Chapter Ten

SAFETY

Table of Contents

Table of Contents - Continued

List of Figures

Figure **Page**

List of Tables

Table **Page**

Chapter Ten

SAFETY

I. INTRODUCTION

A. Summary

Within the City of Bishop, a limited amount of development activity will take place over the course of the planning period. As development does occur, or redevelopment of existing areas occurs, there is a potential need for associated public safety considerations. The Safety Element is intended to focus on those considerations. The public safety issues which must be addressed within the element include; flooding, seismic safety, fire hazards, hazardous materials, crime prevention, traffic safety, aircraft safety, and disaster preparedness.

B. Purpose

The purpose of the Safety Element is to reduce loss of life, injuries, and damage to property resulting from natural and man-caused public safety hazards. The Safety Element addresses the full scope of potential hazards facing the City of Bishop. The element is a compilation of the Seismic Element and the Safety component of the Services-Safety Element. It is designed to identify areas where private and public decisions on land use need to be responsive to potentially hazardous conditions. It further serves to inform individuals, firms, and public agencies of Bishop's policies regarding the type of land use permitted, how and where to build public facilities, and what types of services should be provided.

C. Authorization

California Government Code Section 65302(i) requires each city and county to include within its General Plan a Safety Element which promotes the protection of the community from flooding, earthquake damage, fires, crime, traffic and aircraft accidents, and other identified hazards that may be present in the planning area.

II. SUMMARY OF ISSUES, OPPORTUNITIES & CONSTRAINTS

A. Issues

The primary issues relating to the health, safety, and welfare of the residents and visitors of the City of Bishop are summarized below:

- **Seismic Safety.** The City of Bishop is located in a seismically and geologically active portion of California, indicating the potential for a seismic event during the planning period. The Fish Slough Fault is situated between the eastern City limit of Bishop and the Bishop Airport, creating the potential for an earthquake that could result in property damage, injury, or loss of life.

- **Flood Potential.** The City of Bishop is situated in a low-lying portion of the Owens Valley, which makes many areas in and around the City to be susceptible to periodic flooding. The planning area's flood problems tend to be localized, most often occurring in the areas adjacent to the forks of the Bishop Creek and major canals of the area.

- **Geology/Soils.** The topography within the City is relatively flat, decreasing the potential for serious erosion to occur. Disturbance of the soil due to increased development activity could have an impact on the air quality and drainage.

- **Hazardous Waste Transportation.** The City of Bishop is bisected by U.S. Highway 395 and U.S. 6 which are major truck routes between southern California and the rest of the country. Many hazardous waste materials are transported on Highway 395 and could affect local residents and the environment should an accident occur.

- **Fire Hazards.** Fires present a potential threat to property and residents of Bishop. Structure fires present the most significant threat within the City, but wildland fires can also occur within the planning area.

- **Crime.** As the City of Bishop grows over the span of the planning period, it will be exposed to various aspects of crime. In order to assure that a safe living and working environment is sustained, adequate police services must be incorporated into City structure.

- **Emergency Preparedness.** In the event of a major catastrophe occurring within the City or region, it is necessary for the City to provide a plan of action to respond effectively to such disasters. An emergency response/preparedness plan should be developed to maximize the safety of residents in case of such an emergency.

B. Opportunities

- The City already has a comprehensive public safety department in place that can respond to various emergency situations as they occur.

- Many state, federal, and county agencies are located in Bishop, providing additional support to the City of Bishop in response to local and regional emergency situations.

- The City is relatively small, thus reducing the response time necessary for most emergency services.

- Flat topography minimizes the threat of erosion within the City and adjacent areas.

C. Constraints

- Increasing traffic congestion on the major arterials in the City is increasing the potential for a hazardous waste spill, especially in the downtown corridor.
- Potential seismic activity and resulting risk to life and property is generally high within the Bishop area.
- The potential for wildfires is significant in the riparian woodlands along the forks of the Bishop Creek.
- Police, fire, and emergency service facilities must be upgraded if new development is implemented within the City.

