

appendix **A**

IN THIS APPENDIX:

Regional Project Factsheets

"Regional Projects", focuses on regional network improvements, including bikeway facilities and facilities shared by pedestrians and bicyclists like shared paths, paved shoulders, and sidepaths. The following factsheets provide a project description, detailed recommendations, corridor map, and typical cross sections.

CORRIDOR	LENGTH	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)	

CORRIDOR	LENGTH	PRIMARY AREA	SECONDARY AREA
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)	
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	
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	
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)	

Aberdeen Drive

REGIONAL CORRIDOR PROJECT

Aberdeen Drive is a 7.9 mile east/west oriented corridor providing access to **Yucca Valley Area and Joshua Tree** along Aberdeen Drive. The bounds of the corridor are found in the west by SR-247 and in the east at Border Avenue. This primarily rural area corridor provides access to Yucca Mesa Elementary School and the surrounding rural residential areas of the City.

Recommendations:

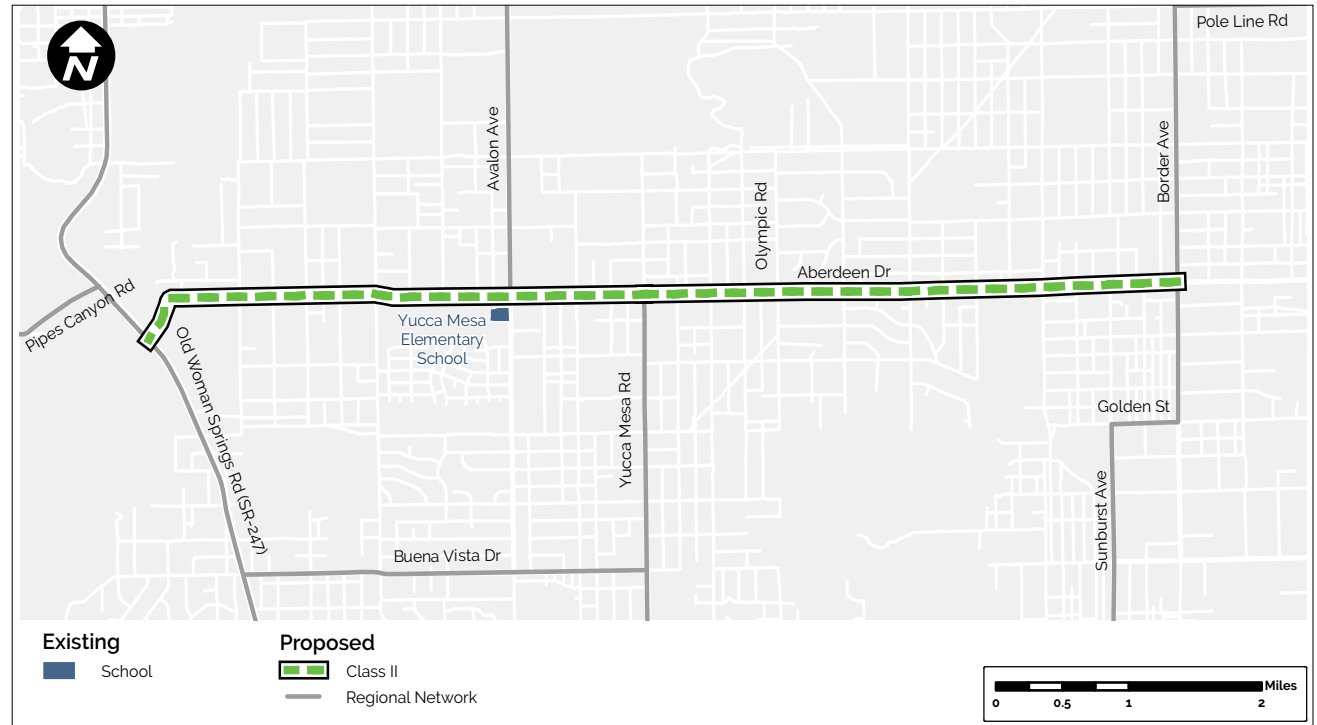
- Install Class II – bike lane 6' or greater in width from edge of travel lane.
- Install bike lane pavement markings and signage consistent with MUTCD standards.
- Where width is not sufficient for the installation of the recommendations expand roadway shoulder into available right-of-way.
- Extents: 7.9 miles in length (41,810') along both sides of Aberdeen Drive from SR-247 to Border Avenue.

Constraints/Notes:

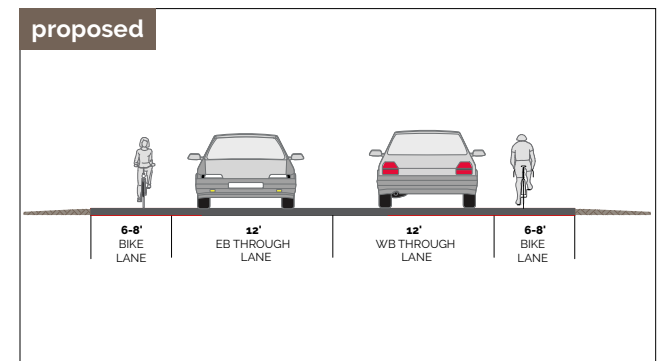
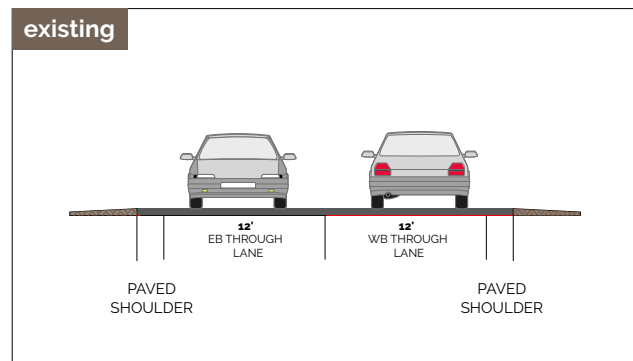
- Existing paved shoulder width is variable and not suitable for recommendation implementation.
- Unpaved shoulder is cleared of obstructions adjacent to both travel lanes from SR-247 to Avalon Avenue; the unpaved shoulder from Avalon Avenue to Olympic Road is not cleared. It is cleared from Olympic Road to Border Avenue adjacent to travel lanes

