Chapter IX

RECOMMENDATIONS CONCERNING TRAFFIC IMPROVEMENT

Traffic in downtown Bishop is a mess, with congestion caused by:

1) Narrowing of Main Street from 4 lanes to 2 lanes between Willow Street and Elm Street;
2) Curb parking which reduces traffic capacity;
3) Pedestrian crossings--too numerous and unregulated;
4) Side streets which enter Main Street at a "T" and require left turns on Main to continue across.

Improvements in traffic flow on Main Street must be made for two vital reasons:

1) Through traffic must be carried through the Central Business District in the most rapid and convenient way possible until opening of the bypass; and
2) Potential customers-both local and visitor-must be attracted to this business area by eliminating congestion.

Under standards of the American Association of State Highway Officials, Main Street has a present traffic carrying design capacity of approximately 900 vehicles per hour and possible (maximum) capacity of 1300. This is below the peak hour traffic of 1500, but takes care of most present traffic. The ADT(Average Daily Traffic) capacity is between 5,000 and 9,000, compared to existing ADT of 8,200.

By making the improvements recommended below, the design capacity of Main Street should be increased to 2100 vehicles per hour and a possible capacity of 2940 vehicles, substantially over present peak hour counts. The design capacity ADT will be at least 12,000 to 17,500, allowing a 100% increase in traffic before a bypass is necessary. Traffic counts shown in Chapter 4 indicate a 5.7% rise in ADT from 1961 to 1964 or 1.7% per year.

These improvements are recommended:

1) Eliminate all curb parking between Line Street and Elm Street. This will result in the loss of 69 spaces, to be made up and improved upon by the parking program proposed in Chapter 10.

   This will not only improve traffic flow and cut down congestion, it will also make every store and business visible to all passing motorists.

2) Mark Main Street between Willow St. and Elm St. to 4 lanes. This will create a full 4 lane highway through the entire City of Bishop.

3) Mark left turn channels on Main Street where feasible.

Street	Heading Direction
Short St.	South
Line St.	North
Line St.	South
Willow St.	South
Church St.	North
Elm St.	South

Left turn channels could be provided between Academy and West Elm by a program of setting back curbs and sidewalks by 3 to 6 ft. on each side.

4) Install traffic signals on Main Street at:

Elm St.
Pine St. (City should consider making May St. the east leg of this signal and improving May as secondary Street)
Line St. (convert to 3-way signal allowing left turns off Main St.)
Short St.

All these signals must be synchronized to allow smooth flow on Main Street. Each signal should have pedestrian controls. ("Walk"--"Don't Walk")

5) Pedestrian crosswalks with signal controls should be established across Main Street at:

Short St.
Church St.
Academy St.

The signals would say "Walk"--"Don't Walk" to pedestrians and flash yellow to motorists when on "Walk." They should be synchronized with the traffic signals and <u>not</u> pedestrian controlled.

6) A painted or raised median should be established on Main Street between;

Short St. and Line St.
Line St. and Church St.
Church St. and Willow St.

7) In conjunction with the parking program, Church St. between Main St. and Warren St. should be abandoned and converted for parking purposes; Willow St. should be made one-way (east bound) between Main St. and the alley; and the alley east of Main between Willow and Line Streets should be made one-way (south bound)

8) The State and City should cooperate in preparing a precise plan for all curb and sidewalk improvements so that the present chaos can be eventually eliminated.

Some of these recommendations are drastic but are considered imperative if Bishop is to obtain the results wanted.

These improvements should be financed as follow;

	City	State	Total
Traffic signals	16,000	16,000	32,000
Pedestrian crossings	4,500	-0-	4,500
	20,500	16,000	36,500

Bishop's share should be financed in the 1965-66 Budget with installation expected in late spring or summer of 1966.

Chapter X

RECOMMENDATIONS CONCERNING PARKING

Need

Adequate and convenient parking is required for the success of any commercial business. As the major shopping center of Inyo-Mono Counties, Bishop needs parking for its customers and employees. Parking is needed for some types of tourist-related businesses, primarily restaurants, sporting goods stores and specialty shops. Motels and service stations now provide all their needs in parking.

The parking inventory below indicates the present available spaces within the Central Business District.