III. EXISTING CONDITIONS

A. Seismic Hazards

The entire eastern Sierra Region is seismically active; capable of producing earthquakes. Induced ground acceleration is likely to occur throughout the region. High construction standards provide the greatest protection for structures located along the fault zone, although no known construction techniques can protect structures from damage. Thus, the best form of protection is to avoid locating dwellings and other critical structures on fault zones. The Fish Slough Fault is the only known active fault within the planning area.

1. Inyo County Surface Faulting

Evidence places the Fish Slough Fault zone south of Bishop, extending north to the Benton area. This fault zone traverses between the City limits of Bishop and Bishop Airport. Trenching in the Bishop area indicates a vertical fault displacement ranging from three to six feet (Envicom, 1976) The fault displacement in the Fish Slough are more dramatic with a vertical displacement ranging from at least 300 feet of caprock composed of Bishop Tuff, extending some two miles long by one third of a mile wide, to break into three blocks. These blocks are approximately 400 feet in elevation between the upper and lower ends of the blocks. Further slipping and tilting is possible and may occur in the event of a sizeable earthquake. (California Department of Water Resources, 1964).

There are numerous lineaments running through the City of Bishop and its environs. Three of the lineaments have been trenched; two of them have proved to be faults and are assumed to be branch faults from the Fish Slough Fault. The other lineament, which traverses through the grounds of the Northern Inyo Hospital, has been identified as an abandoned stream channel.

2. Groundshaking

Ground shaking has been the primary cause of property damage, death and injury in past earthquakes. The greatest threat to people and property during ground shaking is from

those structures that do not conform to the current Uniform building Code relative to earthquake loading.

The Owens Valley is a basin surrounded by mountain ranges where alluvium has been deposited by fluvial action (stream). Water runoff velocities have been sufficiently slow to allow accumulation of silts and fine sands on the valley floor. The ground water under the valley floor is shallow enough to suggest potential liquefaction problems.

Mat or floating foundations, which are designed to provide continuous support to a structure and minimize differential settlement, are examples of modern engineering technology. Pile or caisson foundations can be drilled through the suspected liquefaction prone sedimentary layer and anchored on bedrock or firmer sedimentary layers.

The initial cost, planned use, and type of structure dictate whether these technologies are economically and/or technically feasible. In the case of a subdivision, the costs of these modern foundations are probably prohibitive.

Land possessing a potential for liquefaction should be reserved for uses such as open space, conservation, agriculture, outdoor recreation or low density residential development.

It is therefore recommended that a site-specific preliminary soils report, prepared by a civil engineer registered by the State of California, be required for development of future high occupancy and/or public facilities if the proposed site may be prone to liquefaction. This report should assess the potential for liquefaction induced ground failures and make recommendations to mitigate this seismic hazard. In cases where it is not possible to mitigate the hazard to the level appropriate to the intended land use, permits for the proposed development should not be approved.

Although a soils report may not be required on applications for building permits for non-critical facilities, applicants should be informed of the potential hazard and encouraged to consult a qualified professional. The file on site-specific soil reports should be made available for public review.

Continued agricultural open space use of the lands in the fault zone combined with the implementation of the policies of the Inyo County Seismic Safety Element should provide public protection commensurate with the risks associated with seismic events in the planning area.

A detailed disaster preparedness plan has been developed by the City to be implemented in the event of a major disaster, including earthquakes. The plan is outlined later in this element.

B. Flood Hazards

The Owens Valley's alluvial fans and alluvium are products of stream deposition, particularly of floods. Continental climatic conditions combined with high mountains which intercept moisture bearing air masses create an environment conducive of repeated floods. There are two seasons during which the probabilities of flooding increase. Late Spring to early Summer is a period when the danger increases from rapid snow melt. Late Summer to early Fall, the

threat comes from snow melt combined with a tropical storm, occurring at a time when the reservoirs on Bishop Creek are full.

