CHAPTER 5

recommendations

IN THIS CHAPTER:

1. Regional Active Transportation Network
2. Regional Active Transportation Corridors
3. Local Focus Areas
4. Public Art-Related Strategies & Recommendations

Chapter 5, "Recommendations" summarizes the proposed improvements for the Morongo Basin Active Transportation Plan. The chapter is split into three primary sections: regional recommendations as shown through the 'Regional Active Transportation Network' and also 'Regional Active Transportation Corridors' that breaks down the network into projects for implemention, local recommendations for 22 focus areas, and strategies for the overall inclusion of public art.

Project factsheets for regional and local projects are located respectively in Appendices A & B.

5.1. REGIONAL ACTIVE TRANSPORTATION NETWORK

The Regional Active Transportation Network (ATN) is a composite of both pedestrian and bicycle infrastructure recommendations. The proposed Network consolidates research findings, existing conditions assessments, community feedback (events and surveys), and field observations into a singular Network that aims to create a more walkable, bikeable, and transit-accessible Morongo Basin.

Existing pedestrian and bicycle infrastructure is often overshadowed by vehicle-specific infrastructure. However, there are specific locations across the region where existing pedestrian and bicycle facilities are present that establish the existing Network. These are detailed in Chapter 3 Existing Conditions. The Regional ATN provides regional connectivity between Morongo, Town of Yucca Valley/Area, Joshua Tree, Landers, Pioneertown/Rimrock, Twentynine Palms City/Area, and Wonder Valley.

SR-62 is the regional backbone to the Morongo Basin area; it connects through the Town of Yucca Valley, City of Twentynine Palms, and unincorporated communities within the County. As such, connections between the rural areas of the region are centered on proposed enhancements to SR-62 – linking the western and eastern most project extents. Peripheral connectivity is made within the represented areas, extending and connecting north and south from SR-62.

Figure 5.1.1. Regional ATN Map

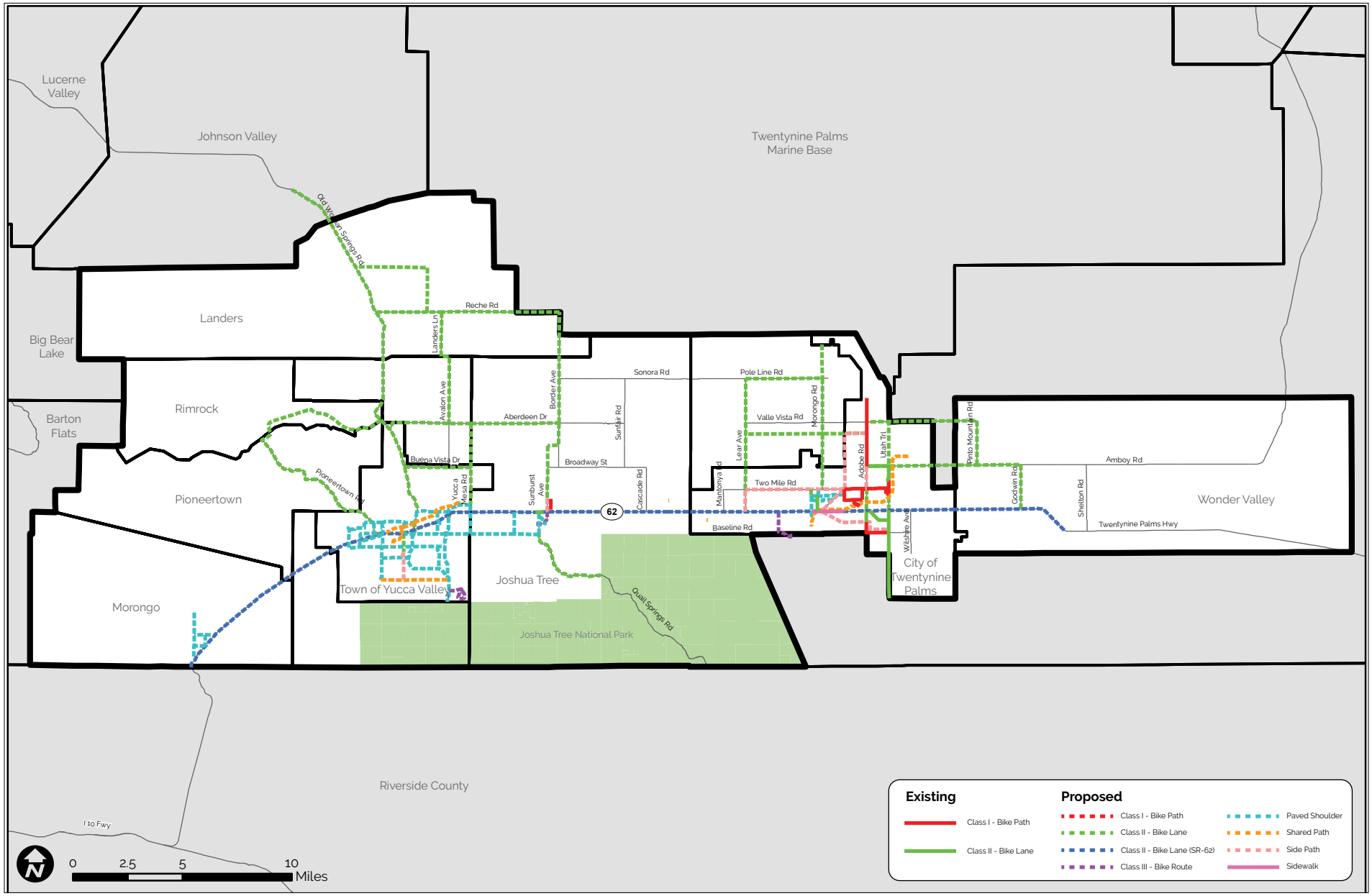


Figure 5.1.2. Regional ATN Map (Yucca Valley)

