



7.1 INTRODUCTION

7.1.1 Introduction

The provision of an adequate and functional circulation system is vitally important to the economic vitality and quality of life within Inyo County. 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 7.2)
- SH Scenic Highways (Section 7.3)
- PT Public Transportation (Section 7.4)
- BT Bicycles and Trails (Section 7.5)
- RR Railroads (Section 7.6)
- AVI Aviation (Section 7.7)
- CPT Canals, Pipelines, and Transmission Cables (Section 7.8)
- OCT Other Circulation Topics (Section 7.9)

In the following element, each topic area is divided into five sections as follows.

- **Definitions.** This section provides a set of definitions for terms used in this element.
- **Existing Setting.** This section provides a brief summary of the existing conditions in the planning area. A detailed discussion on existing conditions can be found in Chapter 7 of the *Inyo County General Plan Background Report*.
- **Issues.** A brief summary of the major issues discovered during the public participation portion of the General Plan program are included to provide a context for the goals, policies, and implementation measures presented.



- **Goals and Policies.** This section contains the goals and policies that will be used by the County to guide future land use and policy decisions.
- **Implementation Measures.** To ensure that appropriate actions are taken to implement the goals and policies in this element, an appropriate set of implementation measures are provided.

Circulation diagrams have been prepared to show the existing and planned circulation within the County. The Circulation Diagrams are comprised of a set of diagrams showing roadway and highway systems and bicycle/trail systems (County). The Circulation Diagrams for this element are bound in a separate book titled "Land Use and Circulation Diagrams", and are incorporated into this element by reference.



7.2 ROADWAYS AND HIGHWAYS

7.2.1 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.



7.2.2 Existing Setting

Transportation planning within Inyo County is geared toward the high influx of pass-through traffic (primarily tourists and trucks), and toward maintaining a satisfactory level of transportation services to the local population and local industry. The present road and highway system consists of approximately 3,396 miles as follows:

- 424 miles of state highways,
- 1,126 miles of County roads,
- 10 miles of city streets (in the City of Bishop), and
- 1,836 miles of privately and federally controlled roads.

Of the total system miles, approximately 850 are paved. Of the 1,126 miles of County roads and 10 miles of city streets, less than 425 miles are paved. Travel on all roads in Inyo County averaged 1,240,000 vehicle miles each day (Caltrans 1994). Of the total miles traveled, 84% is on the state highway system, and 16% on the remaining roads (Department of Motor Vehicles 1993). Many existing County roads and city streets have extremely light use, and due to funding constraints, many roads receive only minimal or emergency maintenance.

U.S. 395 is the major transportation corridor in and through Inyo County. This highway is by far the most traveled route in the County and is part of a major transportation corridor connecting the Eastern Sierra Region and Western Central Nevada to the Southern California Region. This corridor (along with Route 14) is the lifeline of all the major communities along the Eastern Sierra. The corridor branches in northeastern Kern County and provides access to the Eastern Sierra from the Los Angeles, San Fernando, and Antelope Valley areas via Route 14 and from San Diego, San Bernardino, Orange County and Ridgecrest areas via U.S. 395. This corridor has significance to both the Eastern Sierra Region and the State of California.



7.2.3 Roadway and Highway Issues

The following section lists (in no specific order) the critical roadway and highway issues that were identified during the preparation of the General Plan.

- Completion of expansion of U.S. 395 to four lanes throughout the County.
- Avoiding the need for bypasses around communities within the Owens Valley along U.S. 395.
- Providing an improved connection into Death Valley from Big Pine.

