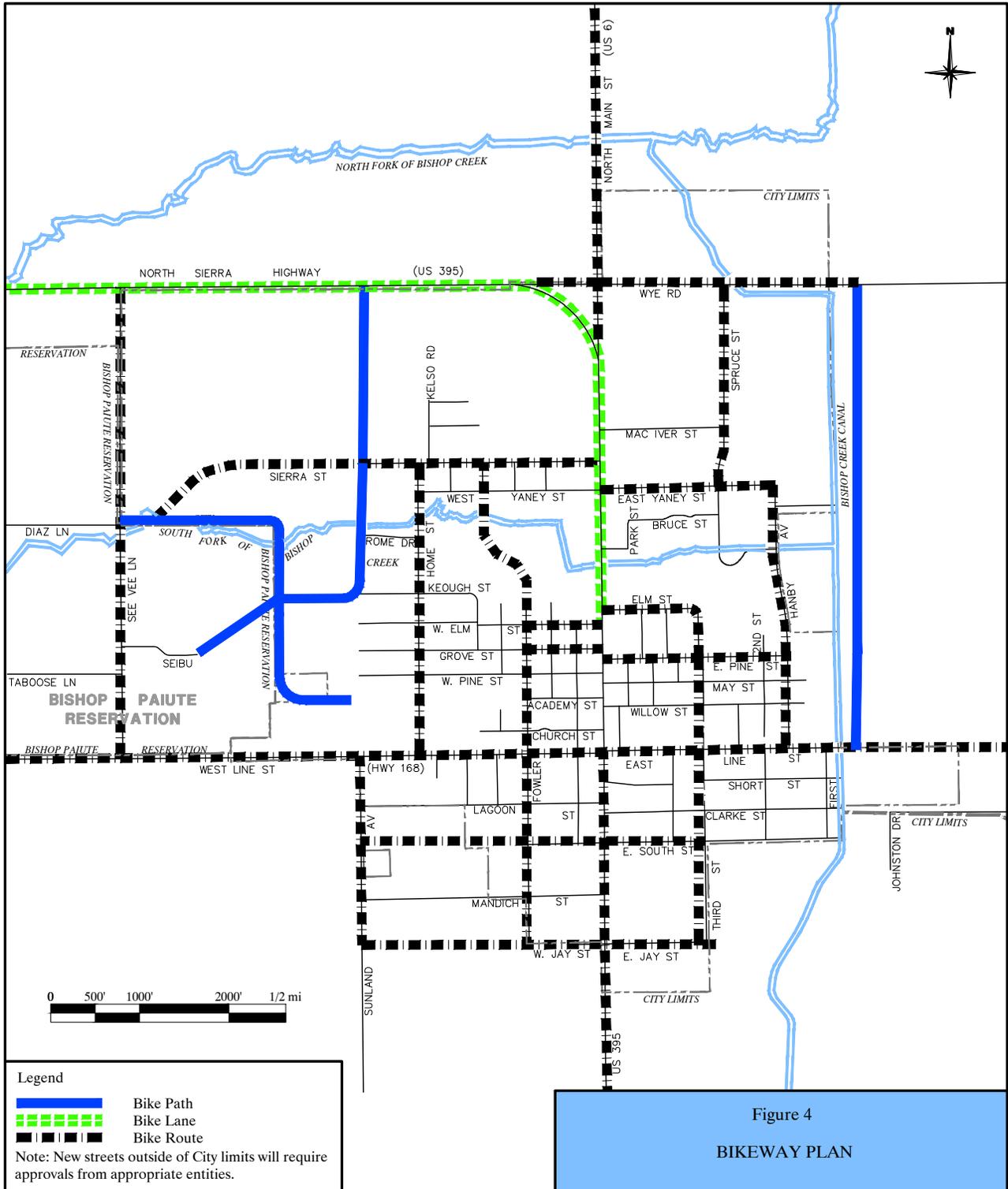


Bishop’s diverse downtown area and attractive local streets provide an ideal walking environment for residents and visitors.



City of Bishop General Plan

MOBILITY ELEMENT



MOBILITY ELEMENT



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.

MOBILITY ELEMENT



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 and reduce air pollution.
- 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.

MOBILITY ELEMENT



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 City Engineer and 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

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
A 2.3	Pursue financing for all components of the transportation system to achieve and maintain desired level of service standards.	P 2.5

City of Bishop General Plan

MOBILITY ELEMENT



ACTIONS	Roadway System (continued)	<i>Related Policies</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>

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.	<i>A 3.1, A 3.2, A 3.3</i>

City of Bishop General Plan

MOBILITY ELEMENT



POLICIES	Public Transportation (continued)	Related Actions
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	Related Policies
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

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	Related Actions
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

City of Bishop General Plan

MOBILITY ELEMENT



POLICIES	Bicycles (continued)	<i>Related Actions</i>
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
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

City of Bishop General Plan

MOBILITY ELEMENT



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	<i>Related Actions</i>
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	<i>Related Policies</i>
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	<i>Related Actions</i>
P 6.1	Consider pedestrians in all land use and transportation planning.	A 6.1, A 6.2
P 6.2	Support the implementation of sidewalks and walkways on existing and future streets as in Policy 2.3.	A 6.3, A 6.4, A 6.5
P 6.3	Promote facilities and amenities that enhance the walkability of the City.	A 6.2, A 6.3, A 6.4

City of Bishop General Plan

MOBILITY ELEMENT



POLICIES	Pedestrians (continued)	<i>Related Actions</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> |
| 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> |

City of Bishop General Plan

MOBILITY ELEMENT



ACTIONS	Pedestrians (continued)	<i>Related Policies</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.
--------------------	------	---

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> |
| 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> |



City of Bishop General Plan



Mobility Element Transportation Report

Prepared
XX February 2012



DRAFT FOR ENVIRONMENTAL REVIEW

City of Bishop
GENERAL PLAN MOBILITY ELEMENT
TRANSPORTATION REPORT

DRAFT FOR REVIEW

October 25, 2011

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Chapter 1.0

INTRODUCTION

This chapter of the Transportation Report (TR) gives an overview of the purpose and scope of the document together with related information pertaining to the Mobility Element of the General Plan. Technical information and recommended implementation actions are contained in subsequent chapters of this report.

RELATIONSHIP TO THE MOBILITY ELEMENT

This TR contains transportation information that has been prepared by or under the direction of city staff as a technical supplement to the Mobility Element (ME) of the City of Bishop's General Plan. It is intended as a resource document with up to date supporting information for the ME and with pertinent data on existing and future mobility in the City. The TR will undergo periodic updates so that the information can remain current without the need to update the actual ME. These updates will be an administrative function, requiring formal City Council action only if or when approvals for actual implementing actions are required.

OVERVIEW

Information contained in this TR includes the following:

Relevant Studies – This part of the TR summarizes and lists studies by the City or other entities that have relevance to mobility in the City. An example is the Bishop Area Access and Circulation Study (BAACS) study prepared by Caltrans. This involved a major evaluation of traffic on Main Street/Highway 395, and a summary of that study including the procedures and findings, can be found in this chapter of the TR. Other Caltrans studies such as Route Concept reports for State routes through the City and local improvement studies are also covered.

Existing Conditions - Chapter 2.0 of this TR describes the existing street system and the traffic volumes on that system, together with a discussion on operational issues. Information on existing public transportation is also given in this chapter.

Future Conditions - Further growth and the corresponding future volumes on the roadway system are described in Chapter 3.0. Factors contributing to growth in regional traffic through the City are also noted.

Implementing Actions - Implementing actions for achieving the City's transportation goals are outlined in the goals and policies section of the ME. This TR translates selected implementing actions into more specific recommendations for undertaking those actions. The Opportunity Areas designated in the ME are also discussed, together with suggestions for improvement strategies that could be considered in the special studies to be carried out for these areas.

CHANGES IN THIS UPDATE

This is the first edition of the TR prepared to supplement the ME adopted by City Council 27 February 2012. In subsequent updates, this section will note the changes that have been incorporated into the document since the previous version.

RELATED ACTIONS/STUDIES

This section discusses recent actions and studies that have relevance to the ME.

Bishop Area Access and Circulation Study

The Bishop Area Access and Circulation Study (BAACS) completed in 2007 involved a comprehensive study of traffic in and around the City. It was carried out by Caltrans District 9 at the request of the Inyo County Local Transportation Commission (LTC) with the support of the City of Bishop and Inyo County. The study focused on Main Street/Highway 395, and evaluated options that could reduce traffic, create a more walkable downtown area, improve safety to traffic, bicyclists and pedestrians, and improve ground access to the eastern Sierra Regional Airport (Bishop Airport). Specifically, five study objectives were defined at the beginning to guide the process:

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

A project development team (PDT) was created at the initiation of the project and included representatives from the City of Bishop, City of Los Angeles, County of Inyo, Bishop Paiute Indian Tribe, Bishop Chamber of Commerce, Inyo County LTC and Caltrans. During the two-year study process, regular meetings were held with the PDT to share information and provide direction for the study. Public input was also encouraged and incorporated into the development and evaluation of the alternatives. The following sections provide a brief overview of the work carried out and the findings of the study.

Existing Conditions - Traffic count data was collected at several locations in and around Bishop, and existing traffic patterns defined including estimates of local and through traffic. The information was also used to provide an assessment of existing conditions. Some of the key findings in this regard are incorporated into the discussion on existing conditions presented in Chapter 2.0 of this TR.

The evaluation of existing conditions concluded that the basic physical characteristics such as no parking, no landscaped median, and the number of lanes and their configuration of Highway 395 through the Bishop downtown area cannot be changed while still functioning safely and adequately as the only through north/south route in the City let alone a major interregional highway. Constraints such as limited R/W and nonaligned intersections prevent any significant alteration of the current system.

Alternatives - The study examined several highway bypass alternatives. The premise was that to meet the future traffic needs and address all the stated goals of the study, the separation of Main Street and Highway 395 would eventually need to be accomplished. The alternatives included both eastern and western bypass alignments, and a special traffic simulation model was developed to test the alternatives.

Estimates of diversion for western alternatives were about 20 percent of total daily traffic passing through the City. If the eastern alternatives included a north connector (i.e., north of Wye Road), then they would have the largest diversion of traffic at about 24 percent of total volumes. Western alternatives were found to divert about 39 percent of trucks and eastern alternatives divert about 67 percent of trucks from the downtown. Hence the Eastern alignments had the potential for removing the greatest amount of truck traffic from the downtown. They would also provide truck access to the Bishop Airport.

Bypass Issues - One concern that traveler-dependent business owners had was the potential development of competing businesses along any new bypass corridor. One strategy to prevent this would be to limit development and access on the new corridor. The Los Angeles Department of Water and Power (LADWP) owns nearly all the lands needed for the routes, and an access agreement between Inyo County, the City of Bishop, Caltrans and the LADWP could effectively prevent any development along the bypass route. The dedication of development rights to a conservation group or the development of a conservation easement along a bypass route could further strengthen the protection of downtown businesses.