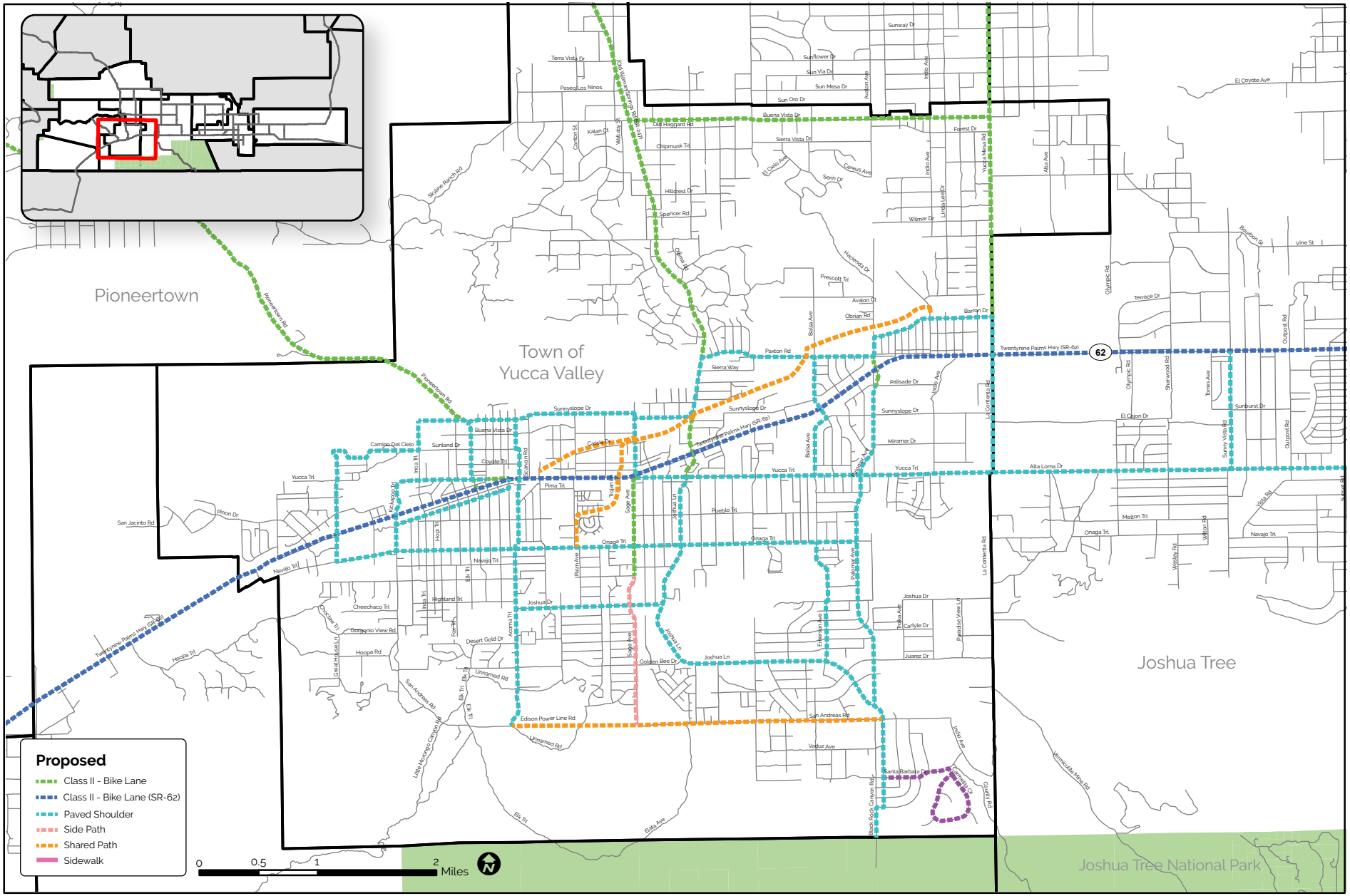


Figure 5.1.3. Regional ATN Map (Joshua Tree)