7.2.4 Goals and 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. [Existing Regional Comprehensive Goal 2, Existing Streets, Roads, and Highways Goal 1, Existing Regional Comprehensive Goal 1, revised and Existing Streets, Roads, and Highways Goal 5, revised]
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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. [Existing Streets, Roads, and Highways Policy 11, revised]

Policy RH-1.2

Transportation Systems Management Projects



Implement Transportation Systems Management projects. [Existing Streets, Roads, and Highways Objective 11, revised]

Policy RH-1.3

Safer Truck Transportation



Facilitate safer truck transportation and ease the impact of truck traffic on residential areas. [Existing Streets, Roads, and Highways Policy 12]



- 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. [New]
- Policy RH-1.5** **Proper Access**
 Provide proper access to residential, commercial, and industrial areas. [Existing Streets, Roads, and Highways Policy 8 and Objective 17, revised]
- Policy RH-1.6** **Minimize Environmental Impacts** 
 Insure that all transportation projects minimize adverse effects on the environment of the County. [Existing Streets, Roads, and Highways Objective 7, revised]
- 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. [Existing Streets, Roads, and Highways Policy 2]
- Policy RH-1.8** **Priority to Efficiency Projects**
 Give priority to transportation projects designed to improve the efficiency, safety, and quality of existing facilities. [Existing Streets, Roads, and Highways Policy 11]
- 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. [Existing Streets, Roads, and Highways Policy 1]

<p>Goal RH-2</p>	<p>Improved capacity on state highways and routes within and surrounding Inyo County. [Compilation of existing Streets, Roads, and Highways Policies and Objectives]</p>
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- Policy RH-2.1** **Improve U.S. 395 in Sections** 
 Support improvements to U.S. 395 as funding allows. [Existing Streets, Roads, and Highways Goal 2 and Objective 8, revised]
- 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. [New]

7.2.5 Implementation Measures

Table 7-1, 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 7-1. Roadway and Highway Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe				
				2001- 2003	2003- 2005	2005- 2010	2010- 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					■
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.	RH-1.2	LTC					■



Table 7-1. Roadway and Highway Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe				On- going
				2001- 2003	2003- 2005	2005- 2010	2010- 2020	
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					■
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					■



Table 7-1. Roadway and Highway Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe				
				2001- 2003	2003- 2005	2005- 2010	2010- 2020	On- going
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					■
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				■	



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7.3 SCENIC HIGHWAYS

7.3.1 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.

7.3.2 Existing Setting

The County contains three officially designated state scenic highways, two designated National Forest Scenic Byways, 63 miles of BLM National Scenic Byways, and 82 miles of BLM Backcountry Byways.



7.3.3 Issues

The following section lists the critical scenic highway issue that was identified during the preparation of the General Plan.

- Preservation of existing scenic routes.

7.3.4 Goals and Policies

Goal SH-1	Maintain a system of scenic routes that will preserve and enhance the quality of life for present and future generations. [Existing Scenic Highway Goals 1, 2, 3, and 4 and Objective 1, revised]
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Policy SH-1.1

Protect the Natural Qualities of Designated Scenic Routes

The natural qualities of designated scenic routes should be protected. [Existing Scenic Highway Objective 4]

Policy SH-1.2

Financial Support of Scenic Routes

Seek state, federal, or other sources of financial support for the implementation of Scenic Routes. [Existing Scenic Highway General Policy 4]

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. [New]

ⓘ *For further policies related to Goal SH-1, please see the policies under Goal VIS-1.*



7.3.5 Implementation Measures

Table 7-2, 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 7-2. Scenic Highway Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe				
				2001- 2003	2003- 2005	2005- 2010	2010- 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.	Need info						
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					■



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7.4 PUBLIC TRANSPORTATION

7.4.1 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.

7.4.2 Existing Setting

Scheduled interregional public transit service in Inyo County is provided by Greyhound Bus lines, which has a daily bus route in each direction between Reno, Nevada, and Los Angeles. Greyhound has stated that it plans to discontinue service through the County in the near future.

Within the County, there are several providers of public transportation. Inyo-Mono Dial-a-Ride is a fixed subscription service offering service between Tecopa and Pahrump, Nevada. The Inyo-Mono Area Agency on Aging contracts out its transit service to the Inyo-Mono Senior Program (IMSP), a department of the County of Inyo. IMSP operates transit systems for both Inyo and Mono Counties. Services include senior citizen transportation, escort services, paratransit, meals on wheels, general information (e.g., health), and case management. Other public transit providers are the Inyo-Mono Association for the Handicapped, and the Head Start Preschool program, centered in Bishop, provides transit service to children of low-income families residing in the Bishop, Laws, and Big Pine areas. Transportation services for Native Americans are available from several sources. The Owens Valley Paiute-Shoshone Indian Tribe provides transit service countywide on and off the reservation. The Toiyabe Indian Health Project transports Indian family members for shopping, medical appointments, and other purposes. The Inter-Tribal Council of California Health and Nutrition Program, centered in Bishop, provides hot lunches and transit services to Indian elders residing on



the reservation in the Bishop area. The Owens Valley Child Care Center, provided by the Indian Tribal Council, operates a van for recreational and social activities associated with the center.

