



5.0 CIRCULATION

5.0 Introduction

This element covers the movement of people, products, and materials using a variety of conveyances, from roads to railroads, bicycle paths to transmission lines.

This element presents goals, policies, and implementation measures for the following circulation topic areas:

- RH Roadways and Highways (Section 5.1)
- SH Scenic Highways (Section 5.2)
- PT Public Transportation (Section 5.3)
- BT Bicycles and Trails (Section 5.4)
- RR Railroads (Section 5.5)
- AVI Aviation (Section 5.6)
- CPT Canals, Pipelines, and Transmission Cables (Section 5.7)
- OCT Other Circulation Topics (Section 5.8)

The Circulation Diagrams for this element can be found at the Appendices, and are incorporated into this element by reference.



5.1 Roadways & Highways

5.1.1 Definitions

In using this element and the goals, policies, and implementation measures that address issues related to roadways and highways, the following definitions will apply.

Arterial. A vehicular right-of-way whose primary function is to carry through traffic in a continuous route across an area while also providing some access to abutting land.

Level of Service (LOS). A method to describe how well a roadway is operating. Based on a roadway’s volume to capacity (V/C) ratio, a letter designation is assigned that represents the traffic flow conditions. The letter designations A through F represent progressively declining conditions, with A indicating excellent maneuverability and stable speeds and F indicating a breakdown of flow and unstable, erratic speeds.

Regional Transportation Plan (RTP). The County Regional Transportation Plan is a planning document developed in cooperation with Caltrans and other stakeholders to address long-range transportation planning within the County.

Transportation Systems Management (TSM). Measures designed to reduce the peak-period auto traffic by making a more efficient use of existing resources, and emphasizing transit, ridesharing, and non-automobile alternatives.

5.1.2 Goals & Policies

Goal RH-1	A transportation system that is safe, efficient, and comfortable, which meets the needs of people and goods and enhances the lifestyle of the County’s residents.
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Policy RH-1.1 Prioritize Maintenance, Rehabilitation, and Reconstruction
Prioritize improvements based on the premise that maintenance, rehabilitation, and reconstruction of the existing highway and roadway system to protect public safety has the highest consideration on available funds.



Policy RH-1.2 Transportation Systems Management Projects

Implement Transportation Systems Management projects.

Policy RH-1.3 Safer Truck Transportation

Facilitate safer truck transportation and ease the impact of truck traffic on residential areas.

Policy RH-1.4 Level of Service

Maintain a minimum level of service (LOS) “C” on all roadways in the County. For highways within the County, LOS “C” should be maintained except where roadway expansions or reconfigurations will adversely impact the small community character and economic viability of designated Central Business Districts.

Policy RH-1.5 Proper Access

Provide proper access to residential, commercial, and industrial areas.

Policy RH-1.6 Minimize Environmental Impacts

Insure that all transportation projects minimize adverse effects on the environment of the County, to include the evaluation of impacts from emissions and the reduction of emissions through efficient design and the incorporation of innovative transit solutions such as public transit, shared transit, alternative transit, multi-modal transit and other such options.

Policy RH-1.7 Maximize State and Federal Funds

Pursue all means to maximize state and federal funds for roadway and highway improvements and maintenance.

Policy RH-1.8 Priority to Efficiency Projects

Give priority to transportation projects designed to improve the efficiency, safety, and quality of existing facilities.

Policy RH-1.9 Plan Comprehensive Transportation System

Continually plan, prioritize, design, and develop a comprehensive transportation system in cooperative partnership between the County, City of Bishop, state officials, the Local Transportation Commission (LTC), public and private groups, and other interested entities.

Goal RH-2	Improved capacity on state highways and routes within and surrounding Inyo County.
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Policy RH-2.1 Improve U.S. 395 in Sections

Support improvements to U.S. 395 as funding allows.



Policy RH-2.2 — New Regional Roadways

Improve circulation to Death Valley National Park by completing a paved route between north Scotty’s Castle and Big Pine.