Table # 35

ON-STREET PARKING

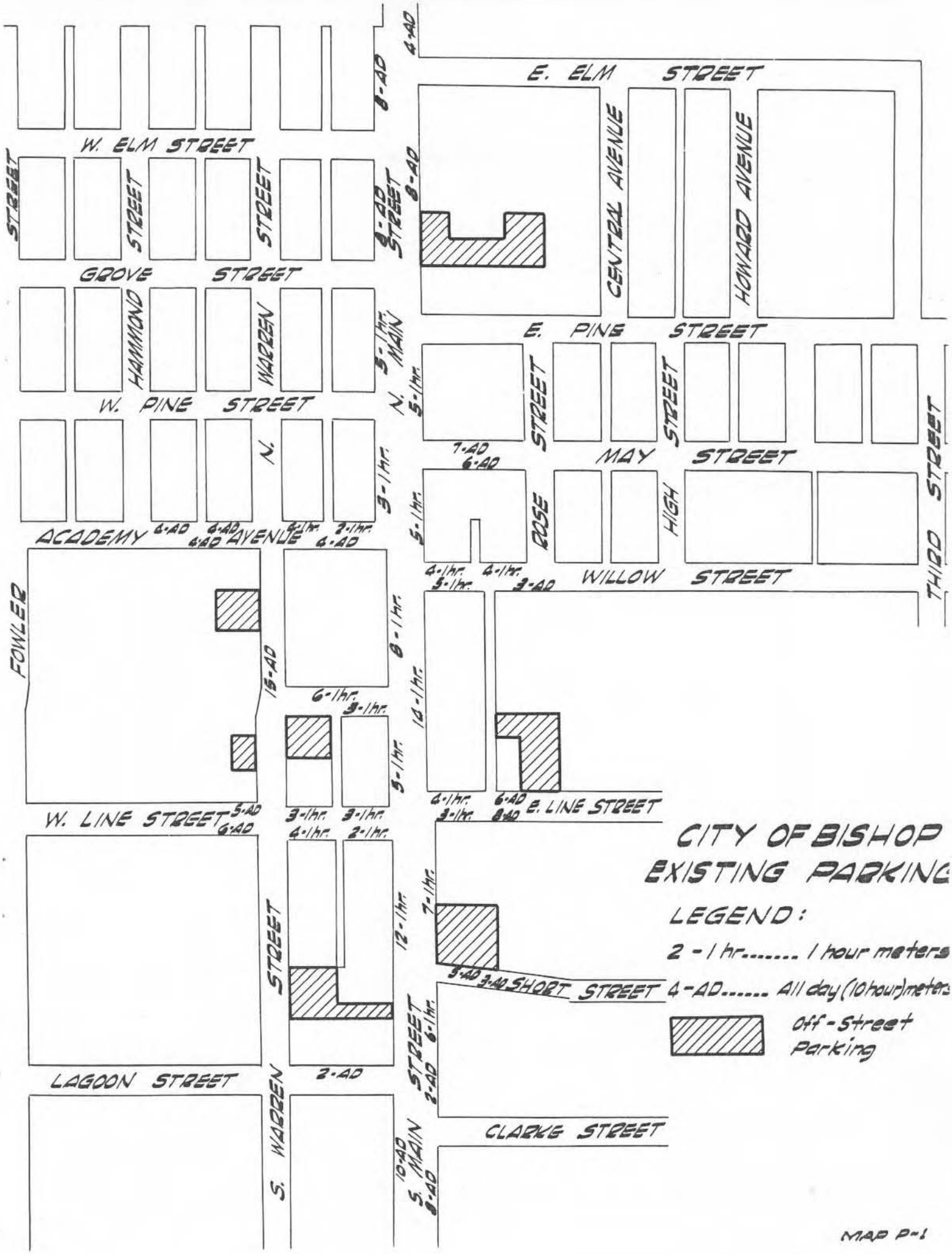
	Main Street	Cross Streets	Total
One-hour	70	44	114
Ten-hour	48	87	135
	118	131	249

OFF-STREET PARKING

	Lots	Spaces
Municipal (one hour)	1	57
Customer Parking	9	215*
Private Parking	2	60*
	12	332*

All of the customer lots are provided as a free service to patrons. The private lots are used primarily for all-day parking of owners and employees. City meters charge 5¢ for one-hour. The ten-hour meters charge 20¢ for four hours and 25¢ for ten hours. These are generally not in front of businesses and are for all-day parkers.

* Approximate only


E. ELM STREET
W. ELM STREET
GROVE STREET
W. PINE STREET
E. PINE STREET
MAY STREET
WILLOW STREET
ACADEMY AVENUE
W. LINE STREET
E. LINE STREET
SHORT STREET
LAGOON STREET
CLARKE STREET
CENTRAL AVENUE
HOWARD AVENUE
HAMMOND STREET
WARREN STREET
N. MAIN STREET
ROSE STREET
HIGH STREET
THIRD STREET
FOWLER STREET
S. WARREN STREET
S. MAIN STREET
CITY OF BISHOP
EXISTING PARKING
LEGEND:
2 - 1 hr..... 1 hour meters
4 - AD..... All day (10 hour) meters
Off-Street Parking

MAP P-1

Finances

The 1964 City of Bishop Audit indicates the following revenues and expenditures on municipal parking.

