

# **Inyo County Public Workshops**

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## **Eastern Central California Blueprint**

### **& Eastern Sierra Corridor Enhancement Program**

**US 395 and SR 14 in Kern, Inyo, and Mono Counties**

**April 20, 2009**



# Agenda

- Blueprint Regional Planning
- Break-out Group Discussion
- Corridor Enhancement Program
- Break-out Group Discussion and Design Tables
- Group Summaries and Next Steps

# What is the Blueprint

- A **long-range visioning** process
- Fosters **cooperation**
- **Educational**
- **Complements** other local plans
- A **balance** of multiple issues
- Considers **trends**
- **Voluntary**



# Why do a Blueprint

- Caltrans Blueprint Funding
  - 2001 provided funding for Regional Blueprint activities in SANDAG, SACOG, ABAG & SCAG for the first time
- AB 32
- SB 375
- Funding for Grant Programs
  - Currently points are awarded to housing grant applications if the region has an adopted Blueprint



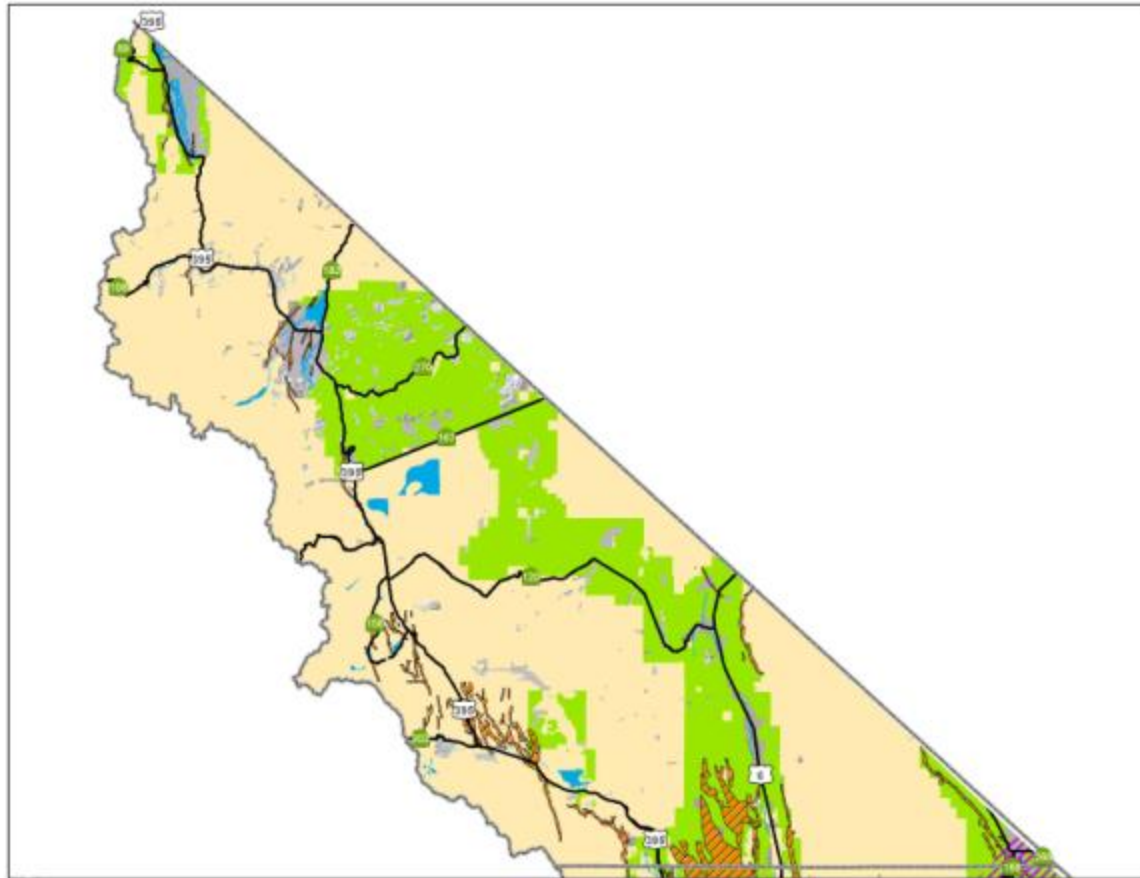
# Brief Summary of Previous Visioning Activities