7.4.3 Public Transportation Issues

The following section lists (in no specific order) the critical public transportation issues that were identified during the preparation of the General Plan.

- Potential elimination of Greyhound bus service in the County.
- Service between communities in the County.
- Adequate medical transportation within the County and to treatment centers located outside the County.

7.4.4 Goals and 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. [Existing Streets, Roads, and Highways Goal 4, revised and Transit Goal 1, revised]
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Policy PT-1.1

Transit Facilities

Provide transit facilities, such as, bus shelters, staging areas, base stations, transit hubs, etc. [Existing Transit Objective 4]

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. [Existing Transit Policy 1]



- 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. [Existing Transit Policy 3 and 4]
- 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. [Existing Transit Policy 13]
- Policy PT-1.5** **Consider Future Development**
Consider future development of commercial or residential centers that will generate traffic and require transportation improvements. [Existing Transit Policy 14]
- 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. [Existing Transit Policy 12]
- 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. [Existing Transit Policy 8]
- Policy PT-1.8** **Provide for Multi-Modal Facilities at Airports**
Encourage development of multi-modal facilities at airports where appropriate. [Existing Aviation Policy 4 and Objective 3, revised]

7.4.5 Implementation Measures

Table 7-3, 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 7-3. Public Transportation Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe				On- going
				2001- 2003	2003- 2005	2005- 2010	2010- 2020	
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					■
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					■



7.5 BICYCLES AND TRAILS

7.5.1 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.

7.5.2 Existing Setting

The 1990 U.S. Census of Population and Housing compiled statistics of means of transportation to work and length of commute time. Statistics for Inyo County indicate of the 7,258 persons (16 years and older) who work outside the home, 12.8 percent bicycle or walk to work, and 68.5 percent live within 14 minutes of their place of employment (U.S. Census Bureau 1990). The percentages for bicycling and walking to work are significantly higher than the national average of 0.4% and 4.0% respectively. Land use patterns in some communities create difficult challenges for bicycle commuting in general. Weather conditions also make bicycling and walking difficult at times during the year. Seasonal conditions aside, there is an active citizenry throughout the County that is very interested in creating a network of bicycle and pedestrian trails linking people to places and their surroundings.




7.5.3 Bicycle and Trail Issues

The following section lists (in no specific order) the critical bicycle and trail issues that were identified during the preparation of the General Plan.

- Improved bicycle and pedestrian access within communities.
- Improved bicycle and pedestrian access between activity points (i.e., parks, campgrounds, etc.)
- Improved bicycle access between communities.

7.5.4 Goals and Policies

Goal BT-1	Encourage and promote greater use of non-motorized means of personal transportation within the region. [Existing Non-motorized Goal 1, revised]
Policy BT-1.1	<i>Consider the Non-Motorized Mode in Planning</i> Consider the non-motorized mode as an alternative in the transportation planning process. [Existing Non-motorized Policy 3]
Policy BT-1.2	<i>Bikeway and Trail System in the Region</i>  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. [Existing Non-motorized Objective 2, revised]
Policy BT-1.3	<i>Multi-Modal Use of Road and Highway System</i> Support plans that propose multimodal use of the state highway and County roadway system. [Existing Non-motorized Policy 2, modified]
Policy BT-1.4	<i>Minimize Cyclist/Motorist Conflicts</i> Develop a regional bicycle system that will minimize cyclist/motorist conflicts. [Existing Non-motorized Objective 3]



7.5.5 Implementation Measures

Table 7-4, 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 7-4. Bicycles and Trails Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe				
				2001- 2003	2003- 2005	2005- 2010	2010- 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 7-4. Bicycles and Trails Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe				On- going
				2001- 2003	2003- 2005	2005- 2010	2010- 2020	
6.0	Incorporate pedestrian and/or equestrian facilities as part of the recreational trails system, and link these to all land use areas.	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					■



7.6 RAILROADS

7.6.1 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.