The Owens River, regulated by Crowley Lake, poses little in the way of flood hazard, particularly to the developed portions of the community. Flooding along the Owens River will be confined to agricultural-open space land adjacent to the banks of the river. Considerable elevation and distance separates the river form the developed portion of the community. Bishop Creek presents the City and surrounding area with its greatest flood potential. Power reservoirs and a partial bypass constructed after the 1969 flood reduce the possibilities of full scale flooding. Each of the forks of Bishop Creek have channel capacities of approximately 350 cfs with the bypass providing an additional 250 cfs for a total capacity of approximately 1,000 cfs before flooding would occur. However, without continued maintenance, flood debris can significantly reduce channel capacities permitting lesser volumes of water to produce flood damage. The bypass, a straight line diversion connected to the C-drain north and west of the community, is not uniform in its channel capacity. Once north of US 395, the water tends to pond and sheet flow to the east as a result of inadequate capacity. One source of ponding has been alleviated with the installation of a new culvert at the Dixon Lane crossing. The capability exists to divert water south of the community through the Owens River channel. However, there is some concern over flooding along this channel as a result of structural probiems.

The planning area's most significant flood problems tend to be localized, most often occurring in the low lying locations adjacent to the forks of Bishop Creek and major canals of the area. The potential loss of access to various residential areas is also a significant flood related problem. Many of the planning area's major streets cross one or more of the forks of Bishop Creek.

Existing development and private land situated adjacent to the forks of Bishop Creek effectively preclude flood plain zoning, agricultural-open space retention or other non-structural approaches to flood hazard reduction. Improved flood hazard reduction in the planning area requires completion or improvement of the C-drain bypass and regular channel maintenance.

C. Fire Hazards

Fires can be divided into two categories; structural and wildland. The former involves fire prevention through code enforcement and protection through adequate water storage, hydrants and appropriate fire department response. Structural fires and their prevention-protection will be addressed in the Safety Element of this plan. wildland fires are the principal focus of this section. wildland fire reduction involves prevention and protection with an emphasis on the latter.

Wildland fires their occurrence and frequency are directly related to three factors: climatic conditions, slope and fuel loading. High temperatures combined with low humidity during summer months produce extreme fire conditions. Slope plays a role by the relationship between fire, rising hot air and fuel; the steeper the slope, other conditions being equal, the greater the hazard. Fortunately, the planning area's relatively flat topographical position helps reduce the fire hazard potential. Of these factors, fuel loading is the most significant for the planning area. Fuel loading ranges from virtually nothing to as much as 36 tons/acre for the riparian woodland areas as a result of substantial tree and brush growth. Figure 53 depicts the relative wildland fire hazard potential for the planning area.

The high wildland fire hazard potential found along the Owens River and Bishop Creek riparian woodland corresponds to the areas most often utilized for recreation. Consequently, the area with the highest wildland fire potential coincides with the area of greatest risk in terms of exposure to fire. The California Department of forestry has the primary responsibility for fire protection although Bureau of Land Management and United States forest service assistance is available through cooperative agreement. response time to the high wildland fire hazard areas is estimated at from 5 to 15 minutes. Overall the retention of these areas in agricultural-open space uses is perhaps the most effective means of life and property loss reduction. A more organized, safety conscious approach to the recreational use of the Owens River as suggested in the Outdoor Recreation Section would help to reduce the fire potential without diminishing recreational use of the Owens River and riparian areas.

D. Hazardous Waste

The City of Bishop is bisected by Highway 395, which is a major truck route between southern California and Canada. Many hazardous waste materials are transported on Highway 395 and could affect local residents and the environment should an accident occur.