	On-Street	Off-Street
Parking Meters	$18,345.96	$2,168.95
Salaries and Wages	$ 5,940.95	$ 127.68
Rental	-o-	1,020.00
Other	753.20	85.80
Total	6,694.15	1,233.48

The General Plan of Bishop indicates a need for 605,924 square feet of parking area or 2,020 spaces by 1980. Our survey indicates a present supply of 581 spaces for a deficincy of 1439 spaces in the next 15 years.

Improvements on Main Street as recommended in Chapter 9 will create an additional demand for parking, as 69 new spaces must be provided to replace those eliminated on Main Street from Line Street to Elm Street.

Factors Affecting Parking

1. Bishops commercial area has built up primarily on Main Street (State Highway 395) between South Street and the intersection of Highway 6. The core of retail activity is located between Elm St. and Clarke St. Tourist oriented businesses are generally outside this central core.

2. The built-up central core creates problems of providing adjacent parking. Parking demand is unbalanced with shortage in some blocks and excess in others.

3. Access is available from the rear of most stores, but much of this is from alleys or short block streets. This problem of access is closely related to the whole problem of circulation in Bishop and therefore must be considered simultaneously.

4. Short-time parkers such as shoppers and tourists, just will not walk more than 400 feet and prefer 200 feet or less.

5. All-day parking appears to be adequate at the present time, especially with nearby unmetered residential streets. In any case, short-term parking is absolutely essential to continued economic growth and must have first priority. In addition, all-day parking in off-street lots does not appear financially feasible at this time.

6. Short-term parking should be planned for the average peak day. It is impossible in this, as in most public facilities, to provide for the highest possible use such as the day before Christmas or the opening of fishing season. There should however be sufficient space for the peak summer days.

Parking Plan

With the present need, existing spaces and above factors in mind, a Central Business District Parking Plan is proposed in Map P2. This is integrated with the General Plan prepared by Hahn, Wise and Associates, with the city circulation system and the street improvements proposed in this report.

Eight new parking lots are recommended, to be developed in the priority listed in Table # 36
These lots will provide 453 spaces...112 existing and 341 new spaces. These sites were selected after careful consideration of several factors, including:

1) Nearness to retail and commercial facilities;

2) Balance throughout the central business district;

3) Land parcel size, for efficient layouts;

4) Access to Main Street and good circulation;

5) Land cost, as estimated from assessed valuation and existing uses.

The existing lots of Bank of America, City Hall, Copper Kettle, Joseph's (employees) and Safeway will continue as at present. Safeway lot might be purchased or leased if owner desires. The CITELCO lot will probably be moved a short distance east.