Policy RH-2.2 — Protect County Roads

The County shall protect existing County roads from impacts from new development by requiring such new development to either subsidize their impacts or contract for repair/reconstruction of impacts.

Policy RH-2.3 — Access to Public Lands

The County shall take every opportunity to safeguard existing, and promote additional, access to public lands.

Policy RH-2.4 — Off Highway Vehicle (OHV) Access

The County shall promote the acquisition of additional Off Highway Vehicle (OHV) access routes, including through support of programs such as “Adventure Trails.”

5.1.3 Implementation Measures

Table 5-1, Roadway and Highway Implementation Measures, identifies the implementation measures the County should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 5-1. Roadway and Highway Implementation Measures

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe		
			2012-2015	2015-2020	On-going
1.0 Develop a list of priorities for maintenance, rehabilitation, and reconstruction projects based on the ability of current and project revenues to finance identified needs.	RH-1.1	LTC Public Works			■
2.0 Although individual roadways will vary, the County will plan to surface treat roads every 10 years and repave and reconstruct roads every 20 years.	RH-1.1	Public Works			■



Table 5-1. Roadway and Highway Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe		
				2012-2015	2015-2020	On-going
3.0	Coordinate with Caltrans to implement necessary improvements at intersections where agencies have joint jurisdiction.	RH-1.1	Public Works			■
4.0	Provide or support signalization and signal timing projects as needed.	RH-1.2 RH-1.4	LTC			■
5.0	Encourage voluntary reduction of vehicle miles traveled to promote energy conservation and reduce air pollution, <u>and track, evaluate and reduce emissions resulting from new development proposals through the use of innovative transit solutions.</u>	RH-1.2 <u>RH-1.6</u>	LTC <u>Planning</u>			■
6.0	Assist with development of alternatives, including use of ridesharing, vanpooling, park and ride lots, flex time, telecommuting, and/or staggered work hours.	RH-1.2	LTC			■
7.0	Modify truck routes as necessary to insure safety and protect residential areas.	RH-1.3	Public Works			■
8.0	As appropriate to the scope of a project, require an adequate evaluation of potential traffic impacts associated with new developments prior to project approval, and implementation of appropriate mitigation measures prior to or in conjunction with project development.	RH-1.4 RH-1.5 RH-1.6	Public Works			■
9.0	Emphasize short local streets attached to a system of major and minor collectors within developed communities.	RH-1.5	Planning			■
10.0	Residential streets should be provided with appropriate frontages and access to public streets.	RH-1.5	Planning			■



Table 5-1. Roadway and Highway Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe		
				2012-2015	2015-2020	On-going
11.0	Consider emergency access, parking, and the number of trips generated by proposed development.	RH-1.5	Planning			■
12.0	Mitigate any adverse environmental impacts of transportation projects to the maximum extent feasible.	RH-1.6	LTC Planning			■
13.0	Replace (reconstruct) deficient bridges on County roads so federal funds can be maximized for maintaining the balance of the roadway.	RH-1.7	LTC			■
14.0	The County shall support highway system improvements designed to optimize the use and safety of present facilities as an alternative to construction of new highways.	RH-1.8	LTC			■
15.0	Local street and road improvements shall be designed to optimize the use of present facilities as alternatives to the construction of new street and road facilities.	RH-1.8	LTC			■
16.0	Strive toward efficiency in the provision of transportation facilities through coordination of infrastructure improvements.	RH-1.8	LTC			■
17.0	For each RTP planning cycle, establish a hierarchy of roads based on the level of service they are expected to provide. These changes should be incorporated as an annual amendment to the General Plan Circulation Diagrams.	RH-1.9	LTC			■
18.0	Encourage the continued use of Main Street (U.S. 395) as the primary north/south arterial through Bishop, as long as traffic conditions and safety allow.	RH-1.9	LTC			■



Table 5-1. Roadway and Highway Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe		
				2012-2015	2015-2020	On-going
19.0	Work with Caltrans to ensure the completion of improvements on U.S. 395 from the 2-lane sections of U.S. 395 to 4 lanes.	RH-2.1	Caltrans LTC			■
20.0	Work with Caltrans and the National Park Service to complete a paved roadway (North Death Valley Road) connecting the north end of Death Valley to the Owens Valley.	RH 2.2	Public Works			■



5.2 Scenic Highways

5.2.1 Definitions

In using this element and the goals, policies, and implementation measures that address issues related to scenic highways, the following definitions will apply.