IV. PUBLIC SAFETY NEEDS

A. Fire Protection

Two distinct but interrelated departments provide fire protection services in and around the City of Bishop. The City of Bishop Fire Department provides fire protection service within the City limits. The Bishop Rural Fire Protection District serves the unincorporated areas surrounding the City. Although separately funded, the two entities are organized and effectively operate as one fire department, providing mutual aid within the Bishop area. Staffed by volunteers under one appointed Fire Chief, the Bishop Fire Department is highly regarded within the State.

Manpower for the Bishop Fire Department is provided by 52 volunteers, one paid part time/permanent staff, and the Fire Chief. The Department has a substantial amount of equipment at its disposal, ranging from rapid response mini-pumpers to semi-truck tankers. A list of this equipment is provided in Table 10-1 and includes both the City's equipment and that of the Rural Fire Protection District.

The City Fire Department's station is located at 209 West Line Street. The Bishop Rural Fire Protection District has two stations. One is located in West Bishop at 2300 West Line Street adjacent to the County maintenance center and the other is located at 2190 North Sierra Highway. The Fire Chief indicates that the Department has emergency vehicles rolling within one minute of an alarm, with a maximum response time of approximately 5-8 minutes for areas in or adjacent to the City of Bishop. Highly trained and effective, the Fire Department is largely responsible for insurance ratings of four within the City of Bishop where hydrants and fire flows are adequate. In the surrounding unincorporated area the insurance rating averages a rural 8, since there are few systematic fire hydrants or adequate fire flows.

Although structural fires originate from many causes, chimney fires and fires resulting from the disposal of hot ashes account for the greatest number of fire calls. Enforcement of codes

relating to chimney screening, combined with periodic chimney cleaning and inspection could reduce these types of fires. Experience indicates a need for a uniform and systematic hydrant/water storage policy.

Table 10-1
Fire Department Equipment
Bishop Fire Department

Engine #1	1,000 GPM	500 GAL	Telesquirt
Engine #2	500 GPM	120 GAL	Aux Light Truck & Lighting
Engine #3	750 GPM	500 GAL	Pumper
Engine #4	750 GPM	1,000 GAL	Pumper
Engine #5			Heavy Duty Rescue
Engine #6	1,000 GPM	500 GAL	Pumper
Engine #7	100 GPM	150 GAL	Quick Attack
Engine #8			Light Duty rescue
Engine #9	750 GPM	3,600 GAL	Water Tender
Engine #10	250 GPM	265 GAL	Quick Attack
Engine #11	Chief's PU		Utility Truck
Engine #12	650 GPM	2,000 GAL	Water Tender
Engine #14	450 GPM	3,000 GAL	Water Tender
Engine #15	500 GPM	5,000 GAL	Water Tender
Engine #OES160	1,000 GPM	900 GAL	Pumper
Rural Fire Protection District			
Engine #R-1	1,000 GPM	1,000 GAL	Pumper
Engine #R-2	500 GPM	500 GAL	Pumper
Engine #R-3	250 GPM	250 GAL	Quick Attack
Engine #R-4	750 GPM	1,500 GAL	Pumper
Engine #R-6	750 GPM	3,500 GAL	Water Tender
Engine #R-7	150 GPM	280 GAL	Quick Attack
Engine #R-8	1,250 GPM	800 GAL	Pumper

In many instances, ladder heights could restrict the ability of the Department to adequately fight fires in structures over two stories in height. Consideration must be given to establishing height limitations consistent with the Department's capability. The unsystematic water resources development has resulted in a lack of fire hydrants and reduced fire flows in some areas. Fortunately, the district can take water from creeks, ditches, ponds, pools or transport it when necessary. Implementation of policies designed to require connection to or creation of community water systems over individual wells would help to alleviate this problem. Long-range planning may ultimately require remedial, retrofit programs to adequately provide fire hydrants throughout the area. As an intermediate measure, the Fire Department has installed a water storage tank in the Laws area where there are no hydrants for fire fighting purposes.