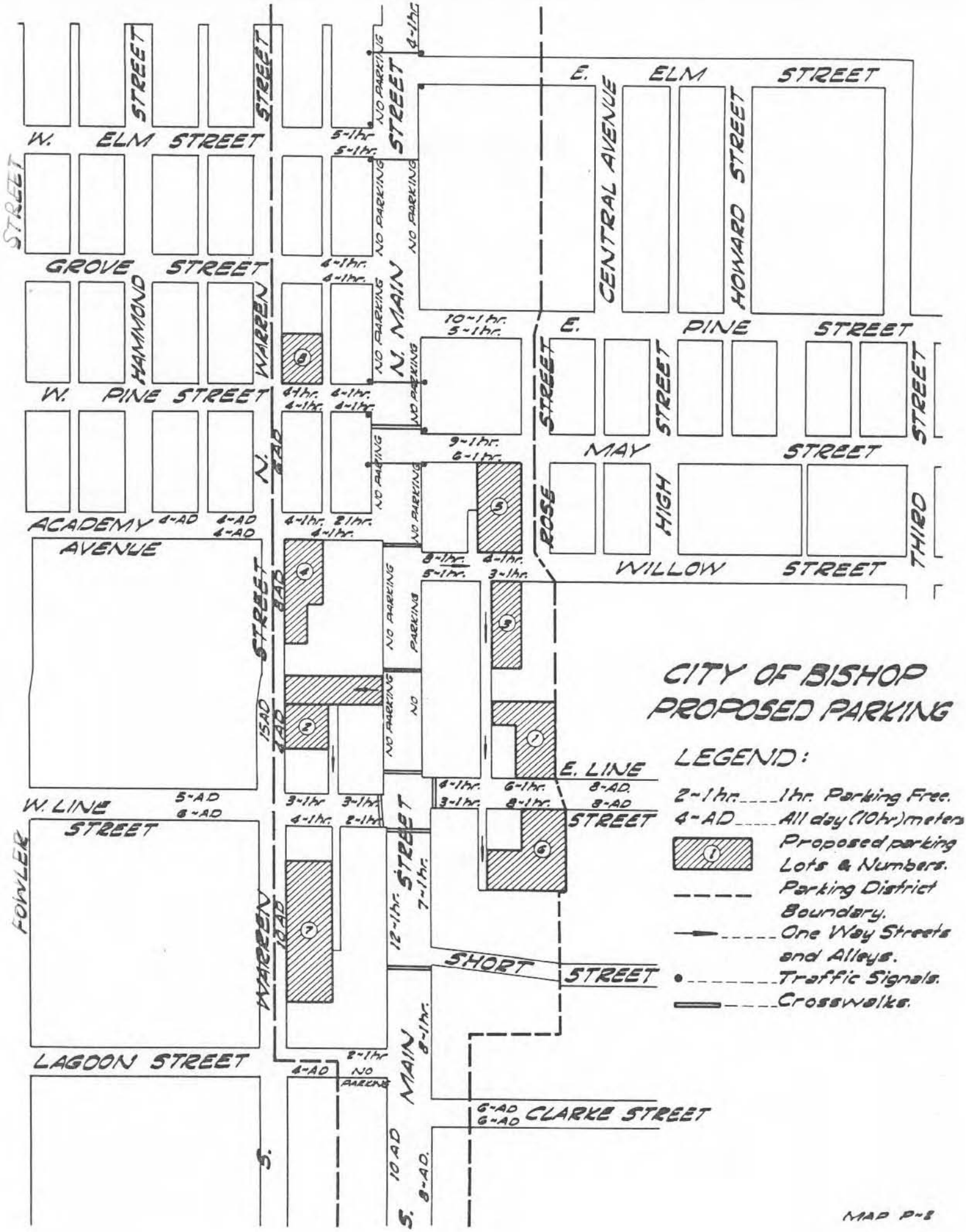

CITY OF BISHOP
PROPOSED PARKING
LEGEND:
2-1hr. 1hr. Parking Free.
4-AD All day (10hr.) meters
Proposed parking Lots & Numbers.
Parking District Boundary.
One Way Streets and Alleys.
Traffic Signals.
Crosswalks.
W. ELM STREET
E. ELM STREET
CENTRAL AVENUE
HOWARD STREET
GROVE STREET
HAMMOND STREET
WARREN STREET
N. MAIN STREET
W. PINE STREET
E. PINE STREET
ROSE STREET
MAY STREET
HIGH STREET
THIRD STREET
WILLOW STREET
ACADEMY AVENUE
N. BAD STREET
E. LINE STREET
W. LINE STREET
FOWLER STREET
WARREN ROAD
SHORT STREET
S. MAIN STREET
LAGOON STREET
CLARKE STREET
NO PARKING
MAP P-8

Table # 36

PROPOSED PARKING LOTS

No	Spaces	Area	Comment
1	57	23,360	Present City lot--eliminate meters
2	64	29,614	Purchase from Joseph's and abandon City street.
3	36	14,075	Lease from California Interstate Telephone Co.
4	53	19,475	Purchase-remove old buildings
5	60	20,200	Purchase or lease Inyo-Mono Bank lot-remove some buildings
6	65	27,858	Purchase
7	88	29,900	Purchase, include J.C. Penney Lot
8	30	9,900	Purchase, remove buildings
	453	174,382	

These parking lot purchases, leases and developments should be financed through the creation of a special parking district. There are many different methods of financing available, including:

1) Free gift or usage;
2) Purchase from general funds;
3) Parking meter revenues;
4) Gereral obligation bonds;
5) Revenue bonds;
6) Lease-purchase by city;
7) Joint action of municipality and private interest;
8) Private enterprise;
9) Zoning;
10) Special assessment district

The 1943 Parking District Act is an assessment procedure with the program cost paid for by the property owners in the district. To form such a district, a petition must be signed by the owners of at least 51 per cent of the assessed valuation of land (not improvements) and area within the district. The limit of the assessment is 35% of the assessed valuation of land only, or 35% of land and improvements, if signed by 60% of property owners. Although revenue might be possible, the bonds are secured by direct assessments on benfited properties.

There is the usual procedure for establishing such a district:

1) Petition
2) City Engineer's report on costs and assessments
3) Notices to property owners
4) Protest hearing
5) Ordinance of intention (by City Council)
6) Ordinance hearing and adoption
7) Acquisition of property
8) Assessment spread
9) Hearing on assessments
10) Payment of assessments, or
11) Bond issued for unpaid assessments
12) Improvement of property

Payment on bonds is made annually over period not to exceed twenty years. The parking lots are managed by a board of parking commissioners appointed by the mayor. This board is fairly free to operate the lots as they see fit.

It is recommended that these lots have one-hour limits for parking. All one-hour spaces, on lots and on-street, should be controlled by the Parking Enforcement Office and not by meters. Meters should be removed from all these locations and used only for 10-hour spaces. Revenues should be allocated to the enforcement program.