Backcountry Byway. A Backcountry Byway shall be any roadway or roadway segment officially designated as a Backcountry Byway by the Bureau of Land Management (BLM).

Scenic Route. A Scenic Route shall be any highway, roadway, highway segment, or roadway segment that has been officially designated as a Backcountry Byway, Scenic Highway, National Forest Scenic Byway, or National Scenic Byway.

Scenic Highway. A Scenic Highway shall be a highway or highway segment officially designated as a scenic highway by Inyo County and Caltrans.

National Forest Scenic Byway. A National Forest Scenic Byway shall be any roadway or roadway segment officially designated as a National Forest Scenic Byway by the United States Forest Service.

National Scenic Byway. A National Scenic Byway shall be any roadway or roadway segment officially designated as a National Scenic Byway by the Bureau of Land Management.

5.2.2 Goals & Policies

Goal SH-1	Maintain a system of scenic routes that will preserve and enhance the quality of life for present and future generations.
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Policy SH-1.1 Protect the **Natural Qualities of Designated Scenic Routes**
The ~~natural~~-visual qualities of designated scenic routes should be protected.

Policy SH-1.2 Financial Support of Scenic Routes
Seek state, federal, or other sources of financial support for the implementation of Scenic Routes.



Policy SH-1.3 — Expand Scenic Route Designations

The County will work with Caltrans to obtain Scenic Route designations on all portions of U.S. 395 and State Routes 168 and 190. The County should also work with Caltrans to identify and have designated other scenic corridors in the County.

5.2.3 Implementation Measures

Table 5-2, Scenic Highway Implementation Measures, identifies the implementation measures the County should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 5-2. Scenic Highway Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe		
				2012- 2015	2015- 2020	On- going
1.0	Adopt standards within the County Zoning Ordinance for development within the vicinity of scenic routes that maintains the integrity of viewsheds in the County.	SH-1.1	Planning	■		
2.0	County staff shall also work with state and federal agencies to pursue funding for the protection of designated Scenic Routes and their associated viewsheds and enhancement of visitor experiences through roadside rests, informational kiosks, and other interpretive signs and markers.	SH-1.2	Public Works LTC Planning			■
3.0	The County shall evaluate advances to support this designation.	SH-1.2				■
4.0	County will support continued efforts by groups such as the Coalition for Unified Recreation in the Eastern Sierra to achieve designated status on undesignated portions of U.S. 395.	SH-1.1 SH-1.2	Planning			■
1.0	<u>Encourage compatible development within scenic route viewsheds</u>	<u>SH-1.1</u>	<u>Planning</u>			■



Table 5-2. Scenic Highway Implementation Measures

	Implementation Measure	Implements		Timeframe		
		What Policy	Who is Responsible	2012-2015	2015-2020	On-going
<u>2.0</u>	<u>Consider measures to enhance development within scenic route viewsheds, such as attractive walls, fencing, berms, and landscaping.</u>	<u>SH-1.1</u>	<u>Planning</u>			<u>■</u>



5.3 Public Transportation

5.3.1 Definitions

In using this element and the goals, policies, and implementation measures that address issues related to public transportation, the following definition will apply.

Public Transportation. A system of vehicles used to move people between locations within communities and between communities. Systems are typically run with some public funding assistance.

5.3.2 Goals & Policies

Goal PT-1	Provide effective, economically feasible, and efficient public transportation in Inyo County that is safe, convenient, efficient, reduces the dependence on privately owned vehicles, and meets the identified transportation needs of the County, with emphasis on service to the transportation disadvantaged.
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Policy PT-1.1 Transit Facilities

Provide transit facilities, such as, bus shelters, staging areas, base stations, transit hubs, etc.

Policy PT-1.2 Transportation Grants

Encourage and support the use of public transportation grants from state and federal programs to the maximum extent possible.