The study noted that State Highway truck routes can usually be enforced to require all through trucks use them, but cannot exclude private vehicles. Since some private vehicles would choose to use the truck route, a reduction in interregional travelers on Main Street/Highway 395 can be anticipated. Hence, while there was community support for a bypass route to reduce traffic in the downtown area, local merchants in general were not supportive of the bypass due to concerns regarding the loss of interregional traveler business.

In the past, Caltrans has developed parallel facilities such as truck routes while still maintaining the existing mainline in the State highway system. However, the State no longer builds or accepts the maintenance of parallel facilities. As a result, it was recommended that the proposed bypass be a locally owned and maintained two-lane facility, built to Caltrans standards. This route could be signed as either Bishop Airport access, and/or truck route. While this recommendation did not meet all the goals of the study, it could remove most of the truck traffic from Main Street, thereby reducing the sense of congestion in the downtown and providing truck access to the Bishop Airport.

One of the study conclusions was that because a large portion of the traffic on Main Street is local traffic, any sort of bypass of Bishop on its own would not enable the physical configuration of Main Street to change.

Caltrans Transportation Concept Reports

Transportation Concept Reports (TCR) are long-range planning documents used by Caltrans to guide overall improvements to State highways. They present information on right-of-way, traffic forecasts, accident history, environmental issues, level of service (LOS), and contain recommended conceptual improvements. There are TCR's for Highways 395, 6 and 168.

The TCR for Highway 395 prepared in 2000 lists improvements that Caltrans sees as important over the next 20 years to improve LOS and safety. For the segment through Bishop, the roadway has a functional classification of Principal Arterial and is part of the National Truck Network (NTN). There are no currently programmed improvements.

For Highway 6, the southernmost part of segment 1 is within the City. The 2009 TCR notes that safety and operational improvements should be considered for this segment to address ingress and egress for streets and driveways. It also notes that a reconfiguration of the intersection with Highway 395 may be necessary (see later discussion in this chapter on Wye Road intersection improvements).

Segment 3 of the 2010 TCR for Highway 168 extends from Sunland Drive to Highway 395. Recommended improvements include installing curbs and gutters where possible (applicable primarily to the section in the County) removal of nonfunctioning driveways, and implementing improvements that reduce conflicts between vehicles, bicycles and pedestrians. Removal of on-street parking is noted as a potential action.

Interregional Transportation Strategic Plan 1998

The Interregional Transportation Strategic Plan (ITSP) is the Caltrans version of a Regional Transportation Plan for interregional roads. The ITSP places special emphasis on the statutorily identified Interregional Road System. It identifies several "Focus Routes," including Highway 395, where completion to minimum freeway/expressway standards is a high priority. The purpose of Focus Route improvements is to develop a "backbone" system of high volume arterials to which lower volume state highway routes can connect for purposes of longer interregional trips and access into statewide gateways.

Regional Transportation Plans

Regional Transportation Plans (RTP) are adopted by the Inyo Local Transportation Commission and are 20 year programming documents outlining general transportation related policies, guidelines, and capital improvement project lists for all transportation facilities/modes. They include programs related to roads, bridges, transit, aviation, goods movement, pedestrian and bicycle facilities, and transportation demand management. For Inyo County, the latest RTP was adopted in 2009.

Part of the RTP process is to identify transportation issues and concerns for the region, and defining regional goals. It also establishes funding to transportation programs in the County. Priorities for actions also outlined in the RTP are as follows:

- Maintain Inyo County's natural environment and rural quality of life
- Support and expand tourism in Inyo County
- Improve government decision making in Inyo County
- Improve health care, social services and education
- Promote economic development

The RTP discusses the continued need for interregional bus service and coordinating existing transit services. Specific transit projects include the construction of bus pullouts, and vehicle engine retrofits so as to comply with air quality regulations.

Short-term bicycle projects identified in the RTP include the Pine to Park bike path and Seibu to School bike path. (The Inyo County Collaborative Bikeways plan is discussed below.) Also, future aviation improvements to the Bishop, Lone Pine, Independence, and Shoshone airports are planned to accommodate potential growth in air traffic.

Wye Road Intersection Improvements

Caltrans' Wye Traffic Circulation Improvement Project proposes improvements to increase intersection capacity and improve safety at the junction of Highway 395, Highway 6 and Wye Road. The improvements are needed to serve increases in traffic, development in the Chalfant, Hammil, and Benton Valley areas of Mono County, development of adjacent commercial parcels, and a potential truck route around the City of Bishop. Congestion and safety issues related to the current configuration will

adversely impact Highway 395 and Highway 6 and reduce their effectiveness as interregional corridors, and will also impact North Main Street for the City of Bishop.

The purpose of the Caltrans 2009 Feasibility Study Report (FSR) for the Wye Traffic Circulation Improvement project was to evaluate several alternatives for intersection improvements. Four build alternatives and a no build alternative were studied, and all of the build alternatives were considered viable. Since there are no funds programmed for this project at this time, the FSR evaluated the alternatives in general terms and a more detailed analysis will be carried out for programming purposes at some time in the future.

Bishop Reservation Traffic Safety Evaluation

This 2006 study consisted of two traffic safety evaluations on the Reservation, one focused on engineering and the other on traffic law enforcement. Recommended roadway improvements included the signalization and enhanced configuration of the four-way intersection between Highway 395 (east/west), See Vee Lane (south) and Cherry Lane (north) to improve safety and accessibility for traffic from the Reservation and the Highlands RV Park.

Inyo County Collaborative Bikeways Plan 2008

The Inyo County 2008 Collaborative Bikeways Plan is the official Bicycle Transportation Plan of the County of Inyo, City of Bishop, and Bishop Paiute Tribe for the purposes of Bicycle Transportation Account funding. It builds on the 2002 Inyo County Bicycle Plan, which did not address the City of Bishop and did not cover the Bishop Paiute Reservation. This update includes the following:

- Describes existing bicycle facilities and programs within Inyo County and its surrounding communities.
- Evaluates the need for future bicycle facilities and programs throughout the County, including the City of Bishop, unincorporated communities, and tribal reservations, and describes their relationships to existing facilities and programs.
- Designates new routes and prioritizes their development
- Updates maps for the existing and proposed system of bikeways
- Provides 20 year cost estimates by bikeway classification to complete the system
- Identifies funding sources and implementation phasing for the most important projects

- Defines policies and standards for the improvement of bicycle facilities, engineering practices and procedures, education, and law enforcement pertaining to bicycling. Reinforces the policies outlined in the Inyo County General Plan and the County's 2007/08 Regional Transportation Plan (RTP).
- Incorporates comments received on the 2007 Draft Collaborative Bikeways Plan from the City of Los Angeles Department of Water and Power.

Bishop Paiute Tribal Plans

The Bishop Tribe currently operates a casino and gas station northwest of town on Highway 395. The tribe has plans to remodel the casino to include a lodging/conference center. Caltrans is working with the tribe on improvements such as roadway widening and turn out lanes.

REFERENCES

1. "US 395 Transportation Concept Report (TCR)," Caltrans District 9, May 2000.
2. "Eastern Sierra US Highway 395 Corridor Enhancement Program, Existing Conditions Report," LSC Transportation Consultants, Inc. January 2009.
3. Feasibility Study Report for "Bishop Wye Traffic Circulation Improvement," Caltrans District 9, June 2009.
4. "Inyo County Collaborative Bikeways Plan," County of Inyo, City of Bishop, Bishop Paiute Tribe, November 2008.
5. "US Highway 6 Transportation Concept Report," Caltrans District 9, May 2009
6. "State Highway 168 Transportation Concept Report," Caltrans District 9, March 2010.

Chapter 2.0

EXISTING CONDITIONS

This section of the Transportation Report (TR) summarizes existing transportation data. The information includes traffic volumes and travel patterns and existing public transportation services.

ROADWAY SYSTEM

Figure 2-1 shows the existing roadways and intersection controls for the major streets in the City referred to as the “major thoroughfares” in this report. Midblock lanes on the roadway segments are illustrated in Figure 2-2 for those roadways with more than two lanes.

The two roadway classifications in the ME are State Highways and Local Streets. In addition to those ME classifications, the California Road System maps maintained by Caltrans and approved by the Federal Highway Administration provides its own classification of roadways in Bishop. On the California Road System maps, roadways in Bishop have three classifications, Other Principal Arterial, Collector, and Local:

<u>Roadway</u>	<u>Limits</u>
Other Principal Arterial:	
Main Street (Highway 395 and Highway 6)	South city limit to north city limit
North Sierra Highway (Highway 395)	West city limit to North Main Street
Collector:	
West Line Street (Highway 168)	West city limit to Main Street
Hanby Avenue	East Line Street to East Yaney Street (north leg)
East Pine Street	Main Street to North Third Street
Third Street	East Jay Street to East Pine Street
South Street	Fowler Street to South Third Street
East Jay Street	West end to South Main Street
East Yaney Street	North Main Street to Hanby Avenue
East Line Street	Main Street to east city limit