7.6.2 Existing Setting

Currently, there is no freight or passenger rail service in Inyo County. Southern Pacific provides a mainline freight service from Southern California to Mojave in Kern County. At Mojave the line branches off with several spur lines. The Searles Branch heads in an easterly direction from Mojave. An additional spur line from Searles (near Trona) heads in a northerly direction and terminates in Lone Pine. This spur line from Searles, which parallels U.S. 395, was abandoned in the early 1980's. However, the right-of-way continues to be preserved.



7.6.3 Railroad Issues

The following section lists (in no specific order) the critical railroad issues that were identified during the preparation of the General Plan.

- Need to maintain rail corridors for future use, if needed.
- Support tourist oriented rail activity related to Laws Railroad Museum.
- Reestablishment of rail service in Inyo County (southern Inyo County is currently being evaluated).

7.6.4 Goals and Policies

Goal RR-1	Encourage and pursue railroad facilities within the region. [Existing Railroad Goal 1]
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| <i>Policy RR-1.1</i> | <i>Preservation of Railroad Right-of-Way</i>
Support preservation of railroad rights-of-way in Inyo County for restoration of rail operations or reuse in a regional bikeway/trails system. [Existing Railroad Policy 2] |
| <i>Policy RR-1.2</i> | <i>Railroad Corridor Studies</i>
Encourage railroad corridor studies in Inyo County for passenger and freight service. [Existing Railroad Policy 4] |
| <i>Policy RR-1.3</i> | <i>Reestablish Freight Service</i>
Support efforts to reestablish freight service in Inyo County. [Existing Railroad Policy 1] |



7.6.5 Implementation Measures

Table 7-5, 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 7-5. Railroad Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe				
				2001- 2003	2003- 2005	2005- 2010	2010- 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					■



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7.7 AVIATION

7.7.1 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.

7.7.2 Existing Setting

Aviation service in Inyo County is limited, but it provides a vital link to the eastern Sierra region because of the County's physical isolation from the rest of California. Inyo County has seven public airports (located near the communities of Bishop, Furnace Creek, Independence, Lone Pine, Stovepipe Wells, Trona, and Shoshone) and six private airstrips within its boundaries. Overall, passenger activity has increased by about 5% annually since 1980, with annual passenger levels expected to reach 35,000 by 2000.

7.7.3 Aviation Issues

The following section lists (in no specific order) the critical aviation issues that were identified during the preparation of the General Plan.


- Establishment of a regularly scheduled passenger service at Bishop Airport.
- Establishment of business park at Bishop Airport.



- Maintenance of existing facilities.
- Expansion of services and facilities at County-owned and operated facilities (near communities of Bishop, Independence, Lone Pine, and Shoshone).

7.7.4 Goals and Policies

Goal AVI-1	Enhance airports in the County to meet changing needs and demands. [New goal]
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- Policy AVI-1.1** ***Airport Funding***
 Seek all available funding sources for airport maintenance and enhancement. [Existing Aviation Policy 1, revised]
- Policy AVI-1.2** ***Land Use Compatibility***
 Promote land use compatibility of each airport with the surrounding environment. [Existing Aviation Policy 7]
- Policy AVI-1.3** ***Effective and Efficient Utilization of Airports***
 Encourage and foster effective and efficient utilization of existing airport facilities. [Existing Aviation Goal 2]
- 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. [Existing Aviation Objective 8]
- 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. [Existing Aviation Objective 6, Existing Aviation Goal 3 and Objective 4, revised]



7.7.5 Implementation Measures

Table 7-6, 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 7-6. Aviation Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe				
				2001- 2003	2003- 2005	2005- 2010	2010- 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	■				
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 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					■



Table 7-6. Aviation Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe				On- going
				2001- 2003	2003- 2005	2005- 2010	2010- 2020	
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					■



7.8 CANALS, PIPELINES, AND TRANSMISSION CABLES

This topic area covers a wide-range of conveyance systems used to move materials, products, resources, or information, and is not limited to canals, pipelines, and transmission cables.