Policy PT-1.3 Public Transit Accessibility

Support and promote accessibility in public transportation to the maximum extent practicable, including continued support of special service vans that provide a high level of service to low mobility groups.

Policy PT-1.4 Develop Long-Range Transit Plans

Cooperatively develop long-range plans with transit operators that provide guidance and assistance in determining capital and operating requirements.

Policy PT-1.5 Consider Future Development

Consider future development of commercial or residential centers that will generate traffic and require transportation improvements.



Policy PT-1.6 Encourage Interregional and Intercity Bus Lines

Encourage the development, expansion, and maintenance of interregional and intercity bus lines within Inyo County.

Policy PT-1.7 Promote Public Transportation

Actively promote public transportation through mass media, personal contact, and other marketing techniques, improve marketing and information programs to assist current ridership and to attract potential riders.

Policy PT-1.8 Provide for Multi-Modal Facilities at Airports

Encourage development of multi-modal facilities at airports where appropriate.

5.3.3 Implementation Measures

Table 5-3, Public Transportation Implementation Measures, identifies the implementation measures the County should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 5-3. Public Transportation Implementation Measures

Implementation Measure	Imple- ments What Policy	Who is Responsible	Timeframe		
			2012- 2015	2015- 2020	On- going
1.0 Develop and maintain a list of transit facilities that need development or improvement.	PT-1.1	LTC Public Works Dept.			■
2.0 Pursue state and federal grants for public transportation as they become available.	PT-1.2	LTC			■
3.0 Improve transit services for handicapped persons to provide mobility and self-sufficiency appropriate with state and federal regulations by coordinating and/or consolidating existing transportation services provided by social service agencies.	PT-1.3 PT-1.4	LTC			■



Table 5-3. Public Transportation Implementation Measures

Implementation Measure	Imple- ments What Policy	Who is Responsible	Timeframe		
			2012- 2015	2015- 2020	On- going
4.0 Encourage continued development of a transit system that will provide access to major tourist attractions.	PT-1.4	LTC			■
5.0 Encourage transit providers to survey transit utilization to determine effectiveness of existing service and possible modifications in response to changes in land use and travel patterns.	PT-1.5	LTC			■
6.0 Promote inter-community bus services that are feasible and meet the needs of the communities, and identify potential funding sources.	PT-1.6 PT-1.7	LTC			■
7.0 Work with regional bus transportation providers and state regulators in order to establish and/or maintain regional bus service with stops in the County.	PT-1.6	LTC County Administrator Public Works			■
8.0 Respond to requests for transit representatives to address civic, educational, and other interest groups.	PT-1.7	LTC			■
9.0 Arrange with local transit operators to provide ground transportation with incoming and outgoing passenger flights, as warranted.	PT-1.8	LTC			■



5.4 Bicycles & Trails

5.4.1 Definitions

In using this element and the goals, policies, and implementation measures that address issues related to bicycles and trails, the following definitions will apply.

Class I Bikeway (Bike Path or Bike Trail). Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians, with cross flows by motorists minimized.

Class II Bikeway (Bike Lane). Provides a restrictive right-of-way designated for the exclusive or semi-exclusive use of bicycles, with through travel by motor vehicles or pedestrians prohibited but with vehicle parking and cross flows by pedestrians and motorists permitted.

Class III Bikeway (Bike Route). Provides right of way designated by signs or permanent markings and shared with pedestrians and motorists.

5.4.2 Goals & Policies

Goal BT-1	Encourage and promote greater use of non-motorized means of personal transportation within the region.
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Policy BT-1.1 Consider the Non-Motorized Mode in Planning
Consider the non-motorized mode as an alternative in the transportation planning process.

Policy BT-1.2 Bikeway and Trail System in the Region
Plan for and provide a continuous and easily accessible bikeway and trail system within the region. Plans shall be based on the bicycle system shown ~~on the General Plan Circulation Diagrams.~~ [in the Inyo County Collaborative Bikeways Plan.](#)

Policy BT-1.3 Multi-Modal Use of Road and Highway System
Support plans that propose multimodal use of the state highway and County roadway system.