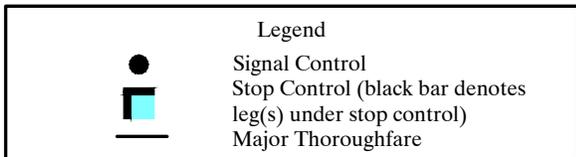
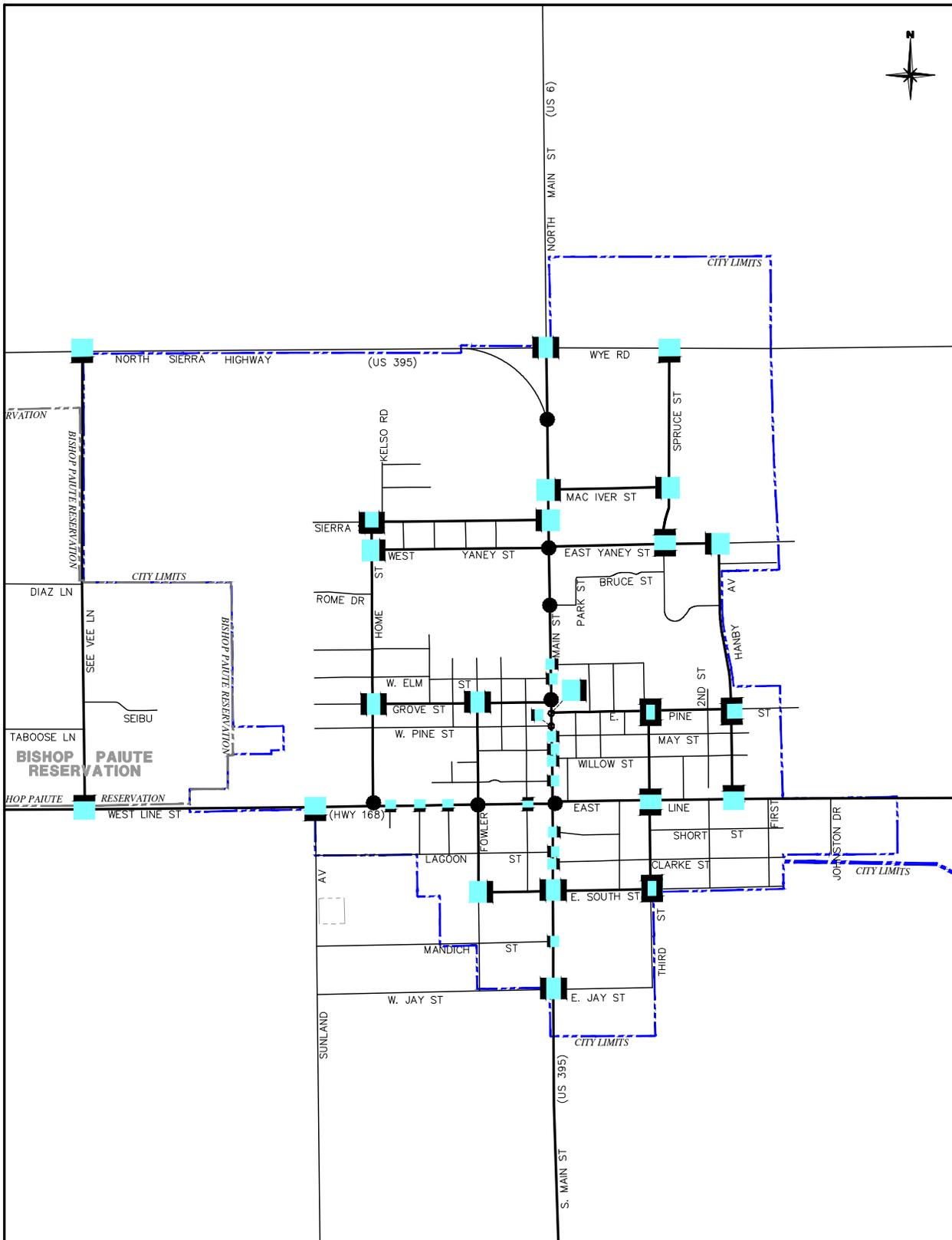
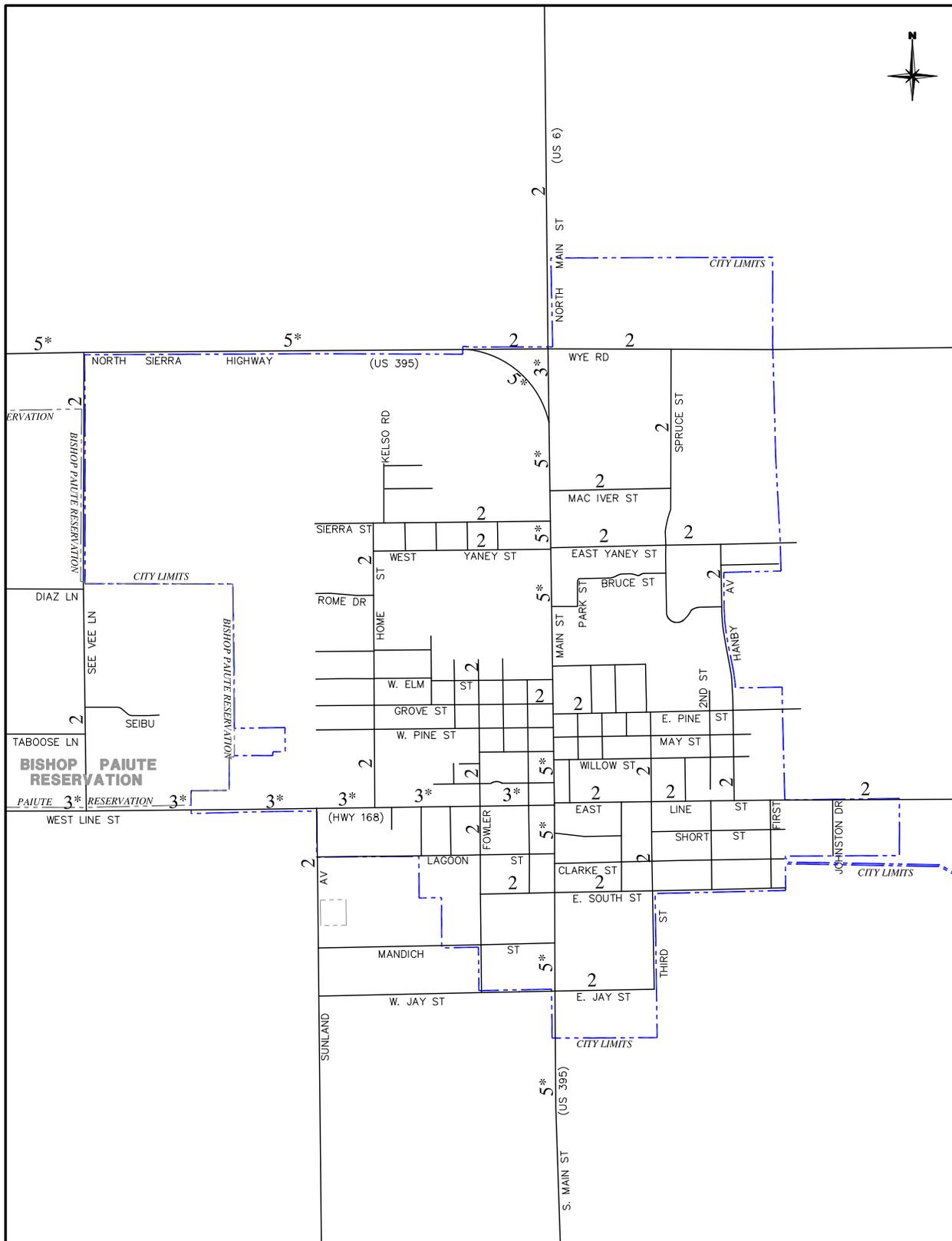


Figure 2-1
**EXISTING INTERSECTION CONTROLS
 (MAJOR THOROUGHFARES)**



Legend

3*/5* Midblock lanes have a center left-turn lane

Figure 2-2

**EXISTING MIDBLOCK LANES
(MAJOR THOROUGHFARES)**

Sierra Street
Home Street
Mandich Street
Sunland Drive
West Elm Street

Home Street to North Main Street
West Line Street to Sierra Street
West city limit to South Main Street
South city limit to West Line Street
North Fowler Street to North Main Street

Local:

All other streets

TRAFFIC VOLUMES

Figure 2-3 shows existing average daily traffic (ADT) volumes on the major thoroughfares in the City. They represent annual average weekday volumes, and seasonal variations change these volumes during the year, particularly on Main Street. For example, the annual average of 8,000 ADT south of the City varies throughout the year as illustrated in Figure 2-4. The highest peak is the first weekend in August with a comparable peak over the Christmas/New Year's holiday. Much of the seasonal variation is in through traffic, and is related to regional trips for recreational purposes. Local traffic variations could be related to summer visitors lodged in the City, although the increase is somewhat off-set by the reduction in school trips during that time. A further illustration of the variation throughout the year can be seen in Figure 2-5 which shows daily volumes averaged over each month for 2010.

Table 2-1 contains information on peak hour volumes on Main Street in the downtown area. This also illustrates the fluctuation in volumes for different days of the week and different times of the year.

TRUCK VOLUMES

Truck traffic in the City is largely comprised of through trips on Highway 395 and Highway 6. Average weekday truck volumes are around 1,000 vehicles per day. This translates to around six percent of the total traffic just north of Line Street and around 12 percent at the north and south City limits. Because of their large size, a small number of trucks can have a relatively large impact on traffic.