- Preserve rural character
- Protect and enhance environmental, cultural and historic resources
- Balance recreation, tourism and the environment and create a region-wide strategy
- Promote a balanced, year-round economy
- Preserve and improve infrastructure (water, wastewater, etc.)
- Provide/maintain quality services (health, safety, parks, etc.)
- Provide affordable housing and maintain existing housing stock



# Constrained Lands – Mono County

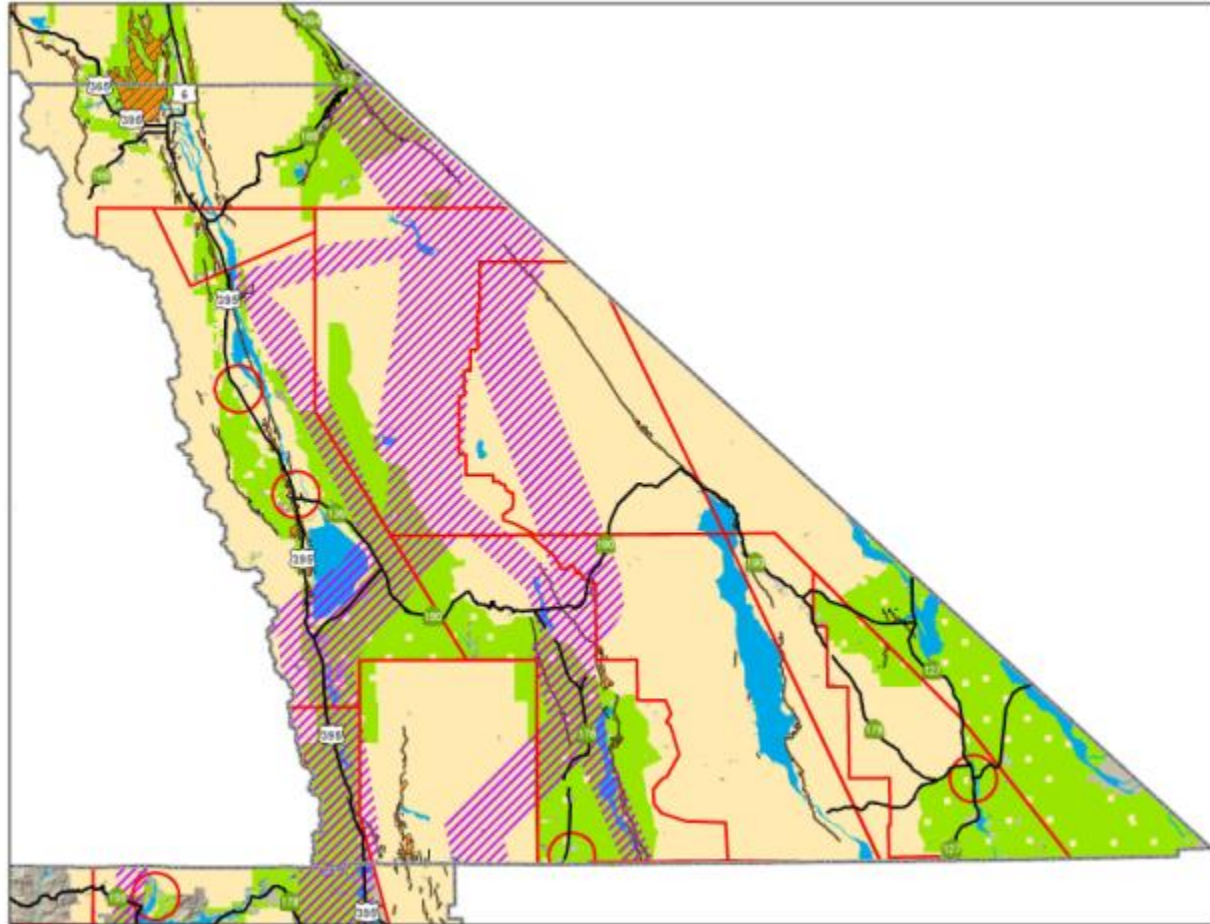
Public/BLM Land – Floodplain – Fault Zones – Airspace