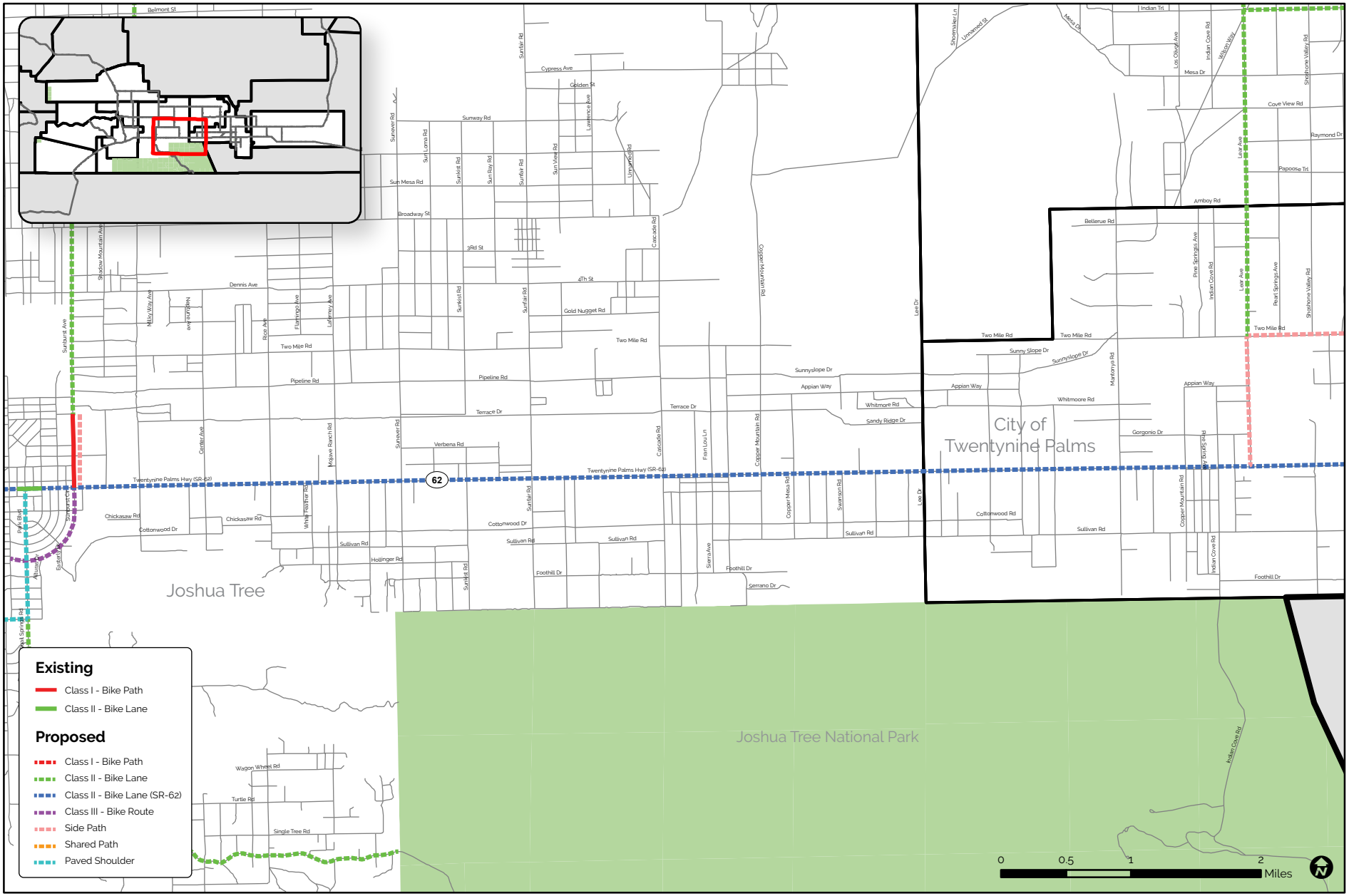
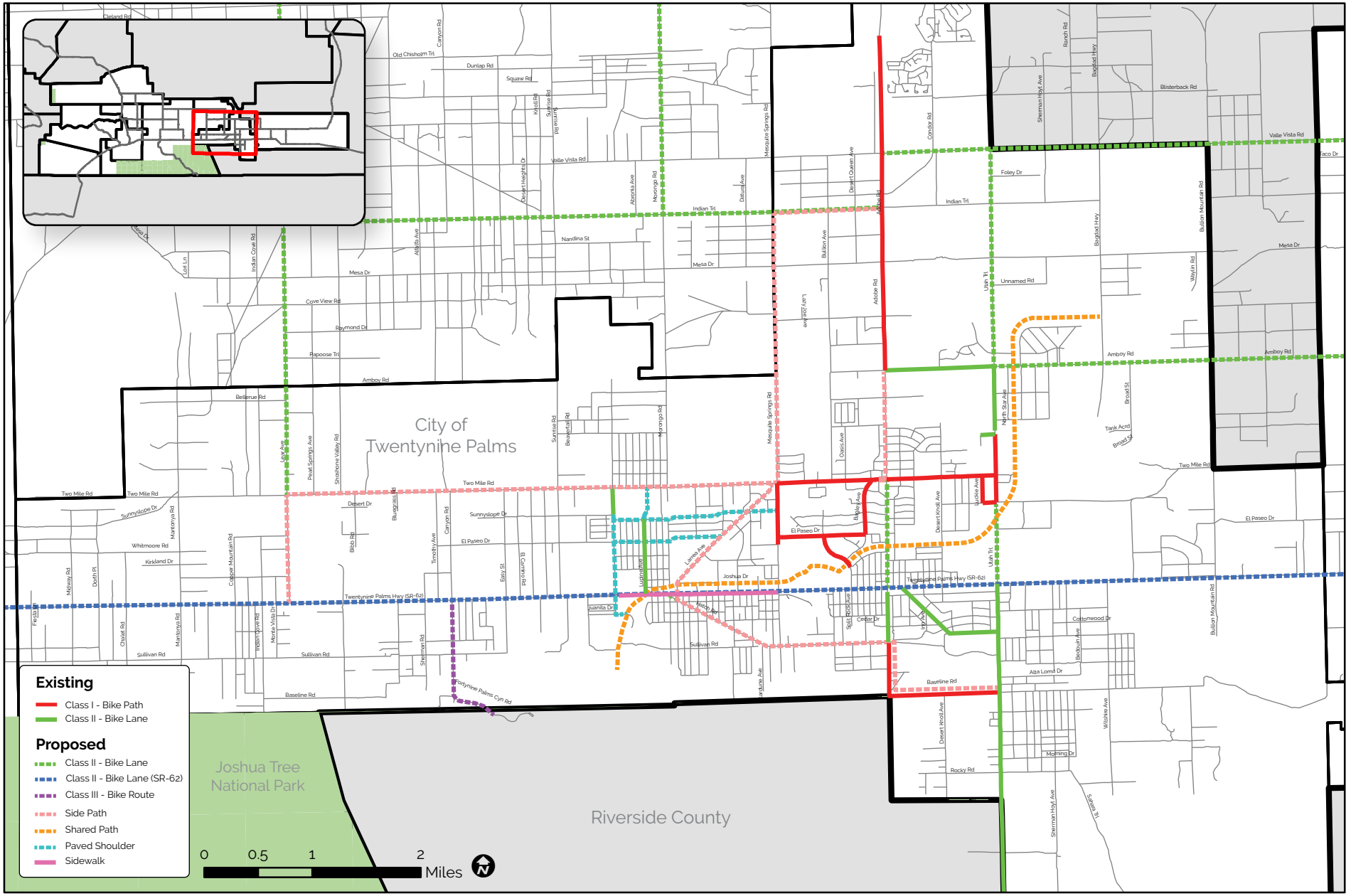