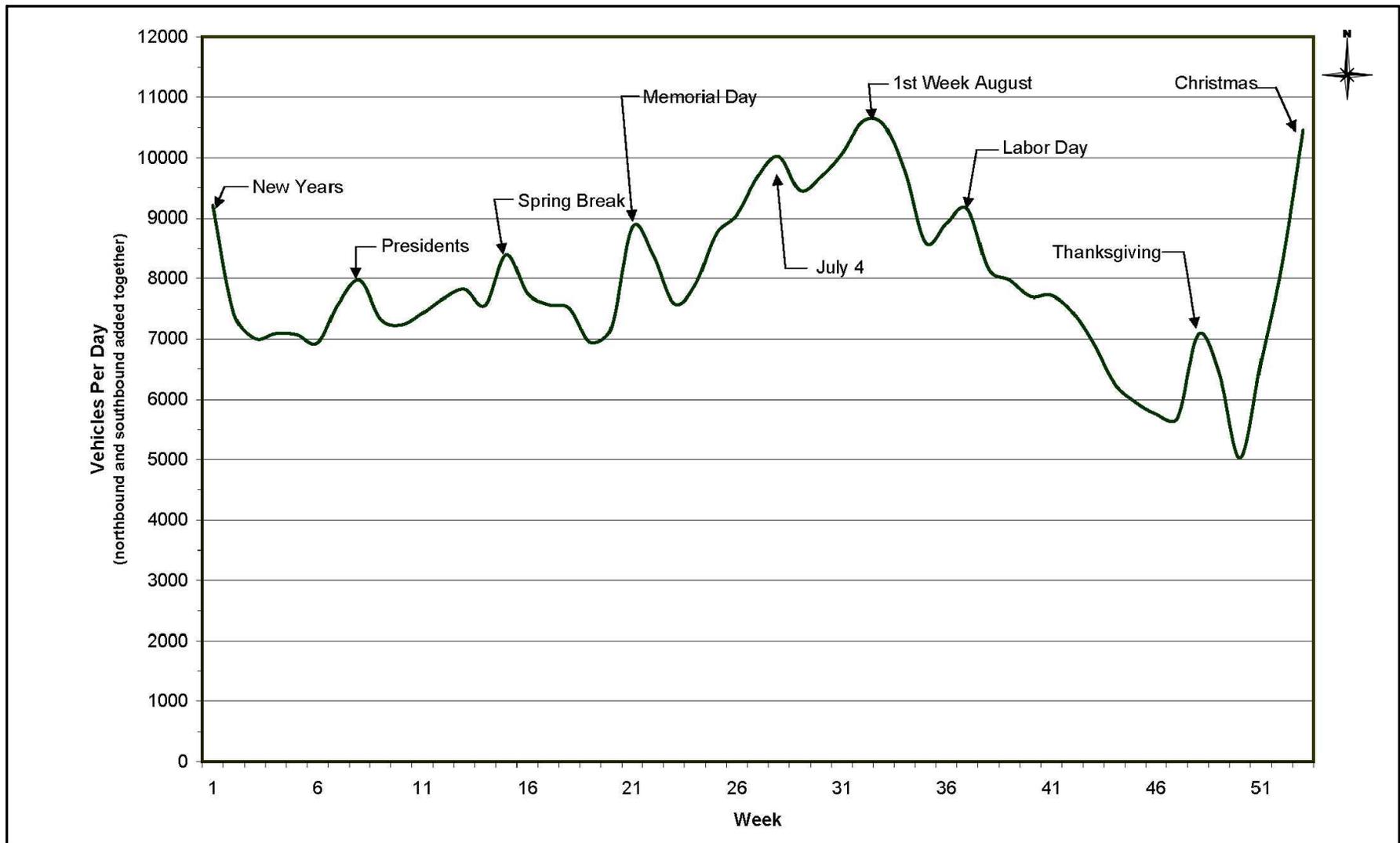


Figure 2-4
 2009 AVERAGE DAILY VOLUMES
 FOR HIGHWAY 395 SOUTH OF BISHOP

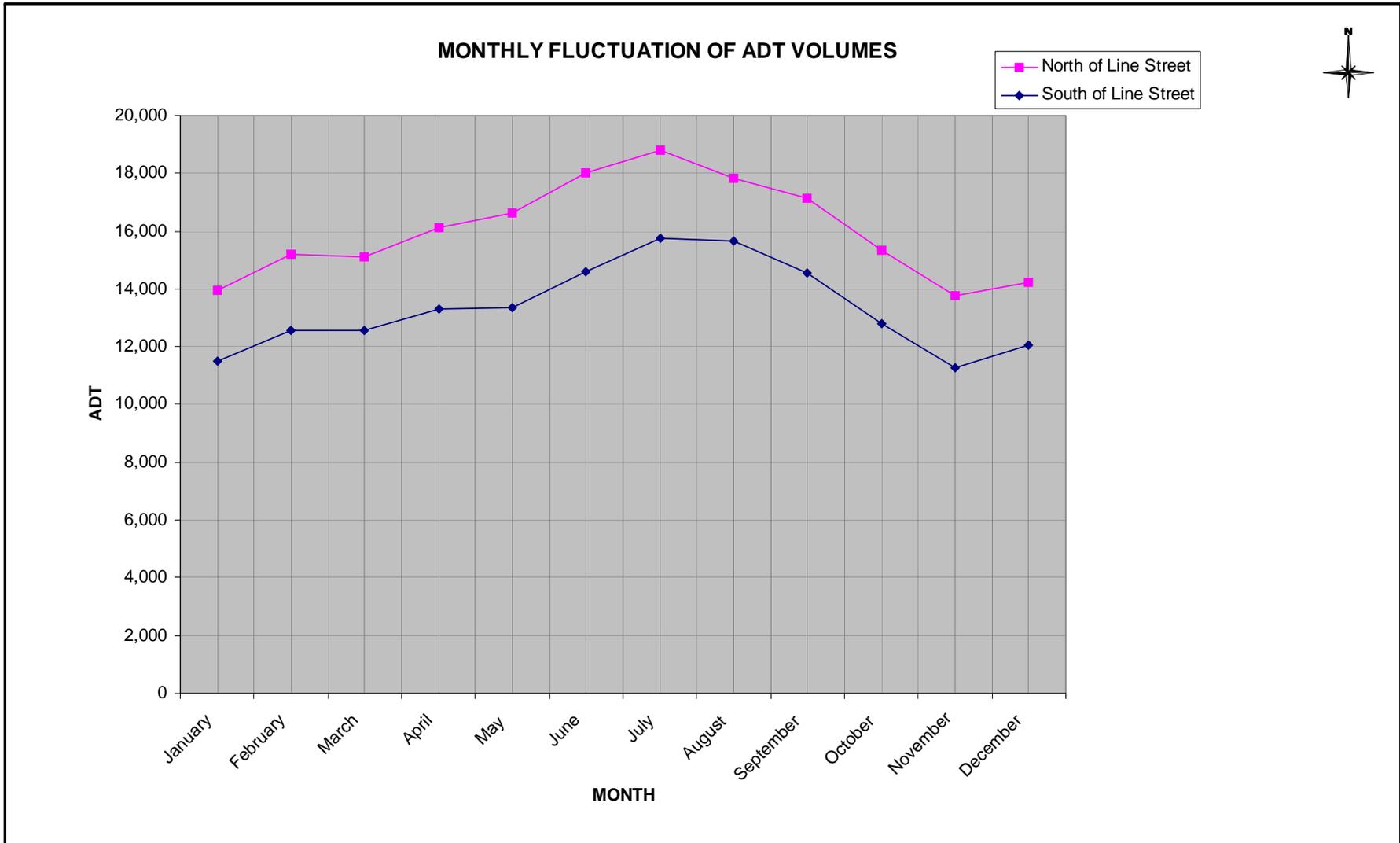


Figure 2-5
AVERAGE DAILY VOLUMES BY MONTH FOR 2010

Table 2-1

2010 PEAK HOUR VOLUMES – BISHOP MAIN STREET

Location/Description	AM			Midday			PM			
	NB	SB	TOTAL	NB	SB	TOTAL	NB	SB	TOTAL	
North of Line Street										
January	Monday-Thursday	409	355	764	622	490	1,112	609	461	1,070
	Friday	405	331	736	490	525	1,015	741	479	1,220
	Saturday	227	268	495	486	620	1,106	416	744	1,160
April	Monday-Thursday	457	396	853	697	584	1,281	708	501	1,209
	Friday	548	425	973	818	659	1,477	815	555	1,370
	Saturday	246	329	575	457	660	1,117	467	605	1,072
July	Monday-Thursday	512	470	982	822	695	1,517	781	562	1,343
	Friday	570	494	1,064	1,040	722	1,762	891	582	1,473
	Saturday	337	390	727	539	742	1,281	476	495	971
November	Monday-Thursday	429	383	812	649	536	1,185	612	428	1,040
	Friday	430	375	805	670	517	1,187	627	473	1,100
	Saturday	232	265	497	487	472	959	435	425	860
Average	Monday-Thursday	452	401	853	698	576	1,274	678	488	1,166
	Friday	488	406	895	755	606	1,360	769	522	1,291
	Saturday	261	313	574	492	624	1,116	449	567	1,016
South of Line Street										
January	Monday-Thursday	330	335	665	443	531	974	441	435	876
	Friday	335	286	621	359	533	892	551	436	987
	Saturday	165	253	418	377	867	1,244	332	717	1,049
April	Monday-Thursday	359	362	721	509	558	1,067	512	471	983
	Friday	439	392	831	615	611	1,226	598	516	1,114
	Saturday	180	297	477	343	755	1,098	362	567	929
July	Monday-Thursday	411	428	839	608	656	1,264	585	534	1,119
	Friday	449	460	909	862	700	1,562	678	541	1,219
	Saturday	255	369	624	405	730	1,135	371	435	806
November	Monday-Thursday	352	348	700	441	496	937	443	403	846
	Friday	350	340	690	444	515	959	439	410	849
	Saturday	162	240	402	300	440	740	335	385	720
Average	Monday-Thursday	363	368	731	500	560	1,061	495	461	956
	Friday	393	370	763	570	590	1,160	567	476	1,042
	Saturday	191	290	480	356	698	1,054	350	526	876

AM – Highest one hour volume between 7:00 and 9:00

Midday – Highest one hour volume between 11:00 and 1:00

PM – Highest one hour volume between 4:00 and 6:00

EXISTING OPERATING CONDITIONS

This section discusses existing operating conditions on the City's street system. It is based on existing count data as discussed above and information prepared during the Bishop Area Access and Circulation Study (BAACS) described in the previous chapter. It should be noted that in this discussion the three State Highways serving the City are typically referred to by their local street names rather than the highway designation.

Main Street/Highway 395

Main Street in the downtown area is a five lane facility with two lanes in each direction and a center turn lane. Shoulder and sidewalk widths vary, and between Line Street and East Elm Street the right-of-way (ROW) is the most restrictive resulting in a 10 foot center turn lane and 10 foot and 12 foot moving lanes. Shoulders in this segment are less than three feet which is too narrow for bicycles, and cyclists thereby use the curbside traffic lane. The narrowness of the existing ROW, and the development of storefronts at the edge of the ROW, results in short turning radii and short sight distances to/from side streets. As concluded in the BAACS, the only way to increase the capacity of the existing facility, or to provide standard lane and shoulder widths and maintain the current sidewalk width would be to acquire additional ROW and demolish at least the front of many buildings in downtown Bishop.

Main Street/Line Street Intersection

This intersection has a number of issues that affect traffic operations including high volumes, a slight offset, and sharp corner radii. The sharp turning radii at Line Street is such that large vehicles cannot make the turn from Main Street onto Line Street without using the opposing traffic lane on Line Street. Hence, the intersection is inadequate for truck access, and the BAACS notes that "Another access for trucks must be developed for the County's future plans for the Bishop Airport to move forward." With the main access to the post office and schools located off of West Line Street, this location is the operational "hot spot" in the City's roadway system, especially during school start and end times. The intersection is also the only reasonably close signalized intersection available for controlled left turns onto Main Street for the vast majority of residents on the east side of Bishop, and is the most direct to many destinations for many residents on the west side of the City and areas to the west. It is estimated that most Bishop area residents travel through the intersection several times a day on average.

East-West Streets

Downtown Bishop has two arteries that serve traffic from the west, West Line Street/Highway 168 and North Sierra Highway/Highway 395. These provide access to downtown services for the Bishop Paiute Reservation, West Bishop, and communities to the west.

West Line Street is mostly a three lane facility with center turn lane from near See Vee Lane to Main Street. There are sidewalks on at least one side from the city limit near Pioneer Lane to Main Street. From Home Street east the existing ROW is narrow with storefronts built at the edge of the ROW line, and turning radii to/from side streets are sharp with restrictive sight distances.

North Sierra Highway, adjacent to the City limits in the northwest part of the city and extending further west is a four lane facility with center turn lane. Business storefronts are built at variable distances from the ROW line. Some are built to the edge and the shoulder of the highway is utilized for parking, while others are set further back allowing parking to occur out of the ROW. Caltrans has identified a significant need to better control access on Highway 395 in this area.

Jay Street, South Street, Line Street, Yaney Street, and Wye Road are secondary east-west through streets crossing Main Street. All other east-west Bishop streets end in a Tee-intersection at Main Street. These offset distances are close enough that conflicting turn movements occur in the center turn lane and also from side street left turn movements. However, the offsets are large enough that the intersections do not allow for easy consolidation into single signalized intersections. These offset side streets also contribute to the high volumes on Main Street as local traffic maneuvers for east-west crossing of Main Street. Although the offset limits the value as an east/west route for vehicles, the East Pine Grove route is important for pedestrians, especially school children, and is shown as a preferred route on Bishop Safe Routes to Schools maps.