Additional spaces will be created on side streets, by converting some ten-hour spaces to one-hour and by marking new one-hour and ten-hour spaces, as follows.

Table # 37

ON-STREET PARKING

	One hour	Ten Hour	Total
Existing	114	135	249
To be eleminated	-45	-24	-69
Remaining	69	111	180
New Spaces	64	60	124
Change from 1-hour to 10-hour	48	(48)	0
	181	123	304

The final result will be a major increase in the total number of parking spaces.

PARKING IMPROVEMENTS

	On-Street	Lots	Total
Existing			
One-hour	114	57	171
Ten-hour	135	0	135
Private	0	275	275
Total	249	332	581
Future			
One-hour	181	453	634
Ten-hour	123	0	123
Private	0	180	180
Total	304	633	937

Chapter XI

RECOMMENDATIONS CONCERNING ADVERTISING AND PROMOTION

This chapter is easy to prepare,for so many good things have already been done. The extensive activity of the Bishop Chamber of Commerce in advertising at sport shows and expositions is quite good and very effective, primarily because it aims at the very people Bishop is trying to attract.

Several recommendations are made which directly affect highway traffic and are considered necessary because of the freeway bypass:

1) New, well-designed and good looking signs need to be erected both north and south of Bishop to tell highway travelers of the facilities available in Bishop.

   Such signs might be regular billboard size of rustic design, emphasizing that Bishop is the "Service Center of the East Sierra," with motels, restaurants, service stations and complete commercial facilities. The distance to Bishop should be indicated. The signs should be lighted, if possible, to reach night traffic.

   Locations might be:
   South of Lone Pine--395
   5 miles south of Bishop--395
   5 miles north of Bishop--395
   South of Mammoth Junction--395
   Near Benton Station----6

   These signs should be financed by the Bishop Chamber of Commerce. With these up, many of the small, ugly signs now erected by many businesses should be torn down to improve the approach to town. Then new larger "Welcome to Bishop" signs could be erected just outside the developed area of Bishop.

2) The Chamber of Commerce should build a "Tourist Information Center" at the southern approach to Bishop, on the right side of Main Street just north of where the freeway off-ramp will exit. This center should be easily visible from the freeway and readily identifiable. It could be the regular Chamber office and should be manned 10 hours a day, 7 days a week. The several communities which have such centers have had great success in improving tourist business.

   This Center should have full imformation on motels, rest-

aurants, service stations, sporting goods, campgrounds, skiing conditions and answers to 1001 other questions.

3) The Motel Owners might consider a united reservation service with centralized control at the Chamber office, so anyone coming or calling to Bishop could make a reservation in one call.

   This is of course, most important during the sull summer season when motels reach full capacity.

   As a further improvement, a leased telephone line to Los Angeles might be considered. Then, toll-free, a Los Angeles resident can make and confirm his reservation in a Bishop motel.

4) In order to improve the image of Bishop and improve freeway signing, the Bishop City Council and Inyo County Board of Supervisors should rename the two main streets of Bishop, as shown:

   Main Street to Sierra Highway
   Line Street to Bishop Creek Road

   These will be the names put on the freeway off-ramp signs and should be much more effective in promoting the city and attracting motorists off the freeway. In addition, "Sierra Highway" as a business address on mail sent out of town should help promote the area.

5) The City, County, and Chamber must work with the State Division of Highways in assuring adequate signs on the freeway approach to Bishop.

6) Good signs must be erected on Main St. to show the way to the existing and new parking lots. They are useless to travelers if they can't find them.

7) Radio Station KBIS should advertise itself better by highway signs (perhaps on those recommended in #1) so motorists can tune in. Some improvement must be made in reception in Southern Inyo County, so that people can listen as soon as they pass Little Lake. This is not usually possible now.

8) Both the City of Bishop and County of Inyo should establish separate funds for motel tax receipts. This money should be used only for:

   Recreation Development
   Advertising and Promotion

This is important, for unless aseparate fund is set up, the money can easily be lost in the general fund.

Perhaps the two agencies could combine to an Inyo County Recreation Promotion Agency or a county chamber of commerce. In either case, a full-time staff with adequate advertising budget will be possible.

Chapter XII

RECOMMENDATIONS CONCERNING RECREATION

Recreation, whether outdoor sports, nature study or backyard loafing, is an essential part of Southern California living. Yet Southern California's growing oppulation, with its increased leisure, rising income, and greater mobility, is multiplying recreational demand faster than it can be supplied. The challenge of offering adequate and balanced recreation opportunities to a wide range of people can only be met by a bold new program to develop the rich recreational resources of the Inland Empire (1)

The demands for all forms of public recreation are expected to rise sharply to 1980. These tables from Developing the Inland Empire illustrate the increase in demand and use.