Figure 5.1.4. Regional ATN Map (Twentynine Palms)



REGIONAL NETWORK CONSTRAINTS

The existing community characteristics of each City/area within the Morongo Basin contribute to implementation constraint themes. Constraints are derived from the existing conditions of the region and can include roadway width, right-of-way dedications, terrain make-up, and more. The following section will outline constraints on the proposed regional active transportation network that inhibit the implementation of pedestrian and bicycle infrastructure. Thematically the Morongo Basin is host to the following constraints:

Unpaved Shoulders Where active transportation network enhancements are proposed, the availability of a paved shoulder constrains the immediate implementation of pedestrian and bicycle infrastructure. At present, Class II – bike lanes (pedestrian paved shoulders) are constrained by existing loose and unpaved shoulders. Roadway examples include: Aberdeen Drive, Pioneertown Road, Alta Loma, Onaga Trail, and Park Boulevard. In most cases these roadways are paved for vehicular traffic at a width of 24' to 28'. These roadways have a 12' shoulder adjacent to each travel lane cleared of vegetation and obstructions, but they are not paved; loose shoulders with dirt and gravel are present. These existing constraints do enable future implementation since the shoulder is cleared and ready for paving, pending funding allocation. However shoulders that are not cleared and do not have right-of-way designated present constraints on pedestrian and bicycle feature installation.

Variability in Highway Widths Existing Class II – bike lanes are not present in high quantities across the Morongo Basin; however an unassuming eye might conclude the contrary to be true. Bicyclists within the region use slivers of variable paved shoulders to travel on usually 0' to 3' or more. These shoulders lack uniformity and are not suitable spaces to be classified as a bicycle facility per Highway Design Manual standards. SR-62 is one such example where there is variability in roadway width, a major constraint for the implementation of bicycle and pedestrian infrastructure. The variability thus would require major modifications to install active transportation network features. Lastly, adjacent to existing roadways are power lines/poles and utilities. These present a constraint on expansion since the relocation of said utilities would be required for future active transportation network features.

Existing Network & Attractor Connections: Existing facilities within the Morongo Basin are limited, offering brief localized connections. The sprawling rural landscape and spread-out distribution of attractors within the region presents another constraint. Since the attractors are distributed across the region, establishing existing network connection enhancements are constrained by the large distance between the attractors and communities represented.

Vehicular Characteristics & Roadway Conditions: A lack of right-of-way on existing facilities can increase an active transportation user's exposure to less than desirable behavior. High vehicular speeds along long straight and open roadways is part of an overall built environment constraint that discourages use in many cases. Most rural roadways have speed limits that are greater than 40 mph, which require 6' for bicycle facilities to be classified as Class II – bike lanes. These high speed corridors present a challenge to pedestrians crossing since in some situations there is no vehicular control to provide support at the intersections.

Desert Environment & Conditions: Aside from the vehicular characteristics, the rural desert environment presents physical constraints on its users: extreme temperatures (it can be >100 degrees and also <32 degrees Farenheit); extreme winds (blow debris onto roadway/shoulders); flooding and drainage constraints.

Multiple Jurisdictions Coordination The forecasted Morongo Basin regional network is a cross-jurisdictional plan that weaves together incorporated and unincorporated areas of San Bernardino County. The implementation of the active transportation network crosses municipal boundaries and will require County, Town, and City coordination for comprehensive implementation.

[This page is intentionally left blank]