Junction of Main Street/Highway 395 and Highway 6

Another location with operational issues is the junction of Highway 395 and Highway 6. In the area of the junction, Highway 395 turns 90 degrees and a local street joins the state highways. The proximity of the access road for the Vons/Kmart shopping center to this junction also adds to the operational issues at this location. As discussed in Chapter 1.0, Caltrans has studied a number of options for improving this junction.

Local North-South Connections

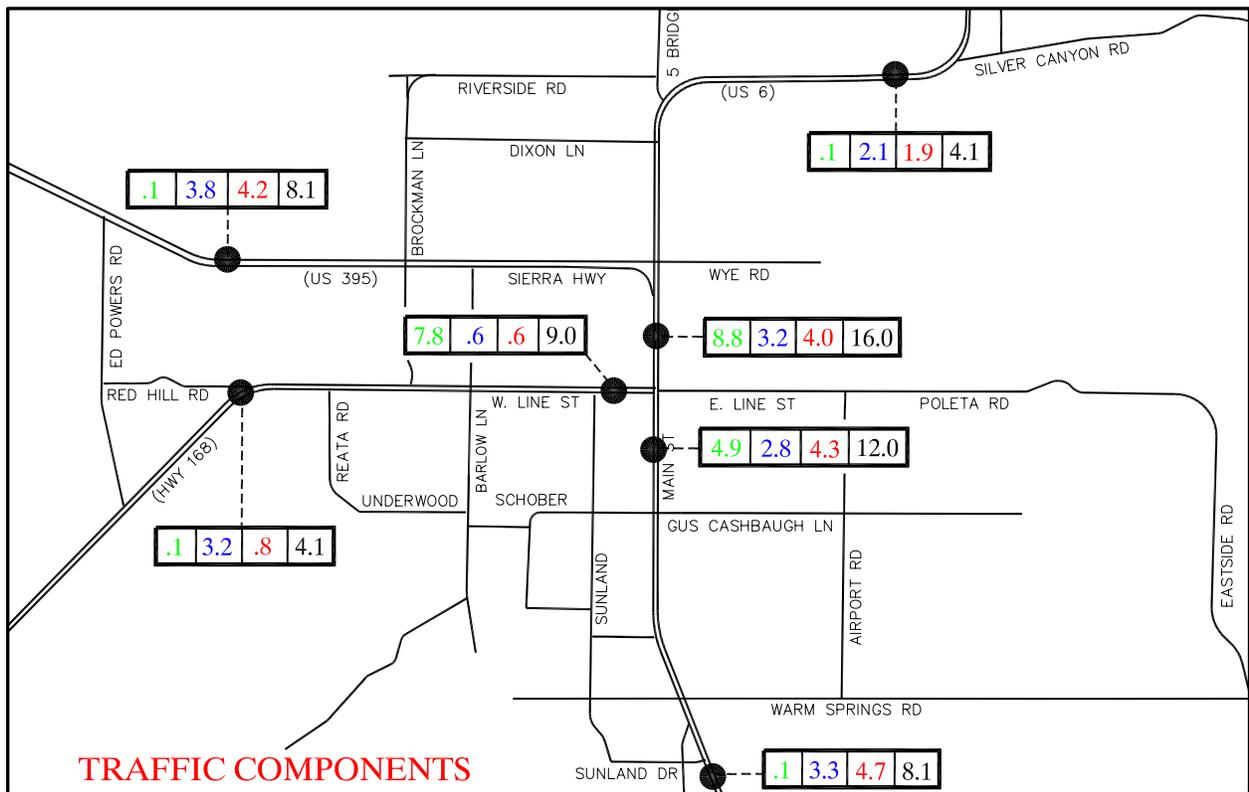
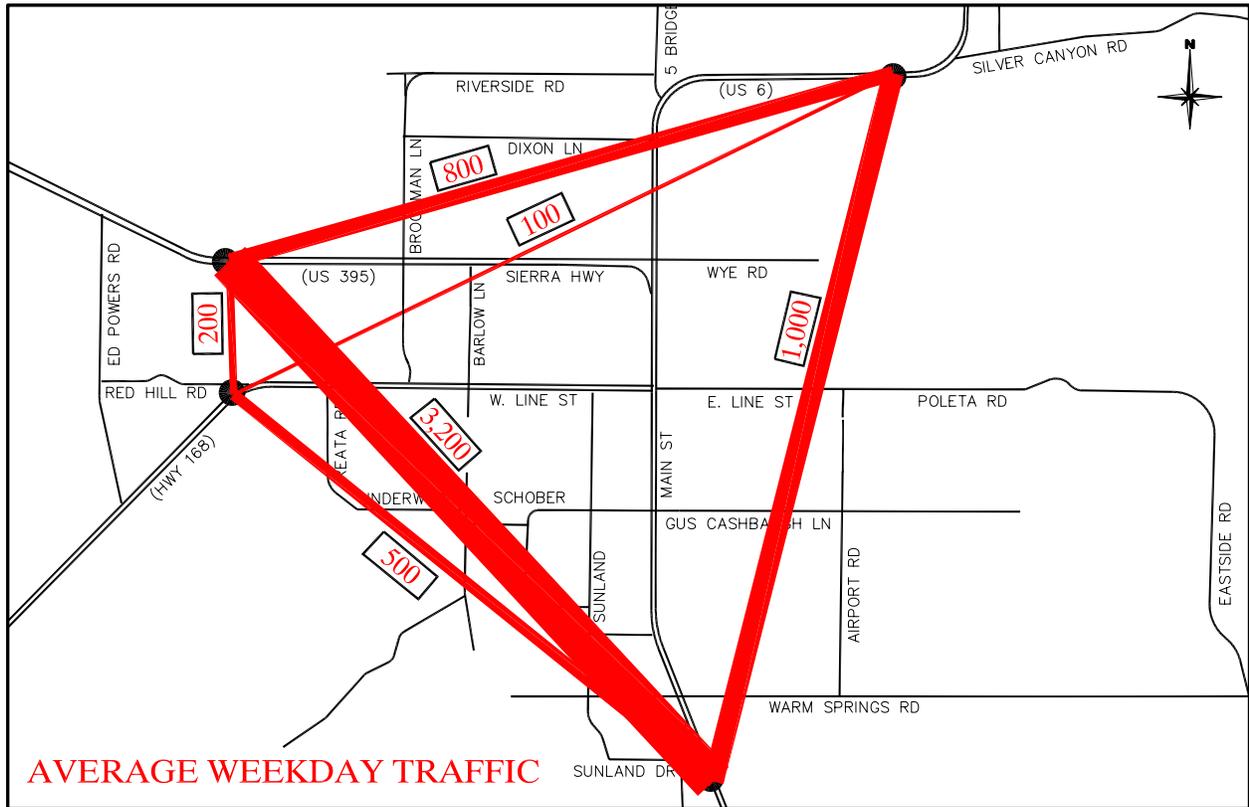
North-south connections on the City's street network are limited, forcing local traffic to use Main Street for these trips. There are no streets parallel to Main Street in the city connecting the full length of Bishop's business corridor. Home Street and Hanby/Spruce Streets provide north-south accessibility and See Vee Lane just west of the City limits provides a full north-south connection between North Sierra Highway and West Line Street.

The dependence of Bishop's local traffic circulation patterns on the Main Street and Line Street intersection can be seen from the ADT volumes presented earlier. These show an ADT of 16,000 just north of the Line Street/Main Street intersection, while the ADT south of the City is 8,000 and west of the City (or north on Highway 395) is 9,000.

As noted in Chapter 1.0 under the BAACS discussion, there is concern for the safety and comfort of pedestrian and bicycle users in Bishop's downtown, specifically mentioning trucks as being a problem. On the other hand, some businesses and residents are strongly opposed to the construction of an alternate route for trucks due to the potential impacts of that route on business and on neighborhoods near the route. For instance, it was largely due to resident opposition that a truck route was dropped from the 2012 Mobility Element.

TRAFFIC PATTERNS

Using data from BAACS and recent counts, estimates were made of the local versus through traffic components of traffic on the State Highway routes in the City. As noted earlier, volumes on major streets such as Highway 395 vary by day of week and by time of year. Figure 2-6 shows typical patterns for an average weekday. The upper part of the diagram shows through traffic at the lower part shows traffic components for selected locations within and outside the City. In the context of this diagram "local" traffic includes trips that start and end within the City and immediately adjacent County area. External trips have one end of the trip inside this area and the other end outside the area.



Legend

AVERAGE WEEKDAY TRAFFIC (000's)

LOCAL	EXTERNAL	THROUGH	TOTAL
-------	----------	---------	-------

Figure 2-6

EXISTING WEEKDAY TRAFFIC PATTERNS

PUBLIC TRANSPORTATION

Public transportation service for the City of Bishop has two components. The fixed-route services are transit lines that operate on regular schedules along a set route and serve primarily regional trips (i.e., to and from locations outside the City). Demand responsive services have defined service areas but do not have designated routes and serve more localized trips (i.e., the Greater Bishop area).

The Eastern Sierra Transit Authority (ESTA) provides both services. The ESTA was established in November of 2006 as a Joint Powers Authority between the Counties of Inyo and Mono, the City of Bishop and the Town of Mammoth Lakes. ESTA replaced Inyo Mono Transit which provided local transit services prior to the formation of ESTA. It was created to meet the growing need for public transportation within the four member jurisdictions and throughout the entire Eastern Sierra region. Services provided include deviated fixed routes, local in-town dial-a-ride services, multiple town-to-town services throughout the Highway 395 and Highway 6 corridors, and interregional service (CREST) extending from Reno, Nevada to Lancaster, California. The CREST and Mammoth-Bishop bus lines operate from a designated access location at the Vons/Kmart Center.

In 2011, ESTA operated four routes through the City of Bishop (see Figure 2-7) with weekday service from seven AM to six PM. The number of lines and routes are adjusted periodically in response to ridership patterns. In January, ESTA provided service to 8,136 Bishop passengers (3,023 Dial-A-Ride passengers and 5,113 bus passengers).

Chapter 3.0

FUTURE CONDITIONS

This chapter discusses future conditions on the City's roadway system. Potential growth in the area is discussed, and this is used to estimate future traffic volumes around 20 years from now.

GROWTH FORECASTS

Traffic growth on the City's street system will occur from two sources, local growth and increases in through trips, primarily on Highway 395 and Highway 6. The following discusses each of these.

Local Growth

With respect to the City and surrounding area, the following shows population growth over the past 10 years from the recent census data.

	2000	2010	% Change
City of Bishop	3575	3879	+8.5%
County of Inyo	17945	18546	+3.3%
State of California	33,871,653	37,253,956	+10.0%

The 8.5 percent gain in Bishop follows a prior period of relatively slower growth. There are no reliable forecasts for the next 20 years, but factors such as available land for development and job growth suggests a growth rate of below one percent per year, comparable to the past 10 years. A reasonable range for growth in local traffic on the City's street system would be between 10 and 15 percent by 2030.