Eastern Central California Blueprint  
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# Constrained Lands – Inyo County

Public/BLM Land – Floodplain – Fault Zones – Airspace



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# Group Discussion - Regional Blueprint Planning

*Thank You for Participating!*  
EASTERN CENTRAL CALIFORNIA BLUEPRINT PROJECT  
SPRING 2009

## COMMENT FORM

Thank you for participating in this process! **Your comments are important to us, so please use this form to provide written comments about the discussion topics and any other issues.** Please submit your completed form at the end of the meeting to the registration table. Otherwise, you may mail this form within one week of this meeting to: Becky Napier, Kern Council of Governments, 1401 19th Street, Suite 300, Bakersfield, California 93301

1. What do you value or like most about your community and/or region?

2. What are the major areas or issues for improvement in your community and/or region?

3. What's your vision for your region's future? Imagine you are in the year 2050 and you are traveling over your region in a hot air balloon. What do you hope to see?

4. What's your vision for your community's future? Imagine you are in the year 2050 and you are walking through your community. What do you hope to see?



# Next Steps - Blueprint

- Phase 2 Meetings Planned for Fall 2009
  - Discuss Growth Principles Generated from Phase 1 Meetings
  - Review Modeling Outputs (Maps)
  - Prepare a Final Report for Consideration by Elected Officials and Stakeholders
- Thank You for Participating



# What is Corridor Enhancement Planning

- Fosters Regional Distinctiveness
- Recognizes Community Individuality
- Identifies Potential Community/Corridor Issues and Strategies to Address Them
- Identifies Context-sensitive Solutions



# Why do Corridor Enhancement

- Importance of tourism to local and regional economy of the Eastern Sierra
  - Aesthetics can improve the visitor's impression of a community and increase the likelihood for stopping
  - A coordinated, corridor-wide approach creates regional identity that can be used for promotion
- US 395 provides not only a transportation function, but a community-building function as it serves as the Main Street for many communities – both need to be recognized and accommodated
- Increasing truck traffic impacts communities and overall enjoyment of Main Street area (noise & air quality)



# Benefits of a Corridor Plan

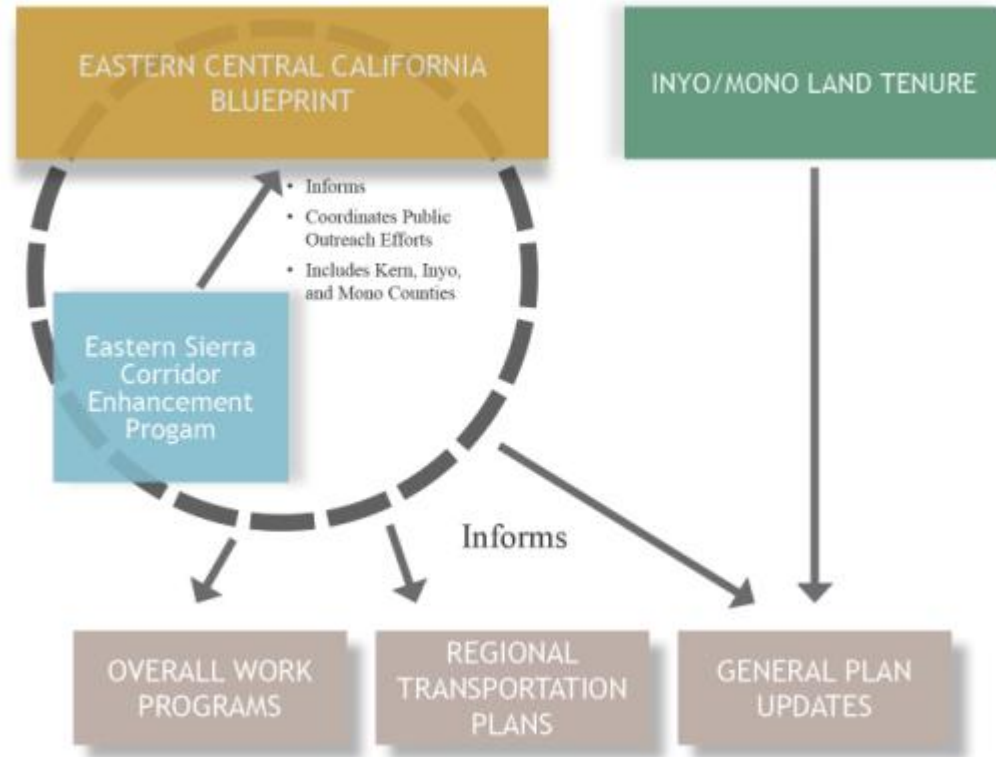
- Unifies aesthetic treatments
- Defines corridor goals and objectives
- Highlights corridor resources
- Identifies enhancement opportunities