Policy BT-1.4 Minimize Cyclist/Motorist Conflicts
Develop a regional bicycle system that will minimize cyclist/motorist conflicts.



5.4.3 Implementation Measures

Table 5-4, Bicycles and Trails Implementation Measures, identifies the implementation measures the County should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 5-4. Bicycles and Trails Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe		
				2012- 2015	2015- 2020	On- going
1.0	As appropriate, include bicycle trails and parking facilities with the development of new major streets, large commercial/industrial developments, and public facilities.	BT-1.1	Planning Department			■
2.0	Design and develop routes to accommodate bikeways, equestrian trails, and pedestrian facilities. Utilize the plans illustrated on the General Plan Circulation Diagrams	BT-1.1 BT-1.2	LTC			■
3.0	Monitor bicycle usage of existing bicycle facilities and road system, and make improvements when necessary and feasible.	BT-1.2	LTC			■
4.0	Require that bicycle facilities be maintained at regular intervals to prevent deterioration of the facilities.	BT-1.2	LTC			■
5.0	Seek opportunities for joint participation of the state and City of Bishop (when appropriate) in the construction and maintenance of non-motorized facilities. The County shall also pursue other funding sources to assist in the planning, design, construction, and maintenance of bicycle facilities and trails.	BT-1.2	LTC			■



Table 5-4. Bicycles and Trails Implementation Measures

	Implementation Measure	Implements		Timeframe		
		What Policy	Who is Responsible	2012-2015	2015-2020	On-going
6.0	Incorporate pedestrian and/or equestrian facilities as part of the recreational trails system, and link these to all land use areas. <u>Consider the development and adoption of a pedestrian master plan.</u>	BT-1.2	LTC			■
7.0	Encourage the development of bicycle facilities that will be convenient to use, easily accessible, continuous, and safe.	BT-1.2	LTC			■
8.0	Mark clearly pedestrian, equestrian, and recreational trails where crossing a roadway.	BT-1.2 BT-1.4	LTC			■
9.0	Work with federal land management agencies and LADWP to coordinate trail efforts and ensure connections between trail systems in federally managed lands and Inyo County communities and locations of interest.	BT-1.2	Inyo County			■
10.0	Where roadway and/or shoulder width exists, surface conditions permit, and bicycle volumes warrant, install bike route signs and/or striping.	BT-1.3	Public Works Dept.			■
11.0	Employ the appropriate class of bikeways, considering volume, speed, safety, and cost and use California's design standards when federal or state funding is involved.	BT-1.2 BT-1.4 BT-1.4	LTC			■



5.5 Railroads

5.5.1 Definitions

In using this element and the goals, policies, and implementation measures that address issues related to railroads, the following definitions will apply.

Mainline. A mainline corridor is one that connects two or more primary destinations. A regional connection.

Spur Line. A spur line is a rail link running from a mainline to a destination or origination point of goods, materials, or passengers to be carried by the railroad.

5.5.2 Goals & Policies

Goal RR-1	Encourage and pursue railroad facilities within the region.
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Policy RR-1.1 Preservation of Railroad Right-of-Way

Support preservation of railroad rights-of-way in Inyo County for restoration of rail operations or reuse in a regional bikeway/trails system.

Policy RR-1.2 Railroad Corridor Studies

Encourage railroad corridor studies in Inyo County for passenger and freight service.

Policy RR-1.3 Reestablish Freight Service

Support efforts to reestablish freight service in Inyo County.

5.5.3 Implementation Measures

Table 5-5, Railroad Implementation Measures, identifies the implementation measures the County should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.



Table 5-5. Railroad Implementation Measures

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe		
			2012- 2015	2015- 2020	On- going
					■
1.0 Encourage multimodal and multiple use of railroad facilities.	RR-1.1	LTC			■
2.0 Analyze potential use of railroad rights-of-way facilities.	RR-1.1	LTC			■
3.0 Seek funding for railroad studies. Studies should determine the future viability of railroad corridors and potential for reuse	RR-1.1 RR-1.2	LTC			■
4.0 Cooperate with public or private projects to rehabilitate railroad routes and assist in seeking public and private funding to implement such projects.	RR-1.3	LTC			■



5.6 Aviation

5.6.1 Definitions

In using this element and the goals, policies, and implementation measures that address issues related to aviation, the following definitions will apply.