(1) From Developing the Inland Empire, Southern California Research Council, 1961.

Table # 38

Estimated Trend of Outdoor Recreation Use Eleven Southern California Counties
Selected Activities, in Activity Days*

Activity	Estimated 1958 Use**	Projected 1980 Use**	Percent Increase
Camping	8,443,727	69,827,800	727
Riding & Hiking	2,376,778	16,991,500	615
Boating	11,954,758	50,050,400	319
Picnicking	25,833,021	92,318,500	257
Winter Activities	3,224,073	9,605,300	198
Swimming	70,539,635	197,076,000	179
Fishing	7,751,700	18,375,000	137
Hunting	1,817,755	2,505,000	38
Total	131,941,447	456,749,500	246

* An "activity day" is defined as the participation by one person in one recreation activity in one day.

** Excluding community activities.

Source: California Public Outdoor Recreation Plan, Part II, Tables N.O.

Table # 39

Estimated Trend in Total Outdoor Recreation Use
Selected Public Recreation Activities
in Activity Days

County	Estimated 1958 Use	Projected 1980 Use	Percent Increase
Inyo	906,168	5,560,400	514
San Bernardino	6,897,687	36,080,200	423
Santa Barbara	4,201,174	21,901,800	421
Mono	2,533,141	13,147,100	419
Riverside	4,995,147	24,164,700	384
Ventura	4,701,107	20,369,700	333
San Diego	15,499,551	61,529,100	297
Orange	17,476,129	50,643,500	247
Imperial	4,292,039	13,069,000	205
Los Angeles	64,610,201	185,484,100	187
Kern	5,829,103	14,799,900	154
TOTAL	131,941,102	456,749,500	246

Source: California Public Outdoor Recreation Plan, Part II, Tables N,O.

While Southern California demand and use will grow by 246%, the increase in the Inland Empire will be approximately 400%.

Recreation is the industry in Bishop and the East Sierra. The prospects of other industry moving into the area are exceedingly dim. Bishop in order to grow and develop, must promote recreation facilities. The existing facilities must be improved and expanded and new ones, of high quality, must be created.

The importance of recreation is underscored by this report on Inyo National Forest, 1964:

> New heights were reached in both the number of recreation visits and visitor days of use in 1964. The 2¼ million visits is ten times that of 15 years ago. These visits accounted for almost 3 million visitor days of use (3½ times that of 1949)

This increase is expected to continue at the same rate. The Department of Fish & Game expects a 76.9 percent increase in fisherman from 1960 to 1980.

Surveys of the Dept. of Fish & Game indicate that anglers in this area come from:

Los Angeles County	66%
Inyo County	5
San Bernardino County	5
Orange County	5
Kern County	4
San Diego	4
Riverside County	2
Ventura County	2
Santa Barbara	1
Other California	5
Out-of-State	1
	100%

There are several agencies directly involved in recreation in the area:

U.S. Forest Service
City of Los Angeles Dept. of Water & Power
Bureau of Land Management
Inyo County
City of Bishop
Mono County

Chapter XIII

RECOMMENDATIONS FOR CITY, COUNTY, CHAMBER

The Bishop Chamber of Commerce, City of Bishop, and County of Inyo are the agencies most concerned with the freeway bypass of Bishop. In order to promote the interests of the area, these actions are necessary:

1) Land Use Survey of Inyo County must be prepared (see Chapter 8)

2) The alternative route considered best by the City of Bishop must be adopted as part of the City General Plan.

3) Traffic improvements must be made on Main St. (See Chapter 9)

4) A parking district must be formed in the downtown area (See Chapter 10)

5) Inyo County must continue to improve Bishop Airport in order to attract recreational flying users.

6) The City of Bishop must push an active annexation program. Bishop benefits the whole area and all nearby residents and property owners should be part of this City, in order to provide united efforts, full trading area planning and the benefit of City services.

7) Most important, and perhaps the recommendation most lasting in value, is that the City of Bishop appoint a City Administrator. The present City Council, City Clerk and staff are doing a fine job. They are however not experienced or available to do the job of coordinating and promoting the development of Bishop.

   In a city such as Bishop, so dependent on the actions of other agencies, it is essential there be a recognized representative of the community to meet and coordinate with such agencies as:

   Los Angeles Dept. of Water and Power
   Inyo County--esp. County Administrator
   Road Department
   Park & Recreation Department
   County Board of Supervisors

Appendix

A- Resolution Restating Procedure Relative to Adoption of Freeway Locations by the State Highway Commission

B- California Streets and Highways Code, Sections 210 Through 215

C- Major Steps From Inception of a Freeway Project to Approval of Contract by Attorney General

D- Letter to Major Walter W. Rollins of Bishop from C. A. Sheroington, District Engineer, District 9-Bishop, State Division of Highways, dated November 23, 1964

E- The Scenic Highway in the State Highway System--Design Standards

5. After the expiration of such period of thirty (30) days, if no hearing is requested, or after such meetings or hearings as the Commission may hold, the Commission will adopt a location for the freeway between the limits under consideration.

