

## APPENDIX 2A

### Planning Document Policies

## Goals, Objectives, Policies, and Implementation Measures from Related Planning Documents

### Inyo County General Plan

The Circulation Element of the Inyo County General Plan includes goals, policies, and implementation measures related to bicycle transportation in the county. Below is the policy language applicable to bicycling.

**Goal BT-1:** Encourage and promote greater use of non-motorized means of personal transportation within the region.

**Policy BT-1.1: Consider the Non-Motorized Mode in Planning.** Consider the non-motorized mode as an alternative in the transportation planning process.

**Policy BT-1.2: Bikeway and Trail System in the Region.** Plan for and provide a continuous and easily accessible bikeway and trail system within the region. Plans shall be based on the bicycle system shown on the General Plan Circulation Diagrams.

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

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

### Inyo County Regional Transportation Plan (RTP)

The Inyo County RTP includes needs, policies, and actions related to bicycle transportation. The following RTP items were used to guide the development of this Bicycle Plan. Some items are quoted outside of their enclosing policy context.

#### PEDESTRIAN AND BICYCLE NEEDS

- Installing sensor-activated pedestrian and bicycle crosswalk signaling
- Develop Class I bike trails along the Owens River as part of the Lower Owens River project, and
- Add bicycle lanes and bicycle routes along State Route 168, and northwesterly routes to Old Sherwin Grade Road (Inyo County) / Lower Rock Creek Road (Mono County) to establish regional continuity.

**Goal 5:** Encourage and promote greater use of nonmotorized means of personal transportation in the region.

**Objective 5.1: Encourage Development of Nonmotorized Facilities.** Encourage the development of nonmotorized facilities that will be convenient to use; easy to access; continuous, safe, and integrated into a multimodal transportation network; and of service to as many segments of the population, both resident and tourist, as possible.

**Policy 5.1.2: Bikeway System in the Region.** Plan for and provide a continuous and easily accessible bikeway system within the region.

**Objective 5.2: Include Bicycle Facilities on Streets and Highways.** Encourage the modification of streets and highways to include bicycle facilities.

**Policy 5.2.1: Multi-Modal Use of Road and Highway System.** Support plans that propose multimodal use of the highway system.

**Policy 5.2.2: Minimize Cyclist/Motorist Conflicts.** Develop a regional bicycle system that will minimize cyclist/motorist conflicts. This may include bicycle and pedestrian-related ITS (Intelligent Transportation System) applications.

**Implementation Measure 42.0:** Provide bicycle and parking facilities with the development of city streets, large commercial/industrial developments, and public facilities.

**Implementation Measure 44.0:** Monitor bicycle usage of existing bicycle facilities and road system, and make improvements where necessary and feasible.

**Implementation Measure 45.0:** Promote the safe, convenient, and efficient use of bicycles as a portion of the total transportation network.

**Implementation Measure 46.0:** Require that bicycle facilities be maintained at regular intervals to prevent deterioration of the facility.

**Implementation Measure 47.0:** Design and develop routes to accommodate bikeways, equestrian trails, and pedestrian facilities.

**Implementation Measure 48.0:** Seek opportunities for state, county, and city (when appropriate) joint participation in the construction and maintenance of nonmotorized facilities.

**Implementation Measure 50.0:** Encourage the development of bicycle facilities that will be convenient, continuous, safe, and easily accessible.

**Implementation Measure 51.0:** Integrate the existing road and highway system into a multimodal transportation network that is a service to as many segments of the population (both resident and tourist) as possible.

**Implementation Measure 53.0:** Where roadway or shoulder width exists, surface conditions permit, and bicycle volumes warrant, install bike route signs or striping.

**Implementation Measure 55.0:** Employ the appropriate class of bikeways, considering volume, speed, safety, and cost on projects, and use California's design standards when federal or state funding is involved.

## Mono County

### MONO COUNTY GENERAL PLAN

Because Mono County adjoins Inyo County and shares many of its attributes, its bicycle-relevant planning policies are listed here. Like Inyo County, Mono County has:

- one city (Mammoth Lakes), plus several small towns along US 395;
- most land area under federal jurisdiction; and
- tourism as the dominant industry based on scenic and recreational opportunities and natural resources.