5.2. REGIONAL ACTIVE TRANSPORTATION CORRIDORS

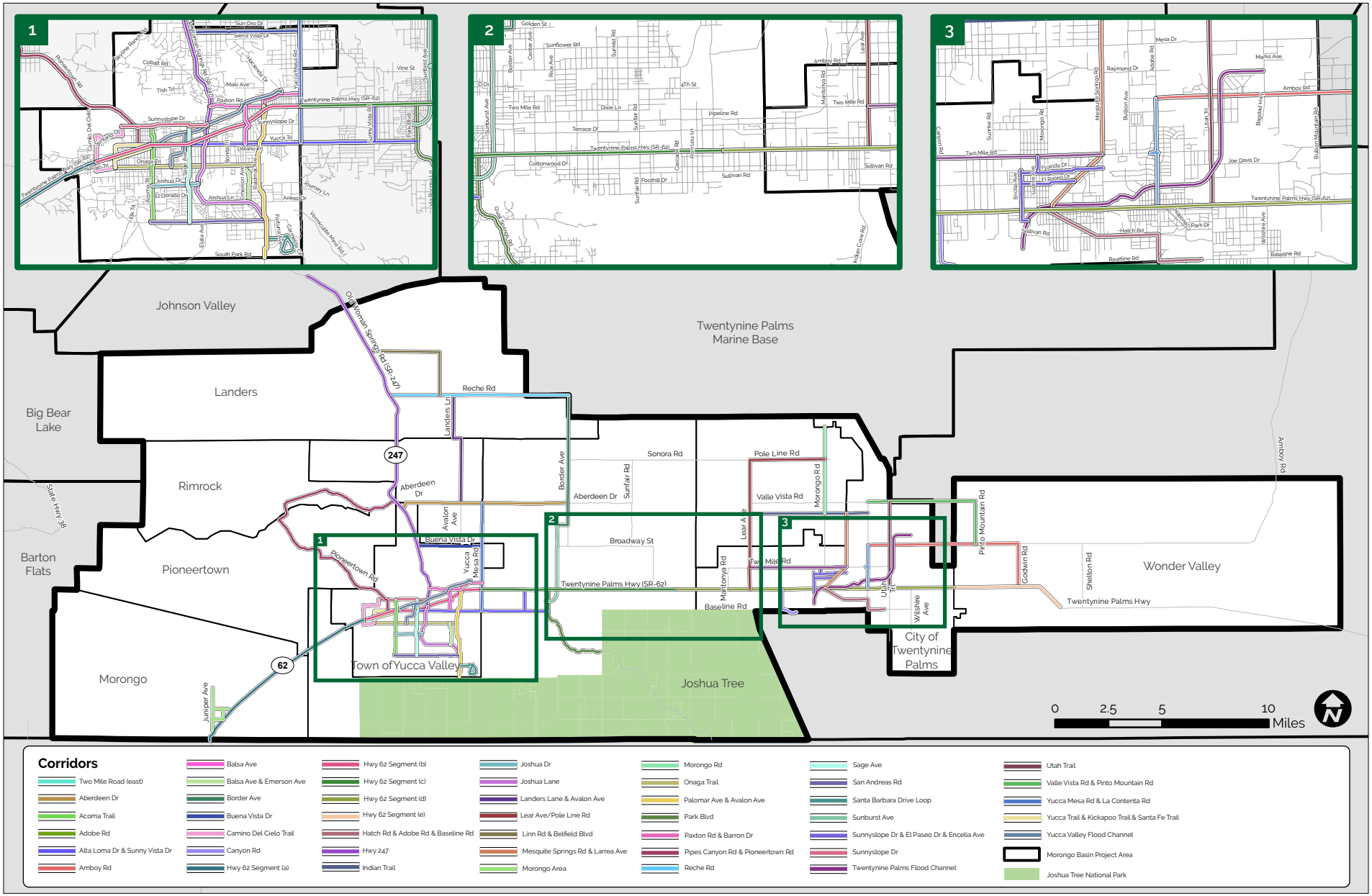
The Morongo Basin Regional ATN is composed of 46 corridors.

Regional corridors provide connections to and from origins and destinations within the region as a whole for active transportation focused users. Segmentation of the overall network into corridors allows for strategic organization of represented engineer recommendations for prioritization, funding, and project implementation plans. The Regional ATN consists of the following corridors shown to the right.

Appendix A provides a more detailed profile of each of these corridors. The corridor factsheets detail location, specific recommendations, identified constraints, and total implementation cost. Cost estimates are further discussed in **Chapter 6** and specific cost estimates per project are provided in **Appendix C**.

Corridor Name	Length (Miles)	Primary Area	Secondary Area
Aberdeen Drive	7.9	Yucca Valley Area	
Acoma Trail	2.6	Yucca Valley (Town)	
Adobe Road	2.2	Twentynine Palms	
Alta Loma Drive/Sunny Vista Road	7.2	Yucca Valley (Town)	Joshua Tree
Amboy Road	9.0	Twentynine Palms (City)	Wonder Valley
Balsa Avenue	1.1	Yucca Valley (Town)	
Balsa Avenue/Emerson Avenue	1.1	Yucca Valley (Town)	
Border Avenue	6.5	Joshua Tree	Landers
Buena Vista Drive	3.0	Yucca Valley (Town)	
Camino Del Cielo Trail	2.5	Yucca Valley (Town)	
Canyon Road	1.2	Twentynine Palms (City)	
Hatch Road/Adobe Road/Baseline Road	3.5	Twentynine Palms (City)	
Indian Trail	5.5	Twentynine Palms Area	Twentynine Palms (City)
Joshua Drive	1.2	Yucca Valley (Town)	
Joshua Lane	3.7	Yucca Valley (Town)	
Landers Lane/Avalon Avenue	5.4	Yucca Valley Area	Landers
Lear Avenue / Pole Line Road	9.5	Twentynine Palms Area	Twentynine Palms (City)
Linn Road/Belfield Boulevard	5.3	Landers	
Mesquite Springs Road/Larrea Avenue	3.8	Twentynine Palms (City)	
Morongo Area	3.7	Morongo	
Morongo Road	4.0	Twentynine Palms Area	Twentynine Palms (City)
Onaga Trail	3.9	Yucca Valley (Town)	
Palomar Avenue/Avalon Avenue	4.2	Yucca Valley (Town)	
Park Boulevard	5.1	Joshua Tree	
Paxton Road/Barron Drive	2.7	Yucca Valley (Town)	
Pipes Canyon Road/Pioneertown Road	14.1	Pioneertown / Rimrock	Yucca Valley (Town)
Reche Road	8.4	Landers	
Sage Avenue	2.6	Yucca Valley (Town)	
San Andreas Road	3.1	Yucca Valley (Town)	
Santa Barbara Drive Loop	1.7	Yucca Valley (Town)	
Sunburst Avenue	3.9	Joshua Tree	
Sunnyslope Drive/El Paseo Drive/Encelia Avenue	3.9	Twentynine Palms (City)	
Sunnyslope Drive	2.4	Yucca Valley City	
SR-247: (Old Woman Springs Road)	17.6	Yucca Valley City/Area	Landers
SR-62 (a): (Twentynine Palms Highway)	9.3	Morongo	Yucca Valley Area
SR-62 (b): (Twentynine Palms Highway)	5.8	Yucca Valley (Town)	
SR-62 (c): (Twentynine Palms Highway)	8.8	Joshua Tree	
SR-62 (d): (Twentynine Palms Highway)	13.1	Twentynine Palms (City)	Joshua Tree
SR-62 (e): (Twentynine Palms Highway)	5.4	Wonder Valley	
Twentynine Palms Flood Channel	6.8	Twentynine Palms (City)	
Two Mile Road (East)	4.5	Twentynine Palms (City)	
Utah Trail	2.75	Twentynine Palms (City)	
Valle Vista Road/Pinto Mountain Road	7.0	Twentynine Palms (City)	Wonder Valley
Yucca Mesa Road/La Contenta Road	5.0	Yucca Valley (Town)	Yucca Valley Area
Yucca Trail/Kickapoo Trail/Santa Fe Trail	2.6	Yucca Valley (Town)	
Yucca Valley Flood Channel	5.0	Yucca Valley (Town)	

Figure 5.2.1. Regional ATN Corridors Map



5.3. LOCAL FOCUS AREAS

In a broad reaching regional active transportation network, localized infrastructure recommendations at key pedestrian and bicyclist focus areas are proposed to connect users to and from their destinations and within the network itself.