Private Airstrip. A privately owned facility with limits on usage.

Public Airport. Airfields and supporting facilities that are owned or operated by a public entity and are available for use by the general public.

5.6.2 Goals & Policies

Goal AVI-1	Enhance airports in the County to meet changing needs and demands.
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Policy AVI-1.1 Airport Funding

Seek all available funding sources for airport maintenance and enhancement.

Policy AVI-1.2 Land Use Compatibility

Promote land use compatibility of each airport with the surrounding environment.

Policy AVI-1.3 Effective and Efficient Utilization of Airports

Encourage and foster effective and efficient utilization of existing airport facilities.

Policy AVI-1.4 Light Industrial at Bishop Airport

Promote the establishment of light industrial uses and businesses to stimulate the use of the Bishop Airport by outside companies.

Policy AVI-1.5 Air Carrier Service at Bishop Airport

Maintain and expand dependable air carrier service at Bishop Airport to serve the air passenger, cargo, and mail/package needs of the County



5.6.3 Implementation Measures

Table 5-6, Aviation Implementation Measures, identifies the implementation measures the County should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 5-6. Aviation Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe		
				2012- 2015	2015- 2020	On- going
1.0	Seek all means to maximize state and federal airport grant funding.	AVI-1.1	LTC Public Works			■
2.0	Seek capital through private ventures, government grants, low interest loans, and/or loan guarantees.	AVI-1.1	LTC Public Works			■
3.0	Encourage development of public airports as outlined in the “Bishop Airport Master Plan” or future master plans.	AVI-1.2	LTC Public Works			■
4.0	Adopt the “Policy Plan and Airports Comprehensive Land Use Plans” recommendations and policies that promote land use and noise compatibility within the seven public use airports in the County.	AVI-1.2	LTC Public Works Planning			■
5.0	Ensure consistency of County and local general and specific plans with airport land use plans.	AVI-1.2	LTC Planning			■
6.0	Work with LADWP to ensure airport lease allows flexibility in land use around the Bishop Airport.	AVI-1.4	Board of Supervisors County Administrator	■		



Table 5-6. Aviation Implementation Measures

Implementation Measure	Implements		Timeframe		
	What Policy	Who is Responsible	2012-2015	2015-2020	On-going
7.0 Evaluate the provision of incentives for a commuter and/or commercial airline operation at Bishop Airport, including economic incentives such as: volume fuel discount, reasonable counter, gate, and landing fee rates.	AVI-1.5	LTC Public Works			■
8.0 Work with resort operators in the Mammoth Lakes area to develop <u>maintain</u> Bishop Airport as a backup facility to handle air flights to Mammoth Airport during inclement weather.	AVI-1.5	LTC Board of Supervisors County Administrator			■
9.0 Increase the awareness of the Bishop Airport to bring tourists and business groups to the area.	AVI-1.5	LTC County Tourism Board			■
10.0 Encourage cooperation between the County and the Bishop Tourist/Convention Bureau to help attract recreational visitors to use the Bishop Airport for fast, safe, and efficient travel.	AVI-1.3 AVI-1.5	LTC			■



5.7 Canals, Pipelines & Transmission Cables

5.7.1 Definitions

In using this element and the goals, policies, and implementation measures that address issues related to canals, pipelines, and transmission cables, the following definitions will apply.

Aqueduct. The term aqueduct refers to a system used to carry a large quantity of flowing water. An aqueduct system can be made up of a number of conveyance structures, such as pipes or canals.

Kilovolt (kV). Term defining 1,000 volts of electricity.

Regional Conveyance. A regional conveyance is defined as any transmission facility or conduit used for the movement of a material, product, resource, or information that is delivered to or from an area outside the County. Transmission facilities include, but are not limited to, pipelines, aqueducts, canals, overhead lines, and antennas.