Chief Phil Moxley indicates that the Department has both the manpower and equipment to adequately provide fire protection for the land use patterns of the General Plan. This assumes that the expansion areas (designated in the 1984 Amendment) are provided with appropriate fire hydrants and fire flows and the present facilities/equipment deficiencies are remedied. Chief Moxley believes that the volunteer staff can be supplemented from within the community as growth occurs according to land use policies.

B. Police-Public Safety

Police protection services within the City of Bishop are provided by the Bishop Police Department. The Inyo County Sheriff's Department provides service in the unincorporated areas surrounding the City.

The Bishop Police Department is staffed with the following personnel:

1 Police Chief (Fred Coburn)
1 Lieutenant
4 Sergeants
2 K-9 Units with a total of 7 Patrolmen
1 Traffic Officer

In addition to the 14 full time officers on the force, 11 reserve officers are available on an as needed basis, complementing the Department's 24-hour police protection for the residents of the City. The Police Station is located adjacent to the Fire Department, as part of the City's civic center complex. The Police Department responds to approximately 5,000 calls annually, with 75 to 80 percent of arrests being alcohol-related.

The Inyo County Sheriff's Department provides additional police protection for the unincorporated areas surrounding the City and throughout the Owens Valley. A Sheriff's substation is located in the Clark Wing of the Bishop City Hall. The Bishop area is staffed by 11 full-time officers, 2 detectives, and 15 reserves. Disturbing the peace calls are among the most common types of problems dealt with by the Inyo County Sheriff's Department.

Using the standard of two full-time officers per 1,000 population as recommended by the National Association of Police Chiefs and California Peace Officers Association, the current staffing levels are adequate to meet the need. Based on buildout of the land use plan the Bishop Police Department would require a total of 24 full-time officers. Based on the NAFC and CPOA standards, the Sheriffs's Office will require a total of 16 full-time officers under buildout conditions of the City's land use plan.

C. Airport Safety

The Comprehensive Airport Land Use Plan for Inyo County, specifically referring to the Bishop Airport Master Plan contains a thorough analysis of the existing and proposed airport operations with respect to safety. The CLUP indicates that the Bishop Airport has no major "obstructions detrimental to safe flight operations" and complies with FAR Part 77 regulations. The Airport Hazard Zone, requiring FAR Part 77 regulations that insure the airport will remain free of obstructions is incorporated into the Master Plan. All approach surfaces are also free of obstructions except for fences which can be relocated and trees that in time will require trimming.

The land use plan designates areas in the northeast corner of the City as commercial, light industrial, open space, office/professional, and Public Facility (the Tri-County Fairgrounds) which are situated beneath the approach surface to runway 07. The infrequent use of this runway combined with the distance from the clear zone reduces the hazard to people and/or noise exposure to levels of insignificance. These types of uses are often recommended for approach surfaces in-lieu of residential land uses. The areas between the City and the runway

07 clear zone which fall within the year 2010 65+ CNEL noise contour are designated as agricultural, recreational and natural resource use, further insulating the public exposure to airport hazards. The Master Plan contains a schedule of planned improvements and programs aimed at improved navigation, safety and crash response for aviation use of the facility. Overflights within the urban areas are discouraged by informing the pilots of the potential noise nuisance and hazard. The Inyo County ALUC is required to assure that policies and programs are developed in the Master Plan that adequately provide for airport safety, both for users and those on the ground.

D. Propane and Flammable Materials Storage

The major suppliers of propane to vendors in and around the City store the propane in pressure tanks in a common location approximately one half mile south of the City of Bishop, east of US 395. Although the Schober Lane Campground, KIBS studio and the Bishop Golf Course are located within a quarter mile of the storage area, it is nevertheless sufficiently isolated from the remainder of the community to provide considerable safety. Additional flammable materials, (i.e. bulk fuel storage, compressed gas, etc.) should be similarly situated or located in the industrial areas. This type of storage shall be permitted only when approved by the Fire Department.