The Morongo Basin local focus areas are represented by two categories – Safe Routes to School Focus Areas, of which there are seven, and Other Pedestrian and Bicyclists Focus Areas, of which there are 15. The local focus areas capture major attractors and are listed within each local focus area's section along with descriptive text, recommendation maps, collateral details, and respective engineer cost estimates.

Safe Routes to School Focus Area	Community
(13) Friendly Hills Elementary School	Joshua Tree
(12) La Contenta Middle School & Black Rock High School	Yucca Valley (Town) / Joshua Tree
(9) Landers Elementary School	Landers
(22) Morongo Valley Elementary School	Morongo
(17) Twentynine Palms High School	Twentynine Palms (City)
(20) Twentynine Palms Junior High School	Twentynine Palms (City)
(10) Yucca Mesa Elementary School	Yucca Valley Area

Other Pedestrian & Bicycle Focus Area	Community
(19) Adobe Road & State Route 62	Twentynine Palms (City)
(21) Baseline Road & Utah Trail	Twentynine Palms (City)
(15) Copper Mountain College	Joshua Tree
(18) El Paseo Drive & Hillside Avenue	Twentynine Palms (City)
(8) Onaga Trail & Balsa Avenue	Yucca Valley (Town)
(2) Onaga Trail & Hopi Trail	Yucca Valley (Town)
(4) Onaga Trail & Sage Avenue	Yucca Valley (Town)
(3) Palm Avenue & Sunland Drive	Yucca Valley (Town)
(14) Park Boulevard & State Route 62	Joshua Tree
(11) State Route 62 & Avalon Avenue	Yucca Valley (Town)
(1) State Route 62 & Park Avenue	Morongo
(7) State Route 62 & Warren Vista Drive	Yucca Valley (Town)
(16) Sullivan Road & El Sol Avenue (Knotts Sky Park)	Twentynine Palms (City)
(6) Yucca Trail & Airway Avenue	Yucca Valley (Town)
(5) Yucca Valley Town Hall & County Library	Yucca Valley (Town)