Through Traffic

Caltrans District 9 completed a Transportation Concept Report for Highway 395 in May, 2000. This report provided an estimate of traffic growth over the next 20 years at various locations along the study corridor. On Highway 395 from the San Bernardino County line to the Nevada state line, the report states an estimated growth rate of 1.5 percent per year.

The Bishop Area Access and Circulation Study (BAACS) study in 2006 estimated a slightly lower rate for the section of Highway 395 through Bishop, and used a 1.0 percent annual growth rate. Hence, these two sources suggest a growth in through trips of 20 to 30 percent by 2030.

The average annual growth rate for truck traffic on Highway 395 in Inyo and Kern Counties was about two and three percent, respectively for the period between 1997 and 2007. One development that might affect future truck forecasts in the corridor is the Tahoe Reno Industrial Center, located in Nevada on Interstate 80 east of the City of Sparks. This site has the potential to accommodate 80 million square feet of industrial and commercial space on 102,000 acres. Currently, about nine million square feet have been built and the next phase of 25 million square feet is nearing approval. This supports a growth rate for trucks that is higher than for light vehicles. An increase in truck traffic of around 40 percent by 2030 is thereby a reasonable expectation on the Highway 395 and Highway 6 corridor.

FUTURE TRAFFIC VOLUMES

Expected future average daily traffic (ADT) volumes on the existing major thoroughfares are illustrated in Figure 3-1. Figure 3-2 shows the corresponding traffic patterns and traffic components. These forecasts use the high range of the growth estimates noted above as follows:

2011 to 2030 Growth Forecasts

Local Traffic	15 percent
Through Traffic:	
Light Vehicles	30 percent
Trucks	40 percent

Of greatest concern from the traffic forecasts, are operating conditions along Main Street and particularly the critical intersection with Line Street. Implementation of parallel roadways as depicted on the roadway system diagram in the ME could divert some local traffic from this location. In addition, a potential truck route as discussed in the next chapter could divert truck traffic from Main Street.

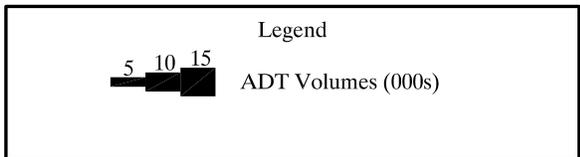
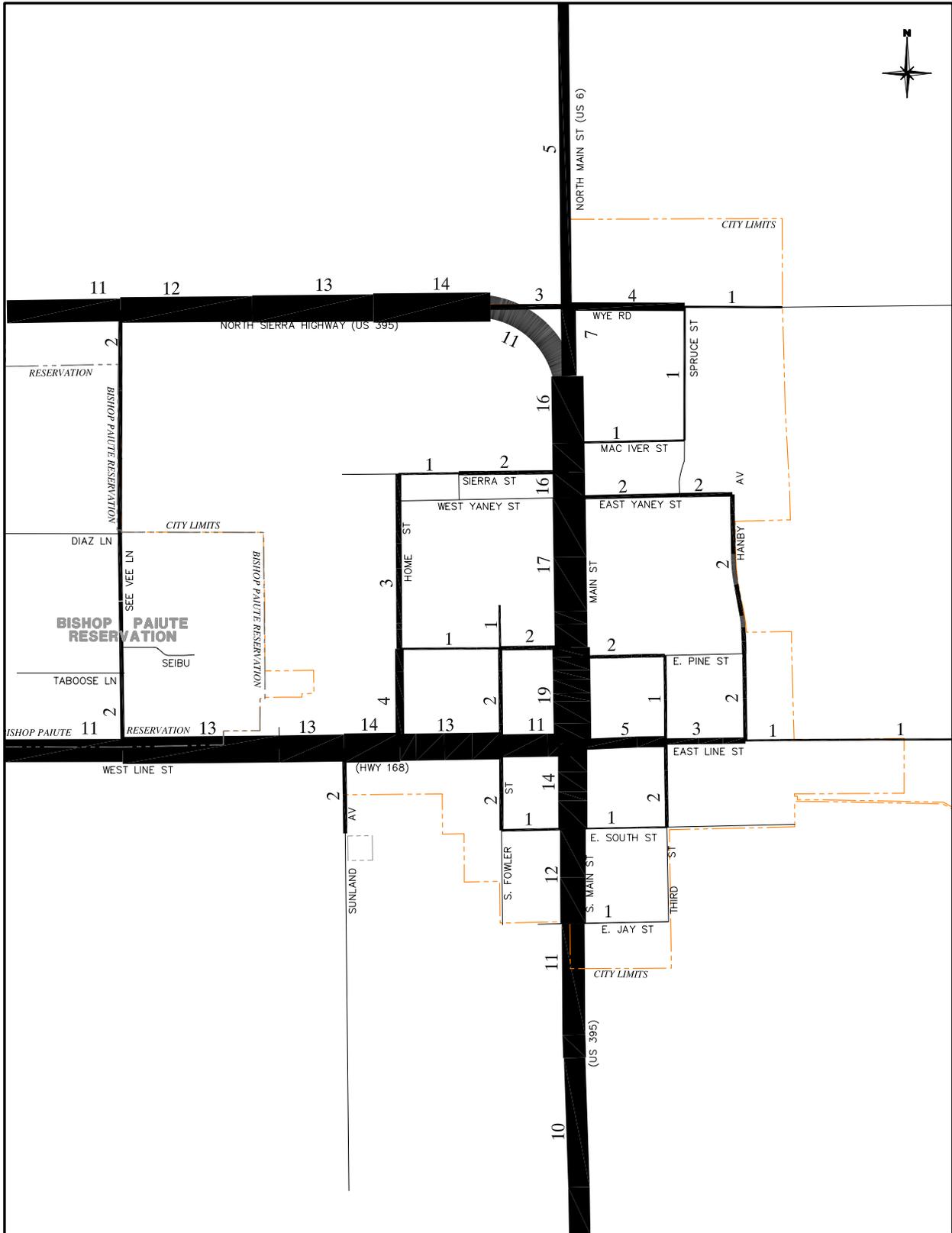


Figure 3-1
 FUTURE ADT VOLUMES

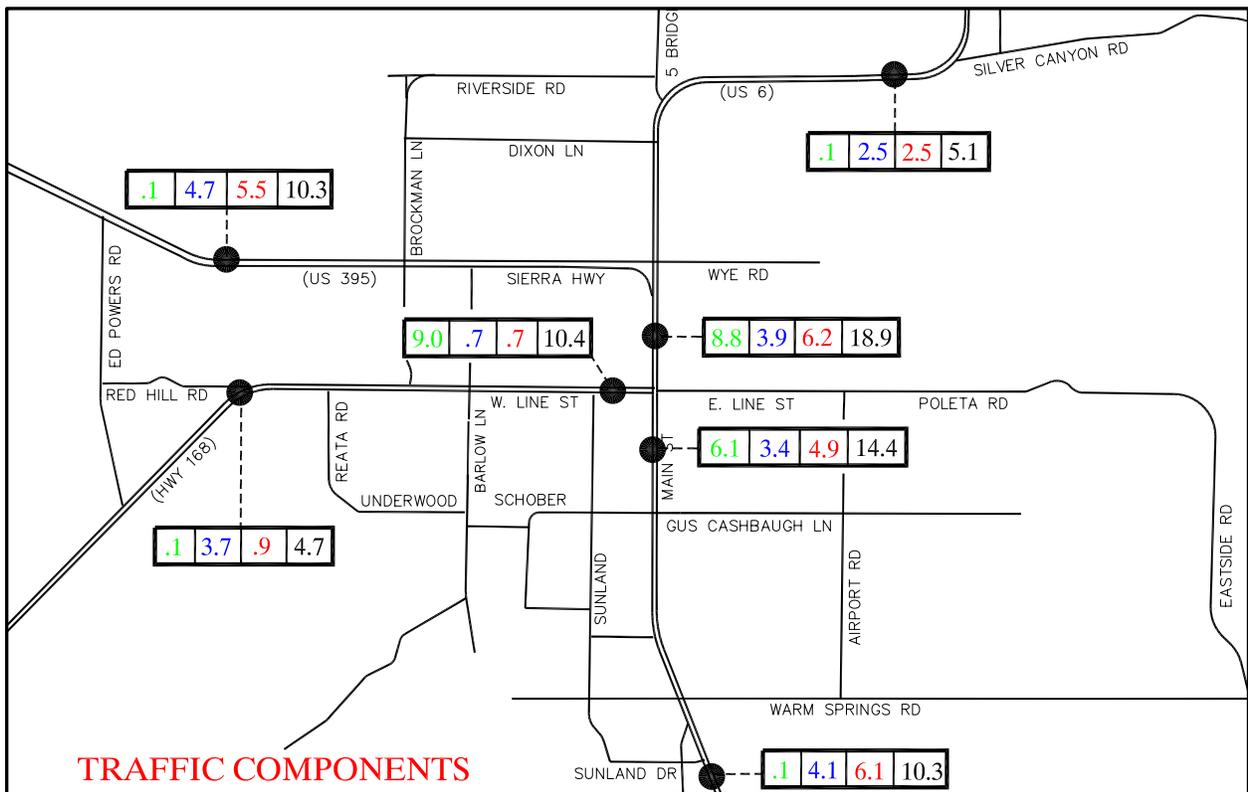
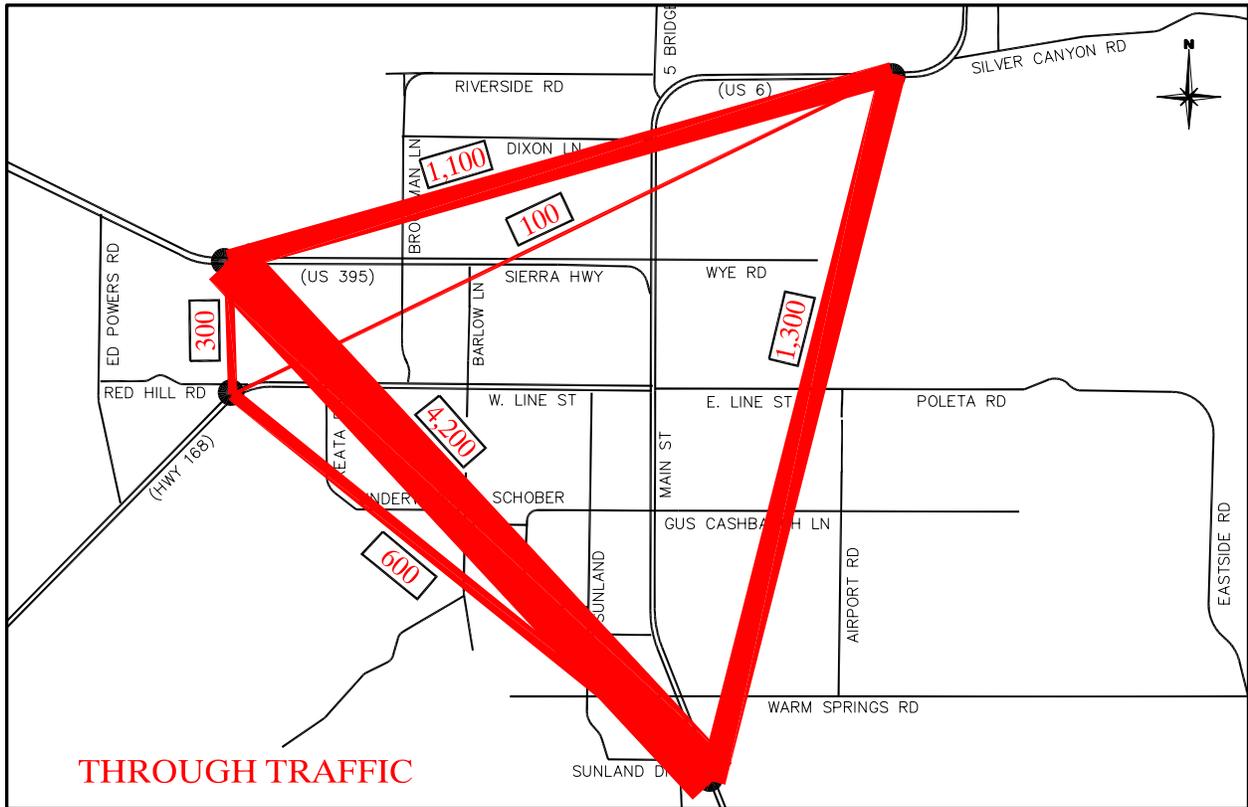