E. Hazardous Waste

According to State law (AB 939), the preparation of an Integrated Waste Management Plan must be accomplished by local agencies which focuses on the transport, handling, and storage of hazardous materials. The emphasis of the IWMP is placed on residential (household) waste and materials generated by small businesses and light industry. The Source Reduction and Recycling Element of the IWMP requires a 25% reduction (by volume) of solid waste dumping by 1995 and a 50% reduction by the year 2000.

There are no Class I hazardous waste disposal sites in Inyo County and no major waste generators in the City or in the county. Hazardous wastes produced by automotive repair shops constitute the primary source of hazardous waste material. There is currently a program for collection of these materials established by a Reno-based company who makes regularly scheduled pick-up of waste oil.

Abandoned dumps throughout the region are of concern to the CIA branch of the Integrated Waste Management Board. The Board is currently in the process of preparing an inventory of such sites with an analysis of each site. This analysis will determine how each site must be handled in order to assure the public health and safety.

F. Resource Recovery

Since the state requires a reduction of solid waste in the near future, part of the Integrated Waste Management Plan outlines a program for the collection of recyclable materials, such as paper, plastic, glass, aluminum, and others. The relative isolation of the Bishop community from major industrial centers makes resource recycling very costly to undertake. However, a program for the pick-up of such materials is being developed which will involve a regional collection system. This system will rely on private industry to make regularly scheduled pick-up of recyclable materials in the Bishop area, as well as other designated locations throughout

Inyo County. These materials will be delivered to a recycling center either in Reno or southern California.

Presently, there are Resource Recovery Bins available at the Bishop Sunland Landfill for several recyclable materials. These materials include:

- washers/dryers
- scrap metal
- aluminum
- newspaper
- cardboard

There are buy back centers in Bishop which collect plastic containers, but plastics are not accepted at the recycling bins.

G. Solid Waste Disposal

The City of Bishop is serviced by the Bishop Waste Disposal Company, who collects refuse from residents of the City and surrounding area at a charge. A 1/2 cent sales tax within Inyo County is incorporated into the general sales tax that is used to maintain and operate the landfill sites. The refuse from the City of Bishop is taken to the Bishop/Sunland Landfill located approximately 2 miles southeast of the City. The landfill, according to waste management officials, has a life expectancy of approximately 15 years. However, if solid waste reduction goals are achieved, the expectancy could reach 20+ years. No other landfill sites have been identified as yet to provide for future solid waste disposal.

The landfill accommodates approximately 105 cubic yards per day (60 tons) from greater Bishop area. This includes all types of refuse, including residential and commercial. The fees for commercial use of the landfill are as follows:

- Contaminated Soils: $5.00/cu yd
- Asbestos Disposal: $2.00/cu yd (min. $25) and must be triple bagged
- Waste Oil: $.50/gal

There are no other fees for disposal at the landfill site due to the implementation of the sales tax allotment for waste management.

H. Disaster Preparedness

The City of Bishop, in response to natural and man-made disasters has developed a comprehensive disaster preparedness plan. The Bishop Emergency Response Plan is available at the City Administrative Center or through the Bishop Police Department. It identifies the roles and responsibilities of governmental agencies in case of floods, fire, earthquakes, volcanic eruption, and hazardous waste spills. The purpose of the plan is to prepare the citizens of the City of Bishop, the various departments of the City, and other public agencies to respond to emergencies so that potential injury to persons and loss of property might be minimized.

The City must plan for the worst case scenario and be prepared for such an event. Anything short of the worst case can be easily dealt with in the recovery stage. The City Council of Bishop recognizes that in any emergency, prompt, effective and coordinated response to the emergency is essential to protect life and property. The City of Bishop participates in a Multi-Agency Incident Command System. This ICS involves the County of Inyo, City of Bishop, California Highway Patrol, California Department of Transportation, U.S. Forest Service, U.S. Bureau of Land Management, Los Angeles Department of Water and Power. The Mayor and City administer the responsible contracts for coordination within the ICS. In the event of any major incident, the ICS responds to the Secondary EOC where the coordinated response is handled.