Figure 5.3.1. Local Focus Areas Map

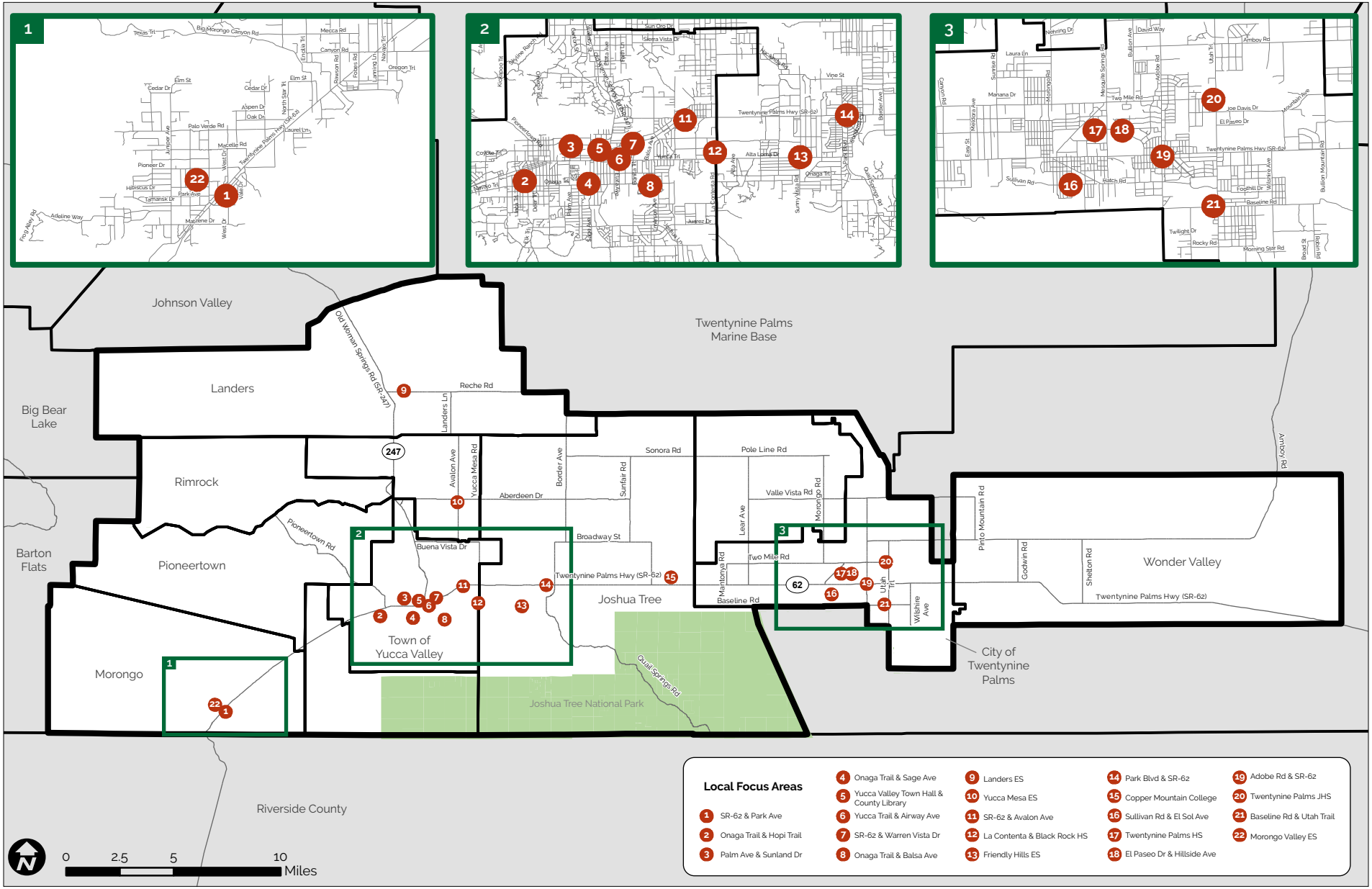


Figure 5.3.2. Safe Routes to School Focus Areas

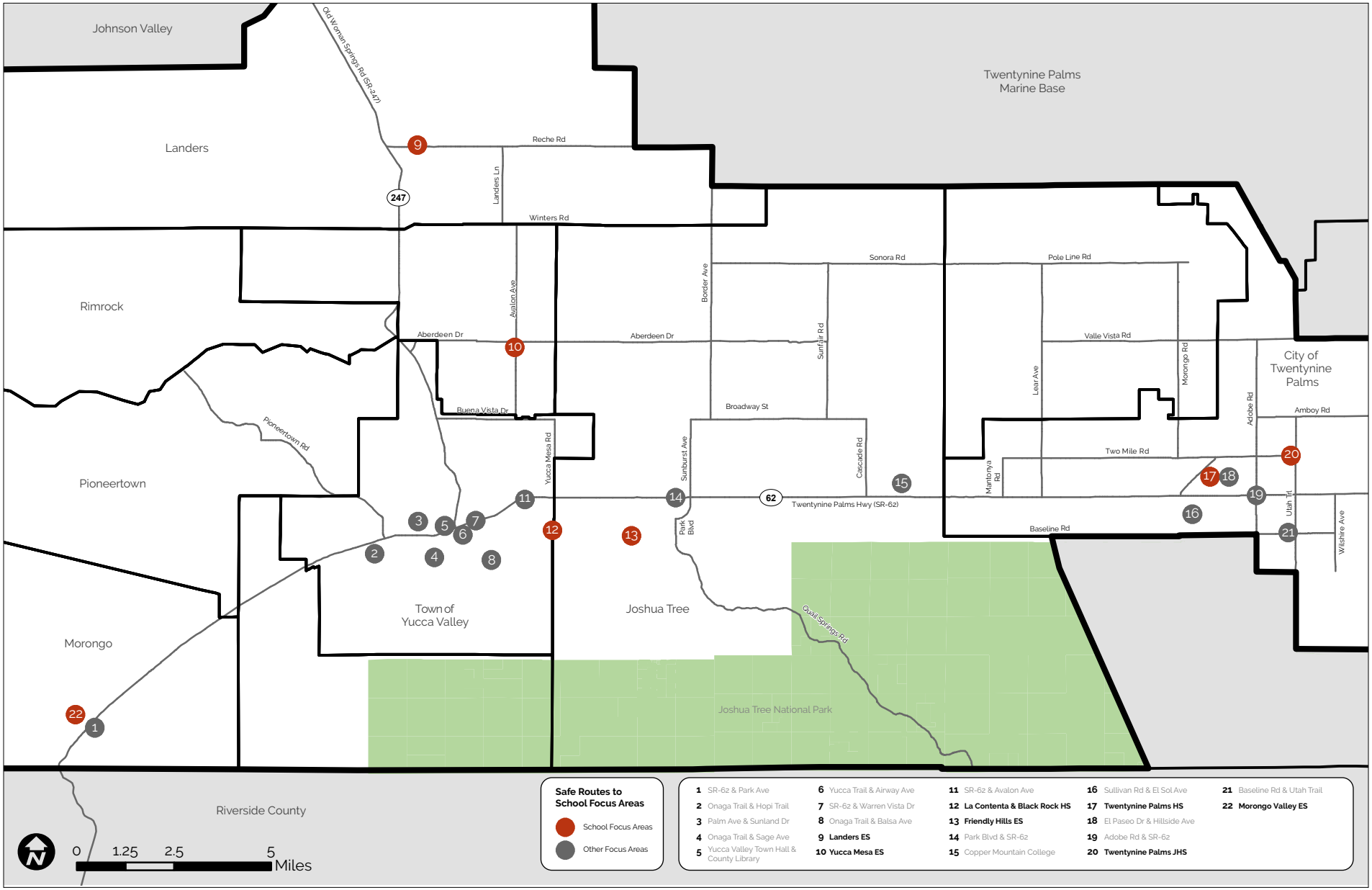
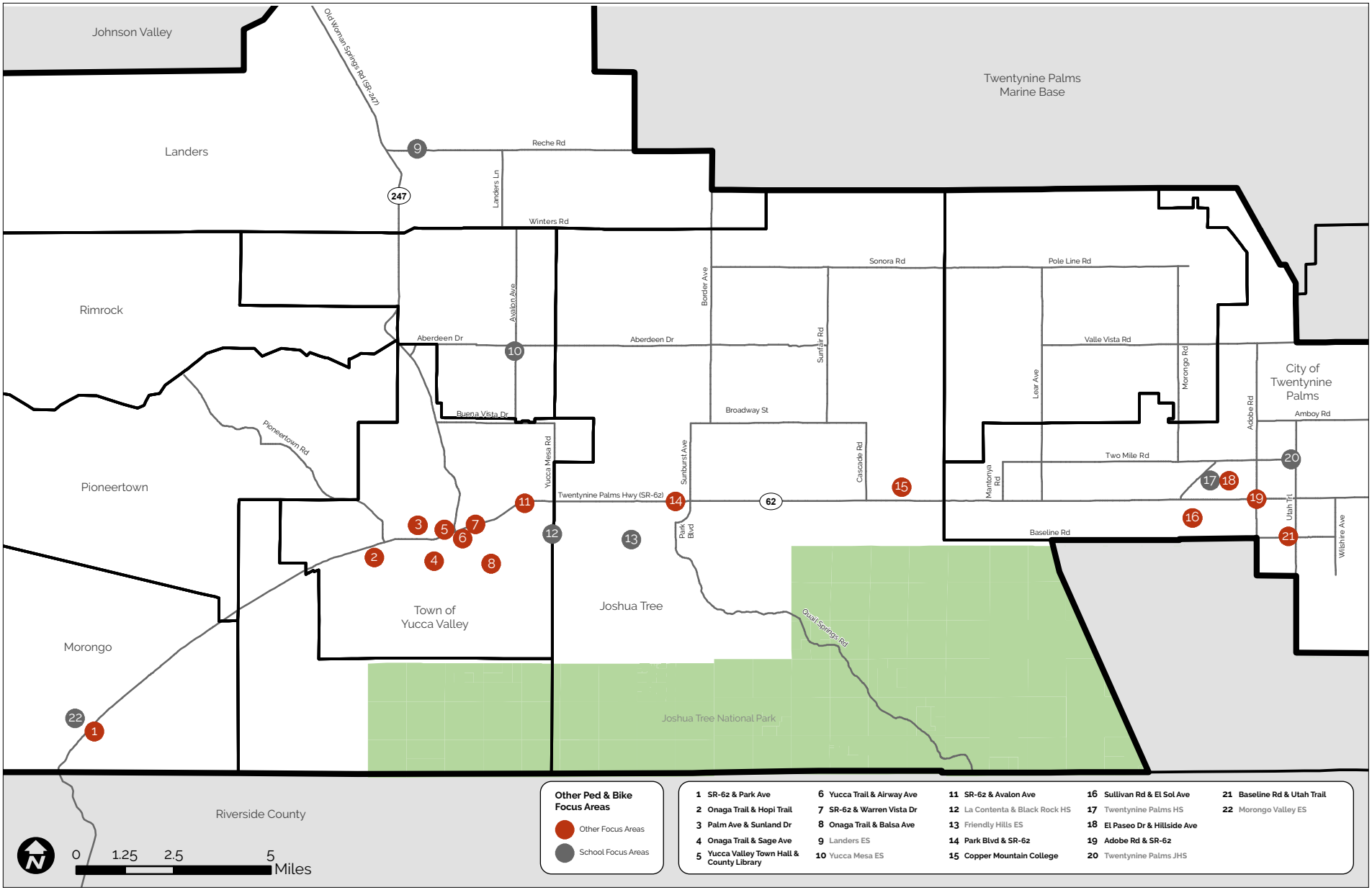