Figure 3-2

FUTURE WEEKDAY TRAFFIC PATTERNS

Chapter 4.0

IMPLEMENTATION ACTIONS

This section of the Transportation Report (TR) discusses transportation studies and improvements in relation to the Mobility Element (ME). It provides information on proposed or planned transportation projects, and gives guidance for future studies and implementing actions of the ME. It is intended to be more specific than the generalized actions listed in the ME itself, and as such will be updated as studies are carried out and projects are implemented.

ROADWAY AND BIKEWAY IMPROVEMENTS

Improvements to the roadway system in and adjacent to the City will be required to implement the roadway and bicycle components of the ME. The attached City of Bishop Project List for Regional Transportation Plan provides a list of the projects currently proposed.

OPPORTUNITY AREAS

The opportunity areas in the ME are intended as special study areas requiring a coordinated approach between the city, Caltrans, businesses, and residents to developing suitable solutions. The following discussions on the three opportunity areas notes the issues and opportunities involved and indicates the type of studies to be carried out to identify solutions.

Wye Road Opportunity Area

The triangle defined by Highway 395 as it transitions from Main Street to North Sierra Highway, North Main Street and Wye Road has traffic issues related to the intersections created by this triangle. These issues will increase with time as development occurs and traffic, including truck traffic, increases on Highway 6 and turn movements between the two highways increase. Also, the access road from North Main Street into the shopping center to the east has intersection design issues that are related to the roadway configuration created by the triangle to the north. Because two of the three roadways are State Highways, and the land inside the triangle is under DWP ownership, a coordinated approach to land use

and traffic will be required. The 2009 Caltrans Feasibility Study Report titled Bishop Wye Traffic Circulation Improvement provides a suitable starting point for such an evaluation. Future studies will examine various options for this area, including the potential widening of a portion of Wye Road.

Park Street Opportunity Area

The traffic signal at Park Street is a four-way configuration with Park Avenue on the east side and access to a commercial property on the west side. Operational issues often occur with vehicles queuing to enter the commercial property. The commercial property, the park amenities, including parking, and undeveloped property in the area all present opportunities to create an enhanced focal point for tourists and residents. Also, moving the intersection could allow for a western extension through the DWP property to connect to Home Street and Rome Drive. Hence, this intersection and the adjoining land uses provide an opportunity to benefit residents, visitors, and local businesses, and thereby help promote the overall goals of the ME. It is recommended that a focused land use and transportation study be carried out, involving the various stakeholders such as Caltrans and local land owners/businesses.

Grove-Pine Opportunity Area

East-west access between West and East Pine Street or between Grove Street and East Pine Street is constrained by the offset intersections, which tends to discourage drivers from using this location as a means of providing an east-west alternative 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 enhance the adjacent commercial areas. An example would be the creation of a focal point to bring traffic off Main Street into a location where convenient parking is provided to serve the adjacent commercial areas. Other potential actions could include some raised median treatment on Main Street (e.g., just north of Church Street) and the use of a portion of church for non-vehicular uses. An integrated plan with parking and perhaps a small plaza could thereby provide a local stopping off point for tourists passing through the City, and an identifying feature for residents. It is recommended that this opportunity area be the subject of a focused land use and transportation study involving the various stakeholders such as Caltrans and local land owners/businesses.

TRUCKS ON MAIN STREET

Past studies have evaluated the concept of creating a truck route east of the City to divert trucks from Main Street. This concept was included in a draft of the 2012 Mobility Element but was dropped due to strong opposition from some residents. If the city should wish to pursue this in the future, alignment studies and an environmental impact analysis would need to be carried out. Issues to be addressed include proximity to residential areas, impacts to environmental resources, and agreements from entities such as Caltrans, and the Federal Highways Administration (as noted earlier in this report, Highway 395 is part of the National Truck Network).

SPECIAL STUDIES/COORDINATION ACTIONS

Each of the implementation actions discussed in the previous sections require some form of focused study, usually in the form of a Project Study Report. The work will involve traffic and transportation studies together with other considerations such as land use, environmental impacts and financing opportunities. The studies will also involve a number of stakeholders, both private and public, and require coordination with other entities such as the County, the Bishop Paiute Tribe and Caltrans.

The studies for some of the actions will require more in depth study or other effort beyond what a Project Study Report normally would. Table 4-1 gives a list of the recommended studies/coordination actions to assist in implementing the goals and policies of the ME. In each case, the work will involve establishing purpose and need, defining a scope of work, and creating a participatory framework for stakeholders and involved governmental agencies.

CITY OF BISHOP PROJECT LIST

The City of Bishop maintains a list of projects that are proposed for implementation as part of the Regional Transportation Plan. This is updated on a regular basis, and the table on the last page shows the list as of October 2011.

Table 4-1

SPECIAL STUDIES/COORDINATION ACTIONS

Location/Entity	Description
Park Avenue Opportunity Area	Examine land and street system options that will enhance accessibility and provide visitor parking amenities.
Grove/Pine Opportunity Area	Carry out a land use and traffic engineering study to provide a direct east-west connection within the context of enhanced parking and pedestrian amenities.
Wye Road Opportunity Area	Examine alternative connections between Highway 395, Highway 6 and Wye Road, with land use opportunities in the triangle area being addressed in the analysis.
Walking Routes	Work with local entities such as the Chamber of Commerce to identify “walking tour” information for visitors.
Downtown Parking Amenities	Identify and evaluate opportunities to provide public parking amenities that could enhance local and visitor accessibility to the Downtown (the Park Avenue and Grove/Pine studies would be part of this).

City of Bishop Project List for Regional Transportation Plan

As of October 2011

	Project	Work	Total \$ K's	City %	City \$K's	Funding	City Sum
1	East Line Street Bridge	Replace bridge over Bishop Creek Canal	\$ 800	50%	\$ 400	RTIP	\$ 400
2	Wye Road Extension	Extend to airport (joint with County)	\$ 3,000	50%	\$ 1,500	RTIP	\$ 1,900
3	Wye Road Improvements	Rehabilitate pavement, construct curb, gutter, and sidewalk on south side west of Spruce	\$ 800	100%	\$ 800	RTIP	\$ 2,700
4	Hanby Street Improvements	Const cont curb, gutter, and sidewalk Line to Pine.	\$ 500	100%	\$ 500	TE	\$ 3,200
5	East Line Street Improvements	Rehab pavement, construct curb, gutter, and sidewalk, improve drainage.	\$ 2,600	100%	\$ 2,600	RTIP	\$ 5,800
6	Short Street Improvements	Rehab pavement, const curb, gut, and sidewalk, imp drainage as pract west of Sneden	\$ 600	100%	\$ 600	RTIP	\$ 6,400
7	West Yaney Improvements	Rehabilitate pavement, construct continuous curb, gutter, and sidewalk, improve drainage.	\$ 1,600	100%	\$ 1,600	RTIP	\$ 8,000
8	Church Street Improvements	Rehab pavement, construct continuous curb, gutter, and sidewalk as practical	\$ 500	100%	\$ 500	RTIP	\$ 8,500
9	Hobson to Coats Bike Path	Construct Class 1 bike path/Pedestrian path from Hobson Street to Coats Street	\$ 450	50%	\$ 225	Various	\$ 8,725
10	Academy Sidewalk	Provide continuous curb, gutter, and sidewalk	\$ 400	100%	\$ 400	TE	\$ 9,125
11	Diaz to School Bike Path	Construct Class 1 bike path/Pedestrian path Diaz Lane to elementary schools (joint project)	\$ 1,000	50%	\$ 500	Various	\$ 9,625
12	Fowler Sidewalk	Provide continuous curb, gutter, and sidewalk	\$ 980	100%	\$ 980	SRTS	\$ 10,605
13	See Vee Extension	Signalize and extend See Vee Lane (joint with County and Caltrans)	\$ 3,500	10%	\$ 350	RTIP	\$ 10,955
14	Sierra Street Extension	Extend Sierra Street to See Vee Lane	\$ 3,000	100%	\$ 3,000	RTIP	\$ 13,955
15	Wye Road Intersection	Improve intersections with Highway 6 and highway 395 (joint with Caltrans)	\$ 2,000	25%	\$ 500	RTIP	\$ 14,455
16	Home Connection Path	Construct path west of elementary schools to Home Street School campus	\$ 500	25%	\$ 125	Various	\$ 14,580
17	North Fork Bishop Creek Path	Improve path along Noth Fork Bishop Creek between Highway 6 and Bishop Creek Canal	\$ 50	50%	\$ 25	TE	\$ 14,605
18	Bishop to Chalk Bluffs Path	Inprove highway and water crossings Sierra Street to Chalk Bluffs Road along Bishop Canal	\$ 750	50%	\$ 375	TE	\$ 14,980
19	First Street Improvements	Drainage, pavment, curb, gutter, sidewalk	\$ 500	100%	\$ 500	RTIP	\$ 15,480
20	West Pine Street Improvements	Rehab pavement, const cont curb, gutter, and sidewalk, imp drainage Home to Main.	\$ 1,760	100%	\$ 1,760	RTIP	\$ 17,240
21	Sneden Street Improvements	Rehab pavement, const cont curb, gutter, and sidewalk, imp drainage South to Line.	\$ 980	100%	\$ 980	RTIP	\$ 18,220
22	A Street	Construct new street between Line Street and North Sierra Highway (joint with Tribe)	\$ 6,000	50%	\$ 3,000	RTIP	\$ 21,220
23	Rome Drive Extension	Extend Rome Drive west to A Street and east to Main Street and Realign Park Street at Main	\$ 3,000	100%	\$ 3,000	RTIP	\$ 24,220
24	Fowler Extension	Extend Fowler to Sierra Street	\$ 2,000	100%	\$ 2,000	RTIP	\$ 26,220
25	Bike Path Rehab	Reconstruct bike path between Sierra Street and North Sierra Highway	\$ 250	100%	\$ 250	RTIP	\$ 26,470
26	Sierra to School Bike Path	Extend Class 1 bike path from Sierra Street to elementary schools	\$ 400	100%	\$ 400	Various	\$ 26,870
27	Wye Road Widening	Widen road to five lanes	\$ 5,000	100%	\$ 5,000	RTIP	\$ 31,870
28	Lagoon Street Extension	Extend Lagoon Street to Sunland Drive	\$ 1,500	100%	\$ 1,500	RTIP	\$ 33,370
29	South Street West	Extend South Street to Sunland Drive	\$ 2,000	100%	\$ 2,000	RTIP	\$ 35,370
30	Hanby Extension	Extend Hanby to Wye Road	\$ 3,000	100%	\$ 3,000	RTIP	\$ 38,370
31	Pine to Canal Bike Path	Construct Class 1 bike path from East Pine street to east side of Bishop Creek Canal	\$ 500	100%	\$ 500	Various	\$ 38,870
32	Bishop to Laws Path	Improve water crossings Bishop to Laws on proposed rail alignment	\$ 1,000	50%	\$ 500	TE	\$ 39,370
33	West Jay Street Extension	Extend Jay Street west to Sunland Avenue	\$ 3,000	50%	\$ 1,500	RTIP	\$ 40,870
34	North Second Connections	Connect and extend North Second Street between East Line Street and Hanby Avenue	\$ 1,500	100%	\$ 1,500	RTIP	\$ 42,370
35	See Vee Extension	Extend See Vee Lane to Jay Street	\$ 5,000	100%	\$ 5,000	RTIP	\$ 47,370
36	Grove/Pine Realignment	Realign Grove Street and Pine Street at Main Street and signalize	\$ 8,000	100%	\$ 8,000	RTIP	\$ 55,370
37	West Park Street	Realign Park/Main intersection and construct street to connect at Rome and Home	\$ 3,000	100%	\$ 3,000	RTIP	\$ 58,370
		\$ K's Thousands of dollars (add three zeros to value: "\$200" equals \$200,000)					
		SRTS Safe Routes to Schools					
		RTIP Regional Transportation Improvement Program					
		TE Transportation Enhancement					