Key facilities that shall be utilized in the event of such an emergency to assist and treat disaster victims include:

- **Primary Emergency Operations Center:** Police Department, 207 West Line Street, Bishop
- **Secondary Emergency Operations Center:** U.S. Forest Service, 871 North Main Street (Dispatch Center), Bishop
- **Mobile Emergency Operations Center:** High ground near Sunland and Gerkin Roads
- **Mass Care Centers:** Civic Auditorium, 377 West Line Street, Bishop; High School gymnasiums in Independence, Lone Pine, and Big Pine

The above facilities constitute a resource system to be employed to the extent necessary for the particular emergency that exists. Reference to the specific emergency such as flooding or volcanic activity to determine the proper facility of use is included in the Plan.

V. GOALS, POLICIES & ACTIONS

A. Goals

- To preserve and protect the overall health, safety and well being of the community's residents, businesses, and visitors.
- To minimize potential hazards to public health, safety, and the well being of the community resulting from natural and man-made hazards.
- To provide assurance to the community that all solid waste and hazardous materials are disposed of according to all applicable local, state, and federal standards.
- To insure that quality public safety services are provided and maintained for residents of the City and surrounding area.
- To assure that a balance is maintained between growth, development, and the provision of essential public services.
- To provide for an orderly, planned expansion of public safety agencies and services.

B. Policies

- The City's water systems shall be designed and developed to include fire hydrants, storage and fire flows which meet the appropriate standards for the type and intensity of land use.

- The interconnection between major water systems is encouraged to provide backup supplies in the event of an emergency.

- Implement the safety related recommendations for the Bishop Airport Master Plan as they relate to land use development within the City, and coordinate implementation of policies with the Airport Land Use Commission (ALUC).

- Continue to coordinate the City's disaster preparedness plan with the Inyo County Disaster Services Office and periodically update emergency information with the acting public safety officials.

- Assure that adequate staffing, training, and education is maintained for public safety organizations, including police, fire, and public works departments.

- The City will coordinate efforts for the handling and transport of hazardous waste with Inyo County and programs identified in the Integrated Waste Management Plan.

- All development proposed within flood prone areas must incorporate design solutions and strategies to minimize impacts related to flood hazards.

- The City will require all new buildings incorporate earthquake mitigation construction techniques according to the Uniform Building Code.

- The City will encourage citizen participation in a Neighborhood Watch program and the incorporation of building security systems.

- The City shall continue to monitor the traffic safety problems within Bishop, especially along the Highway 395 corridor, and identify measures which will minimize hazards to pedestrians and motorists.

C. Actions

- Adopt a program designed to implement state requirements for the identification and reinforcement of any and all unreinforced masonry buildings.

  Responsible Agency: Planning Commission

- Update the Zoning and Building Codes to reflect current seismic information and development standards.

  Responsible Agency: City Council, Planning Commission, Building Department, Public Works

- Require special soils and structural investigation for all proposed structures for large scale and high occupancy uses.

  Responsible Agency: Planning Commission, Building Department, Public Works

- Review and monitor the City's Emergency Response Plan in conjunction with Inyo County's Disaster Preparedness Plan.

  Responsible Agency: City Administrator, Bishop Police, Bishop Fire Department

- Communicate with trucking companies to ensure that the transport of hazardous materials through Bishop occurs in off-peak hours in order to minimize potential accidents or spills.

  Responsible Agency: Bishop Fire Department, City Administrator

- Develop an information program to familiarize citizens with seismic risk and develop seismic awareness and preparedness program.

  Responsible Agency: Public Works, Bishop Fire Department, Building Department

- Require, as part of the development review process, improved lighting for parking areas, buildings, and open space areas.

  Responsible Agency: City Council, Planning Commission, Public Works

- Require hydrology studies for all development proposals which are located within the potential flood zones located in the City.

  Responsible Agency: Planning Commission, Public Works