Eastern Central California Blueprint  
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# How is the Plan Used and Not Used?

- Provides information for, but does not dictate the development of other plans
- Provides information for, but does not dictate the development of other plans
- Provides a vision
- Provides a marketing resource for corridor promotion
- Does NOT supersede local jurisdiction's land use authority or commit Caltrans' resources





# Summary of Previous Visioning Activities

- Create a coordinated county-wide tourism strategy
- Complete widening of US 395
- Avoid the need for full bypasses (truck only bypass okay)
- Address pedestrian movement and safety
- Concern over elimination of on-street parking
- Concern over truck traffic within towns
- Maintain visual resources of scenic corridors, highway, and roadways (preserve existing scenic designations)
- Provide improved transit services, especially for visitor use

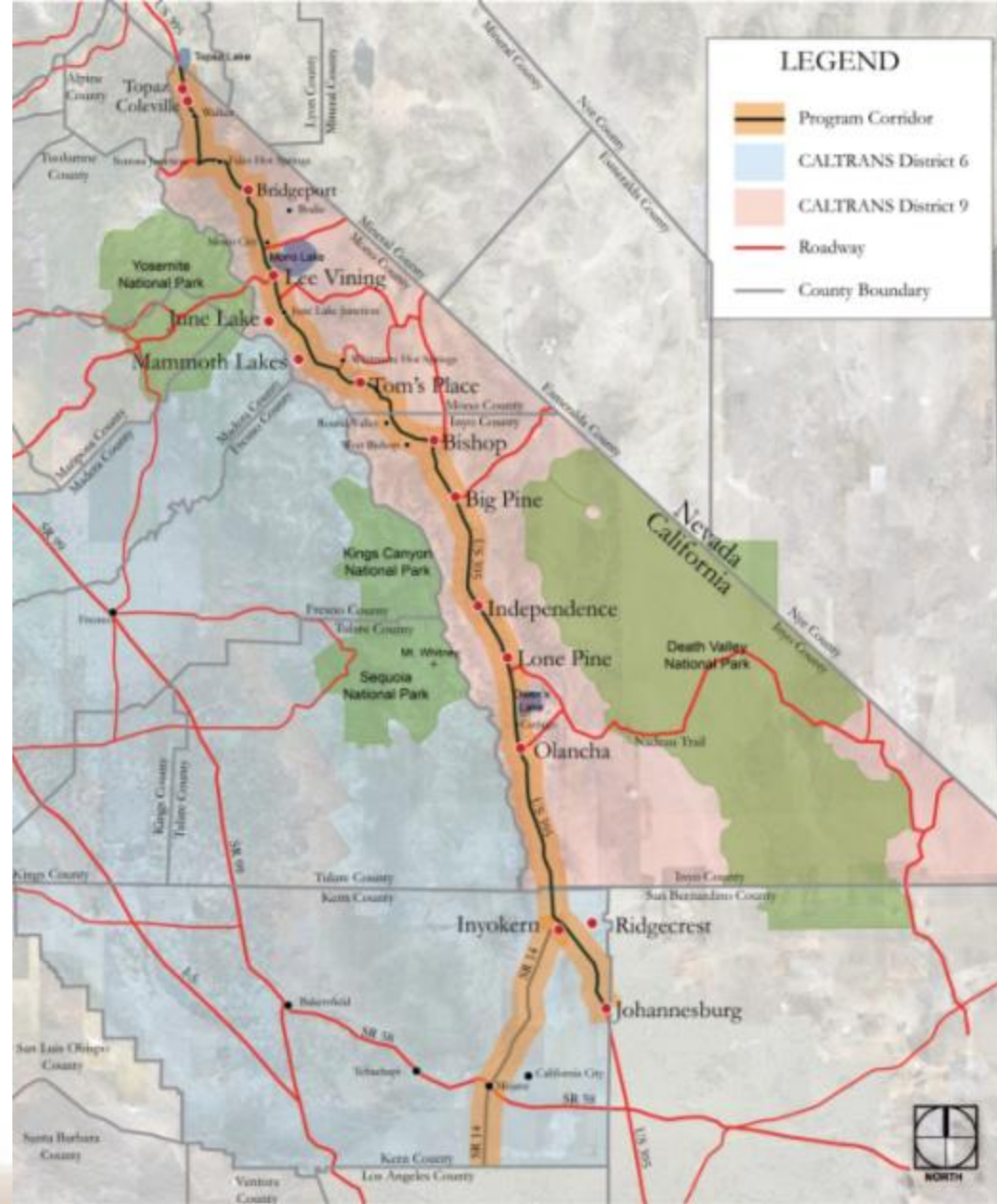
# Workshop Goals

- Add detail to the corridor vision
- Identify the corridor's values and issues
- Discuss community and corridor strengths and improvement



# Corridor Location

- US 395 from Johannesburg to the Nevada state line
- SR 14 from Rosamond to the US 395 interchange at Inyokern





# Corridor Resources / Promotion

- Scenic views of the Eastern Sierra Mountains
- Large areas of open space
- Access to recreational opportunities
- Working landscapes
- Rural communities with unique individuality
- Cultural and historical resources



# Corridor Transportation Conditions

- Annual traffic growth is greatest rate on SR 14 and on US 395 between Bishop and Mammoth Lakes
- Volumes on US 395 south of Ridgecrest are highest in winter
- Volumes in Bishop and Lee Vining are highest in the summer
- Truck traffic has grown faster than overall traffic





# Corridor Transportation Conditions

- CREST provides regional transit along US 395
  - Northern route runs from Lone Pine to Reno
  - Southern route runs from Mammoth to Ridgecrest and Lancaster
- Daily transit service from Mammoth to Mammoth airport
- Overall accident rate relatively low
- Rate of fatal accidents substantially higher, some segments far exceed statewide averages