Michele—

I was able to review the above-referenced documents over the weekend. Please feel free to share these comments with my fellow planning commissioners and the City Council, as may be appropriate.

My biggest disappointment, frankly, is that the mobility element, in terms of its policies and action items for “Roadways” ignores the 900 pound gorilla of Main Street. I am afraid that any efforts at truly improving mobility and making Main Street a more “livable” environment are perpetually going to fall victim to a “Not in My Backyard” level of individual complaints that will always keep any serious discussion for change off the table. That is not to say that there were not many legitimate concerns brought forward in the public comments, but the net result appears to be to take *any* action to improve the situation “off the table,” instead of an effort to work to mitigate concerns and plan for the future.

Perhaps it is not appropriate to include it in a mobility element of the general plan, but the City needs to devote some serious study to the effect of a truck route or a bypass. I know that my experiences are only anecdotal, but I can think of several small towns which no longer have to deal with heavy auto and truck traffic, but which are thriving tourist towns (Cambria, California comes to mind, and several “Gold Rush” towns on the west side). We need to try to figure out the true likely economic outcome of a truck route, and not plan based on the speculation of a few as to the impact that it would have. Some rural development agency somewhere has had to have studied this—we need to see what has really happened to tourist towns that have gotten “through traffic” off of their Main Street. I have my own opinions, of course, but it would be better to see some real data, or at least some real case studies to see what has really happened.

Similarly, we need to explore other avenues of moving local traffic through town. The proposed “A” street is a good start, as is the “conceptual” Hanby extension, but given the data we need to plan more ways for local traffic to flow off of Main Street.

All that being said, I want to thank City staff and our consultants for all of the hard work that they have obviously put into this effort.

Very truly yours,

Tom Hardy

THOMAS L. HARDY
HARDY & PLACE
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Bishop, CA 93514
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f. 760.873.8787
tom@hardyplace.com

Planning Commissioner Shane Huntley commented:

1. I do not support the Grove realignment.
2. I do support a concept of a through-way going from Home Street to Hanby (east west)
3. I suggest to help with the truck congestion to restrict to the left lane only on Main Street through town.
4. I suggest west bound, East Line Street, at Main Street, to be a single lane to allow for a better turning radius in the west bound lane.
5. A correction on Page 2-2, intersection of West Line and Warren, should not have a signal (unless this is the fire station light)
6. A correction on page 4-6, \$ K's Thousands of dollars (and three zeros to value: - should it be 'and' or 'add'.

Mobility Element

City of Bishop General Plan

Comments Respectfully Submitted

by
Frank Crom

The following comments are submitted for consideration by the Planning Commission and City Council, and for inclusion in the Mobility Element (Plan) of the City of Bishop (City) General Plan.

I have spoken to a number of individual property owners in the City regarding this section of the General Plan. The most consistent feedback I have received pertains to the uniqueness of the neighborhoods; Residential structures, lot sizes and the placement of homes on lots. Bishop neighborhoods do not share the perfect conformity of a planned sub-division. Most people noted that they live here because of those unique characteristics. I was happy to point out that maintaining the existing character of the City is clearly stated in the plan, with the overall Goal being to preserve residential neighborhoods.

The Mobility Element, however, does not adequately address the role of the property owner whose residences are located near City roadways.

For that reason I believe the Plan should be modified to include language which makes it clear that Property Owners will be part of the decision making process whenever changes are proposed that will affect their ownership responsibilities. That is, specifically, when sidewalks are installed, modified, or enlarged adjacent to residences. In those instances property owners become responsible for the sidewalk. Since they bear legal liability for the sidewalk, must maintain insurance, and must maintain the sidewalk, it seems completely appropriate to grant them a role in the decision making process.

Furthermore, the appeal/variance process is clear for construction projects initiated by the property owner, but it is not so clear in those instances where the City initiates the work as part of another roadway project. I believe language should be included to clarify the process in those instances.

SPECIFIC COMMENTS BY SECTION:

Pg. 13 P2.6, *Consider aesthetic values such as streetscape features in new roadways and roadway improvements [include property owners if streetscape.....improvements mean sidewalks]*

Pg. 18 A6.3, *Include ~~Work with neighborhoods adjacent property owners to~~ in the ~~implement~~ decision making process whenever sidewalks on ~~unimproved~~ local streets are being proposed and thereby establish agreement on design of sidewalk continuity.....[this section should not imply that all sidewalks MUST be the same width or design in order to be considered contiguous]*

Pg. 19 A6.8 What does the term "neck-down" mean? Pls. clarify. The average citizen would not know what this Action is, or why it is necessary.

A6.9 Tree planting in sidewalk areas should be implemented and managed in consultation with adjacent property owners, to minimize conflicts with passengers exiting vehicles in areas with little off street parking, and minimize drainage problems.

Mobility Element
City of Bishop General Plan
2nd Set of
Comments Respectfully Submitted
by
Frank Crom
9-04-11

Following up on the comments I submitted earlier regarding the role of Property Owners in the various stages of the planning process, I wish to provide the following input regarding the proposed Truck Route (one new street).

To put it succinctly, I am opposed to the route as depicted in the Proposed Mobility Element of the City of Bishop General Plan.

Although I agree that truck traffic through the downtown corridor can be a nuisance, I think anyone can relate to the concerns we residents have at the prospect of large trucks passing within yards of our homes continuously day and night. In addition to the noise and pollution the trucks would bring, the road, as proposed, would cut through one of the most beautiful areas adjacent to the City, extensively used by residents, artists, and visitors for walking, bicycling, jogging, photographing, painting and picnicking. Furthermore, I believe it is premature to assume that there is widespread support for a Truck By-Pass, given the fact that any "By-Pass" can be accessed by all vehicles and its construction could further damage an already fragile economy.

It is somewhat confusing that the same proposed route is shown in the plan as a Future Local Street, a Bike Route and a Truck Route. If the plan is for the City to build a Bike Route irrespective of any other roadway construction, through private property, and in the County of Inyo rather than the City, I would oppose such a plan as being prohibitively expensive. And, if the plan is to build a Local Street/Bicycle Route and then covertly market it as a Truck By-Pass Route, I oppose it for all of the reasons stated above.

Therefore, I propose modifying Policy P2.5 to eliminate the reference to truck traffic, and strike Action A 2.1 entirely. Also, delete the figure entitled Truck Route (one new street), the roadway extension to Jay Street. And, delete the proposed road extension in Figures 2 and 4.

Mobility Element
City of Bishop General Plan
3rd Set of
Comments Respectfully Submitted
by
Frank Crom
9-14-11

I would also like to address the number of new Streets that are proposed for construction in Inyo County.

The proposed new streets indicated as dashed lines on the map could be best described as "Roads to Nowhere." Although they, for the most part, do run through or adjacent to areas that are designated as residential, there are no residences at this time, nor are there plans for any to be built in the foreseeable future. Furthermore, if in the future a developer acquires the property for the purpose of building residences, the developer would/should be required to build streets as part of the project.

In view of the high costs of maintaining the local streets we already have, and the dwindling funding allocated for that purpose, I believe that Maintenance should be our first priority. And, in keeping with the stated goal of achieving economic viability, I suggest that an appropriate policy be added, such as; P1.1 Continuously explore all funding sources for the maintenance of existing streets and roads, with the complementary action/s, A1.1..... also added.

Mobility Element
City of Bishop General Plan
2nd Set of
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by
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9-04-11

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I would also like to address the number of new Streets that are proposed for construction in Inyo County.

The proposed new streets indicated as dashed lines on the map could be best described as "Roads to Nowhere." Although they, for the most part, do run through or adjacent to areas that are designated as residential, there are no residences at this time, nor are there plans for any to be built in the foreseeable future. Furthermore, if in the future a developer acquires the property for the purpose of building residences, the developer would/should be required to build streets as part of the project.

In view of the high costs of maintaining the local streets we already have, and the dwindling funding allocated for that purpose, I believe that Maintenance should be our first priority. And, in keeping with the stated goal of achieving economic viability, I suggest that an appropriate policy be added, such as; P1.1 Continuously explore all funding sources for the maintenance of existing streets and roads, with the complementary action/s, A1.1..... also added.