6. The authorization referred to in numbered paragraph 3 of this resolution, to give public notice of the Commission's intention to hold a hearing, shall be by resolution of the Commission relating to each specific freeway location proposed to be considered. In all other respects, this resolution authorizes the State Highway Engineer, without further resolution or order of this Commission, to do such things and take such action as may appear to him to be necessary or proper to comply with the above specified procedure.

7. At any public meetings held by the State Highway Engineer, or his authorized representative, any material transmitted by an affected city or county pursuant to Section 75.5 of the Streets and Highways Code shall be presented at the meeting by the person conducting the meeting or hearing, if so requested by the affected city or county, or shall be received in such manner as the affected city or county requests.

8. It is recognized that, in addition to the foregoing, the State Highway Engineer, through his representatives, may hold any additional meetings or hearings required to qualify any highway project for the use of Federal funds pursuant to any Federal statute or rule or regulation promulgated thereunder.

9. The resolution of the Commission regarding the subject matter hereof, adopted on February 18, 1955, is hereby rescinded.

This resolution is hereby adopted by the California Highway Commission at Sacramento, California, this 26th day of February, 1958.

214. In the annual report to the Governor and the Legislature on the activities of the Department of Public Works, Division of Highways, there shall be included a copy of the procedural resolution of the commission adopted pursuant to this article, indicating any changes made during the preceding year. There shall also be included in the annual report a summary of all public meetings held by the department and of all hearings held by the commission and full information as to the adoptions of locations as freeways during the year covered by the report.

215. Failure of the department or the commission to comply with the requirements of this article shall not invalidate any action of the commission as to the adoption of a routing for any state highway, nor shall such failure be admissible evidence in any litigation for the acquisition of rights-of-way or involving the allocation of funds or the construction of the highway.

On projects in the National System of Interstate and Defense Highways, informal discussions with the Bureau of Public Roads are held and a digest of studies is furnished to them and their concurrence obtained prior to submitting the Engineer's recommendation to the California Highway Commission.

14) Upon advice of the Highway Commission, Headquarters office sends prepared form letters through the Districts to local governing bodies notifying them of the Commission's intention to consider adoption of route for proposed project, and asking whether they desire a public hearing by the Highway Commission.

15) If local authorities request, a hearing is held by the Highway Commission. The Commission on its own motion may also hold a public hearing if it so desires.

16) After the hearing, if held, or after the expiration of a 30-day period following the notice to local authorities, if no hearing is requested, the Highway Commission takes the necessary action to adopt the proposed route.

17) On Interstate routes after route is adopted, B.P.R. approval for the specific location is formally requested.

18) On Interstate routes after control points are established, maps are submitted to Bureau of Public Roads to secure approval for right of way acquisition and utility adjustments.

    (If core area acquisition alone is to be authorized, then map showing centerline and approximate right of way lines is sufficient. If authority requested for complete acquisition, then complete maps should be submitted.)

19) Following route adoption, a design work authorization is issued for the completion of surveys and plans.

20) After route is adopted, a tentative draft of a freeway agreement is submitted by the District for approval. Headquarters prior approval of schematic plans or geometric plans is obtained if geometric features of interchange design are to be shown in the exhibit map.

    When the draft is considered satisfactory from a design standpoint and from a legal standpoint, the District is authorized to have the agreement executed by the local authorities.

    On projects in the National System of Interstate and Defense Highways, formal Bureau of Public Roads concurrence is first obtained prior to approval of the draft.

21) Surveys and materials reports are completed by the District.

22) Geometric designs of intersections or interchanges are submitted by the District to Headquarters for approval. (This may precede the submission of rough draft freeway agreement in some cases.)

    Copies of geometric drawings are sent by Headquarters to the Bureau of Public Roads and any comments made by the Bureau are considered prior to approval by Headquarters.

23) Site plans are submitted by District to the Bridge Department for bridge design.

24) On all Federal-aid projects a general plan is furnished informally to the Bureau of Public Roads Division Office in Sacramento.

25) A structural typical section is submitted to Headquarters for approval.