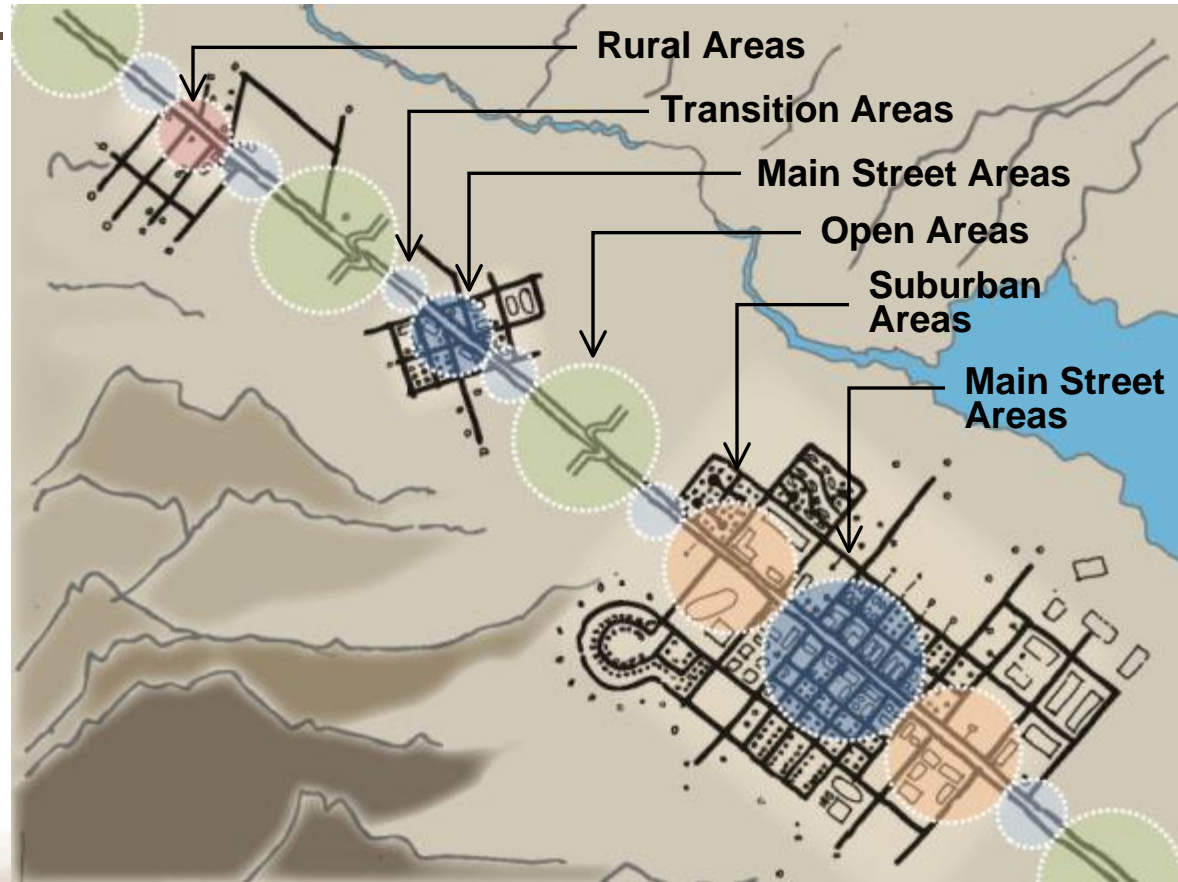


# Corridor Categories

- Grouped according to road type, speed and volume of travel, type of access, and the densities of adjacent land use.

- Five categories:

- Open Areas
- Transition Areas
- Rural Areas
- Suburban Areas
- Main Street Areas



# Corridor Opportunities

- Four categories
- Identify potential enhancements for the corridor

## OPPORTUNITIES LEGEND



### COMMUNITY OPPORTUNITIES

1. Statewide gateway
2. County gateway
3. Community gateway
4. Pedestrian linkage and circulation
5. Bike and multi-use trail linkage
6. Highway archaeology, cultural, or historic awareness
7. Highway and community compatibility improvement
8. Partnerships and resource leveraging



### TRAVEL AND TOURISM OPPORTUNITIES

1. Roadside services (rest areas)
2. Viewpoints and vistas
3. Wildlife viewing area
4. Place name signage
5. Highway art
6. Community rest area
7. Mine site signage / Interpretation



### NATURAL RESOURCE AND WILDLIFE OPPORTUNITIES

1. Environmental resources preservation
2. Wildlife movement enhancement
3. Water resources enhancement
4. Rare, unique, or special natural resource enhancement



### VIEWS AND LANDMARK OPPORTUNITIES

1. Highway scenic designation
2. Highway scenic improvement



# Break Out Group Discussion - Corridor Enhancement Program



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# Project Website

Provide additional input or direct others to the project website

[www.kerncog.org/easternsierra](http://www.kerncog.org/easternsierra)

Can be accessed via

[www.monocounty.ca.gov/cdd%20site/LTC/ltc\\_home.html](http://www.monocounty.ca.gov/cdd%20site/LTC/ltc_home.html)

or

[www.inyoltc.org](http://www.inyoltc.org)