7.8.1 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.

7.8.2 Existing Setting

One of the largest conveyance systems in the County is the Los Angeles Aqueduct (LAA). The LAA includes two aqueducts. The first aqueduct is 338 miles in length with a capacity of up to 336,000 acre-feet/year (AF/Y) (almost 300 million gallons per day). The second aqueduct was completed in 1970 and increased total capacity of the system to 560,000 AF/Y (almost 500 million gallons per day). The aqueduct is operated by the Los Angeles Department of Water and Power.



For electricity, the Pacific DC Intertie is a large 5,000 kV multi-terminal overhead transmission line that extends from Celilo Station in Northern Oregon to Sylmar Station in Southern California. The transmission line extends along the western portion of the County. Southern California Edison maintains these transmission lines in Inyo County. The Los Angeles Department of Water and Power has transmission lines running from Mono County through Inyo County southward to the Southern California metropolitan centers.

No major pipelines extend through the County. [Do I leave the last sentence in?]

7.8.3 Canals, Pipelines, and Transmission Cables Issues

No major issues related to canals, pipelines, and transmission cables were identified in relation to conveyance. Issues related to water export are covered in the Conservation/Open Space Element (Chapter 8) of this General Plan.

7.8.4 Goals and 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. [New goal]
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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.



7.8.5 Implementation Measures

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

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe				
				2001- 2003	2003- 2005	2005- 2010	2010- 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					■



Please see next page →



7.9 OTHER CIRCULATION TOPICS

During preparation of the General Plan Goals and Policies Report, two other circulation issues were identified and added to the document. This section covers issues related to parking and information technology/ telecommuting.

7.9.1 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.

7.9.2 Existing Setting

A mix of both on-street and off-street parking is used in Inyo County. In the Owens Valley, most communities (with the exception of the City of Bishop) are able to utilize on-street parking in their downtown areas along U.S. 395. For Inyo County communities, no parking complaints or problem areas were identified, although concerns over keeping on-street parking on U.S. 395 were mentioned.

A concern often mentioned was the need to establish high-speed connections to the Internet in the County. This was seen as a necessary step to allow new businesses to establish in the County.



7.9.3 Other Circulation Topic Issues

The following section lists (in no specific order) the critical issues that were identified during the preparation of the General Plan for other circulation-related topics.

- Concern over potential elimination of on-street parking within communities to enhance highway/roadway capacity (although not currently planned).
- Gain access to high-speed Internet services.

7.9.4 Goals and Policies

Goal OCT-1	Provide for the parking needs of local residents, visitors, and tourists. [Existing Parking Goal 1]
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- | | |
|------------------------------|---|
| <i>Policy OCT-1.1</i> | <i>Adequate Allocation of Parking</i>
Require development proposals to provide adequate parking for the intended uses. [Existing Parking Policy 1, revised] |
| <i>Policy OCT-1.2</i> | <i>Park-and-Ride Facilities</i>
Encourage park-and-ride facilities along major roadways where feasible. [Existing Parking Policy 2, revised] |
| <i>Policy OCT-1.3</i> | <i>On-Street Parking</i>
Maintain on-street parking whenever possible. |



Goal OCT-2	Incorporate new developments in communications/transportation technology. [Existing New Technology Goal 1, revised]
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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. [Existing New Technology Policy 1]

- Policy OCT-2.2** **Communications Technology**
Support communications technology that reduces the need for vehicle travel. [Existing New Technology Policy 5]

7.9.5 Implementation Measures

Table 7-8, 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 7-8. Other Circulation Topics Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe				
				2001-2003	2003-2005	2005-2010	2010-2020	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					■



Table 7-8. Other Circulation Topics Implementation Measures

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe				On- going
				2001- 2003	2003- 2005	2005- 2010	2010- 2020	
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					■
8.0	The County shall work with communications companies to gain access to high-speed communications corridors as part of permitting process.	OCT-2.2	County Administrator Planning					■