5.7.2 Goals & Policies

Goal CPT-1	To ensure that regional conveyance systems are designed and located to serve Inyo County residents while not significantly impacting existing communities or regional viewsheds.
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Policy CPT-1.1 Placement of Corridors

The County shall consider the visual and environmental impacts associated with placement of regional conveyance corridors.



5.7.3 Implementation Measures

Table 5-7, Canals, Pipelines, and Transmission Cables Implementation Measures, identifies the implementation measures that the County should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 5-7. Canals, Pipelines, and Transmission Cables Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe		
				2012- 2015	2015- 2020	On- going
1.0	The County will encourage the co-location of regional conveyance corridors (utility corridors) over establishment of new routes.	CPT-1.1	Planning			■
2.0	Regional conveyance corridors passing through the County should provide some benefit to the residents of the County.	CPT-1.1	Planning			■
3.0	All high voltage electricity (> 92kV), natural gas, and oil/fuels transmission facilities will be designed and located to not impact the health, safety, or welfare of residents and visitors to the County.	CPT-1.1	Planning			■
4.0	Antennas and satellite dishes shall be screened from public view whenever possible.	CPT-1.1	Planning			■



5.8 Other Circulation Topics

5.8.1 Definitions

In using this element and the goals, policies, and implementation measures that address issues related to other circulation topics, the following definitions will apply.

Off-Street Parking. Parking provided in a parking lot located outside the right-of-way of a street or highway.

On-Street Parking. Parking that is included in the right-of-way of a street or highway.

Telecommuting. Using information services/systems, such as the Internet, e-mail, video conferencing, and so forth to allow a person to work in a location removed from a main or branch office.

5.8.2 Goals & Policies

Goal OCT-1	Provide for the parking needs of local residents, visitors, and tourists.
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Policy OCT-1.1 Adequate Allocation of Parking

Require development proposals to provide adequate parking for the intended uses.

Policy OCT-1.2 Park-and-Ride Facilities

Encourage park-and-ride facilities along major roadways where feasible

Policy OCT-1.3 On-Street Parking

Maintain on-street parking whenever possible.

Goal OCT-2	Incorporate new developments in communications/transportation technology.
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Policy OCT-2.1 Transportation Technology Research and Development

Support public and private research and development efforts in new transportation technology.



Policy OCT-2.2 Communications Technology

Support communications technology that reduces the need for vehicle travel.

5.8.3 Implementation Measures

Table 5-8, Other Circulation Topics Implementation Measures, identifies the implementation measures the County should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 5-8. Other Circulation Topics Implementation Measures

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe		
			2012- 2015	2015- 2020	On- going
1.0 Consider on-street and off-street parking needs for all projects and ensure adequate parking is provided or available.	OCT-1.1	Planning Department			■
2.0 Incorporate new park-and-ride lots or expansion of existing lots, when warranted, in with other projects.	OCT-1.2	LTC			■
3.0 Work with Caltrans to maintain safe, on-street parking along highways in communities.	OCT-1.3	Public Works			■
4.0 Cooperate in studying corridors for High Speed Ground Transportation (HSGT) or high speed rail projects.	OCT-2.1	LTC			■
5.0 Encourage, where appropriate, rural test sites for transportation research and development.	OCT-2.1	LTC			■
6.0 Increase use of travel saving communications technologies, such as tele-conferencing and travel information systems.	OCT-2.2	LTC			■
7.0 The County shall work with utility providers (including cable franchises) to provide access to high-speed Internet services.	OCT-2.2	County Administrator			■



Table 5-8. Other Circulation Topics Implementation Measures

	Implementation Measure	Implements		Timeframe		
		What Policy	Who is Responsible	2012-2015	2015-2020	On-going
8.0	The County shall work with communications companies to gain access to high-speed communications corridors, <u>in particular, continuing to support and participate in the Digital 395 Initiative, as part of permitting process.</u>	OCT-2.2	County Administrator Planning <u>Information Services</u>			■