Figure 5.3.3. Other Pedestrian and Bicycle Focus Areas



5.4. PUBLIC ART-RELATED STRATEGIES & RECOMMENDATIONS

FUNDING

- Since public art-related elements may not be an allowable expenditure under traditional active transportation funding sources, it is recommended that local agencies consider outside funding sources for artistic enhancements that support walking and biking in the Morongo Basin region.

  A complete list of potential grant opportunities is listed on page 237-238 (Section 6.4) of this document.
- Consider the potential to partner with existing local educational or cultural institutions when applying for grant funding. These partnerships help to anchor artistically enhanced infrastructure projects within the existing cultural community and can provide greater visibility, public participation, and support for the goals of this Plan.
- Where public art is an allowable expenditure under a project funding source, consider setting aside a portion of funds to be used for artistic enhancements associated with the project.
- It is recommended that Arts Connection continue to engage with key County, Town, City, and National Park stakeholders and the local arts community to identify areas of collaboration and funding potential to meet the goals set forth as part of the Morongo Basin Active Transportation Plan.

ENGAGING THE LOCAL ARTS COMMUNITY

- Consider the use of public art from school-age children and college students as enhancements to active transportation projects, particularly for projects near schools, colleges, and playgrounds.
- Professional level public artwork for Morongo Basin active transportation projects should be solicited through the Request for Qualifications (RFQ) process.
- Local agencies should take steps to ensure that RFQs reach a broad range of artists within the community.
- It is recommended that public art design proposals for Morongo Basin active transportation projects utilize the guidelines developed by the Mojave Desert Land Trust (Reading the Landscape). These guidelines can be found at

  https://www.mdlt.org/discover-learn/reading-the-landscape/

ADMINISTRATIVE MANAGEMENT

It is recommended that Arts Connection, the County's designated arts council, serve as the primary project management entity for all art-related projects associated with the Morongo Basin Active Transportation Plan. Arts Connection may provide the following services to streamline administrative tasks associated with successful project management:

- Working with the County and/or local agencies to develop and promote the issuing of Request for Qualifications (RFQs) and other processes for artist solicitation
- Working with the County and/or local agencies to develop realistic budget for artist services
- Conducting local outreach and community engagement for any creative placemaking or arts programming project
- Convening and overseeing the artist selection process
- Developing scope and payment schedules for artist agreements
- Assisting artists in obtaining appropriate insurance needed during project duration
- Providing project oversight from design to completion

TYPE OF PUBLIC ART

It is recommended that the following three public art-related infrastructure elements, as identified through the Plan's outreach process, be prioritized for funding and implementation.

- Artist Designed Enhanced Visual Crosswalks
- Artist Designed Amenities for Shade and Seating
- Artistically Enhanced Protected Bike Lanes/Paths