State of California--Highway Transportation Agency
Department of Public Works
DIVISION OF HIGHWAYS
District IX
P.O. Box 847, Bishop, 93514

November 23, 1964

File: 09-Iny-395
Bishop

Mayor Walter W. Rollins
City of Bishop
207 West Line Street
Bishop, California

Dear Mayor Rollins:

This is in reply to your letter of November 17, 1964 informing us of the City Council's action in recommending that freeway construction in or around communities in Inyo County be deferred until all rural portions of freeway are completed, and also requesting our recommendations for minimum standards to be used in upgrading the existing 2-lane portion of North Main Street to a 4-lane roadway.

As you know the California Highway Commission annually votes funds to finance needed highway construction. In considering the scheduling of various projects, consideration is given to such variables as traffic volume, congestion, accident history, economic factors, and other intangibles which might affect either the highway user or the local community. Since financing is controlled by the commission the final responsibility for deciding just when a particular project will be constructed rests solely with that body.

The Division of Highways has a primary responsibility to operate the existing highway system and to plan and construct needed additions. Ample evidence exists to indicate that within the foreseeable future U. S. 395 should be converted to

The upgrading of the two-lane portion of Main Street to full 4-lane standards will undoubtedly help to eliminate some of the congestion presently noticable. The desirable curb to curb width for a 4-lane city street section with parking is 64 feet (four 12' lanes and two 8' parking lanes). This could possibly be modified to an absolute minimum of 54 feet (four 10' lanes and two 7' parking lanes). If parking is eliminated throughout the narrow portion of Main Street there is sufficient width to accommodate four lanes of traffic. You should realize that if Main Street is improved to 4-lane standards it will not eliminate the ultimate need for a freeway but only delay construction for a few years (possibly as few as two or three years). Still present will be the many intersections, pedestrian problem, and the problem of motorists entering and leaving curbside parking stalls Under certain conditions this can very nearly void the use of the outside lanes for the passage of through traffic.

Naturally you are concerned with just how soon freeway construction can be expected. Unfortunately I cannot give give you a specific answer. Our policy is to build freeways when they are needed. Even that is a relative thing. There is no precise yardstick that can be applied to highway problems that will say that one day the road is adequate and the next day it is not. The decision as to whether or not a freeway is needed is arrived at after considering all of the available information such as traffic volume, congestion, accident history, availability of funds, the relative needs at other locations, etc. Our guess, at this time, is that the freeway will be needed in Bishop within the next 5 to 10 years. Five years in the future is probably the earliest possible date that we could build, even if you requested up to proceed with all haste. Decided changes in any of the variables could result in some delay. However, all of our past experience indicates that there have been very few places in California where conditions have changed contrary to our expectations resulting in a delay of freeway construction. The opposite is more likely the rule.

THE SCENIC HIGHWAY IN THE STATE HIGHWAY SYSTEM

DESIGN STANDARDS

Portions of the State Highway System were designated as State Scenic Highways by the 1963 Legislature to establish the State's responsibility for the protection and enhancement of California's natural scenic beauty by identifying those portions of the State Highway System which, together with the adjacent scenic corridors, require special scenic conservation treatment.

The intent on which Scenic Highway Legislation was based is stated in the report entitled "Plan for Scenic Highways" prepared under Senate Concurrent Resolutions No. 39, 1961 and No. 4, 1962. It may be summarized as follows:

A scenic highway is characterized by the following three attributes:

(1) It is a portion of the *State Highway System* and must fulfill the requirements of such a route; (2) it traverses areas of outstanding scenic beauty; and (3) its location, design and construction receive special attention in terms of impact on the landscape and in terms of visual appearance.

"State Scenic Highways" are to perform in general the same transportation functions as do other non-designated portions of the State Highway System; they will be scheduled for construction as necessary parts of that system; there will be no lessening of safety or service. The proposed Scenic Highway System is composed of routes that are already part of the State Highway System; all that is proposed is that these routes receive special attention as noted above.

It should be understood that this definition, which pertains exclusively to *State* highway routes, in no way precludes the establishment of *local* scenic routes by county or city action; indeed, it is hoped that certain of the scenic motoring requirements of both residents and tourists will be met through such local action.

Scenic routes are to be designed and built as State highways; therefore, they will be built to appropriate engineering and design specifications with regard to such matters as number of lanes, design speed, lane width, super-elevation on curves and other technical criteria. Safety and capacity are not sacrificed in any degree.

The term "design" does not refer primarily to detailed engineering specifications. Rather, it includes the placement of the roadway and its appurtenant structures in the landscape, the modest shifting of alignment or grade to take advantage of view or to preserve the natural character of the terrain, the development of equally satisfactory but esthetically more pleasing criteria, such as the treatment of cuts and fills and median planting, and matters of visual appearance wholly unaffected by geometric considerations. Stated most briefly in this report, the term "design" pertains to the total visual appearance of the roadway and corridor taken as a single composition, after engineering and geometric standards have been applied.

With this concept in mind, the following plan is offered as proposed planning and design standards.