Mono County has not adopted a bicycle master plan; it has bicycle policies throughout its General Plan. The following Mono County policies are relevant to Inyo County or involve inter-county bicycle routes:

- Develop a comprehensive trail system (bicycles, equestrian, pedestrian) using existing roads and trails;
- Where possible, include bicycle facilities with road improvements;
- Develop bicycle facilities that enhance the accessibility to community areas;
- Investigate the potential uses of and acquisition of abandoned railroad right-of-way in the Tri-Valley north of the Inyo County line; and
- Use Lower Creek Road as a route for touring and mountain bicycles, linking Mono and Inyo Counties.

## MONO COUNTY REGIONAL TRANSPORTATION PLAN (RTP)

The Circulation Element of Mono County's Regional Transportation Plan (RTP), adopted in October 2001, has a non-motorized transportation goal with four policies, three of which address improvements for bicycling, with objectives and timeframes. These are excerpted here because land use and roadway conditions in Inyo County are similar.

### **GOAL I Provide for the use of non-motorized means of transportation within Mono County.**

**POLICY 1:** Develop and implement multi-modal transportation plans for all community areas to provide for the development of well-coordinated and designed nonmotorized and motorized transportation facilities.

**Objective 1.1:** Implement policies and programs in the multi-modal plans adopted for the Bodie Hills, Mono Basin, and June Lake.

**Timeframe:** Within the next 5 years (FY 2006-2007).

**Objective 1.2:** Develop with Caltrans multi-modal plans for the Antelope Valley, Bridgeport, Crowley Lake, Wheeler Crest, and Tri-Valley and implement those plans once they are adopted.

**Timeframe:** Within the next 5 years (FY 2006-2007).

**POLICY 2:** Seek opportunities for Federal, State, County, Town, and private participation, when appropriate, in the construction and maintenance of non-motorized facilities.

**Objective 2.1:** Seek partnership opportunities for the following projects:

- Countywide bicycle trail development
- Pedestrian improvements in community areas
- Transportation options to Bodie State Historic Park
- Other non-motorized transportation projects as applicable
- ADA compliance

**Timeframe:** Within the 10 year short-term timeframe of this plan.

**POLICY 3:** Plan for and provide a continuous and easily accessible trail system within the region, particularly in June Lake and other community areas. When possible, use existing roads and trails to develop a trail system. Connect the trail system to commercial and recreational areas and parking facilities.

**Objective 3.1:** Work with appropriate agencies, organizations, and community groups to develop an Eastern Sierra Regional Bike Trails System, a regional non-wilderness trail system for non-motorized users. The trail should utilize existing alignments where possible.

**Timeframe:** Within the next 2 years (FY 2003-2004).

**Objective 3.2:** Require rehabilitation projects on streets and highways to consider including bicycle facilities (e.g. wider shoulders) that are safe, easily accessible, convenient to use, and which provide a continuous link between destinations.

**Timeframe:** Ongoing over the 20-year timeframe of this plan: review compliance during the County budget process and the biennial SHOPP and STIP process.

## 1.2 Proposed Policies

**Statement of Purpose** Inyo County, the City of Bishop, and the Bishop Paiute Tribe shall encourage the use of bicycles for transportation and recreation, to minimize air pollution, reduce energy consumption and traffic congestion, and to improve the health and fitness of persons of all ages.

- Goals**
1. Enhance Inyo County's livability by supporting bicycling through planning, engineering, education, encouragement, and enforcement.
  2. Ensure that a bicyclist of average ability can travel safely on all streets within the City of Bishop, the Bishop Reservation, towns, and Indian Reservations, and can reach any destination within those settlements by a reasonably direct route.
  3. Support bicycling as a utility and recreational travel mode on an equal basis with motorized mobility options.

These Goals will be achieved through improvements to the "Four 'E's": Engineering, Education, Enforcement, and Encouragement, guided by the Objectives, Policies, and Implementation Measures that follow. Facility improvements will be the major focus because without them education, encouragement, and enforcement will not suffice.