Length: 7.9 miles

Total Cost: \$4,219,065



TYPICAL CROSS SECTION



Acoma Trail

REGIONAL CORRIDOR PROJECT

Acoma Trail is a 2.6 mile long corridor running north/south along Acoma Trail within the **Town of Yucca Valley**. The corridor is bound in the north by Sunnyslope Drive and in the south by San Andreas Road. Service along this corridor links multiple religious institutions, Triangle Park, commercial uses, and more dense urbanized residential areas of the City, bisecting SR-62.

Recommendations:

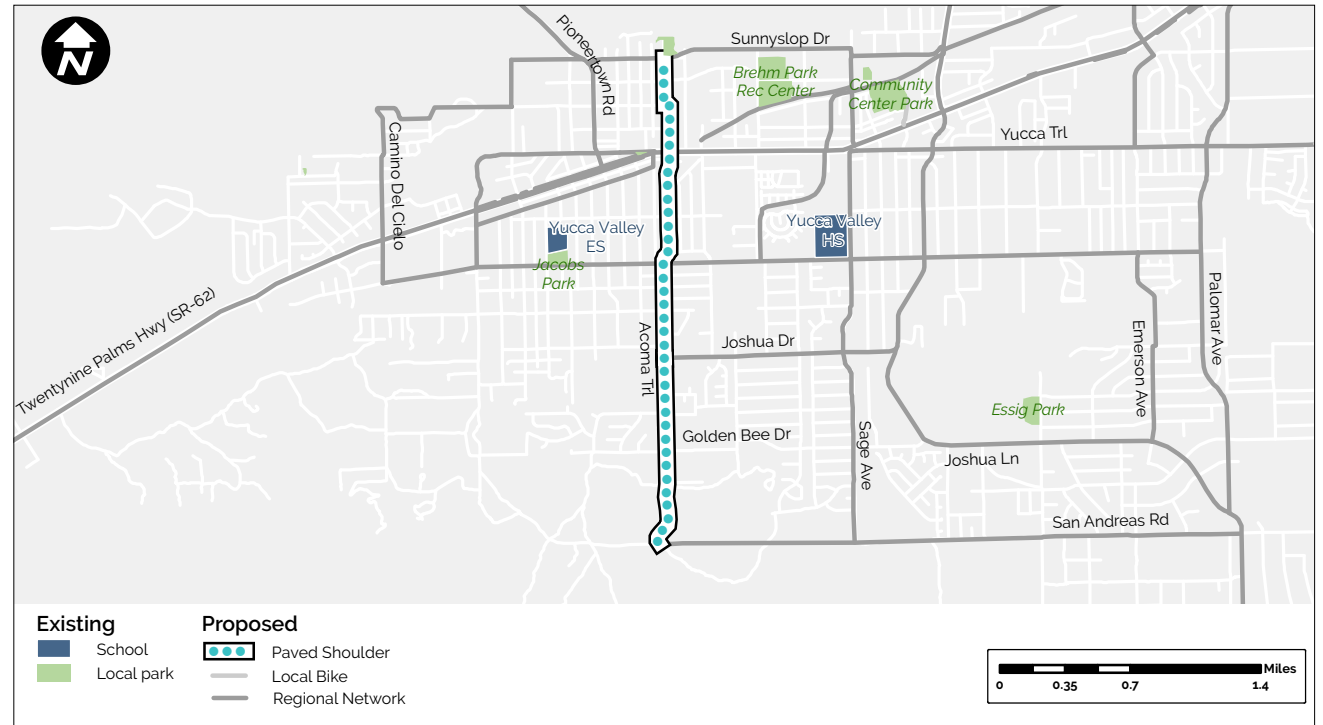
- Install paved shoulder 6' or greater in width from edge of travel lane.
- Install bike lane pavement markings and signage consistent with MUTCD standards.
- Where width is not sufficient for the installation of the recommendations expand roadway shoulder into available right-of-way. The paved shoulder will serve as a joint pedestrian and cyclist facility.
- Extents: 2.6 miles in length (13,931') along both sides of Acoma Trail from Sunnyslope Drive to San Andreas Road.

Constraints/Notes:

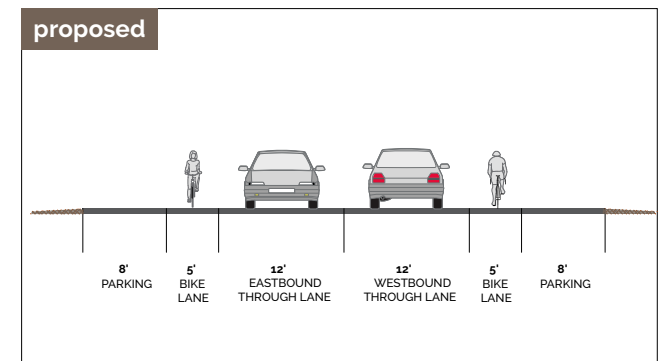
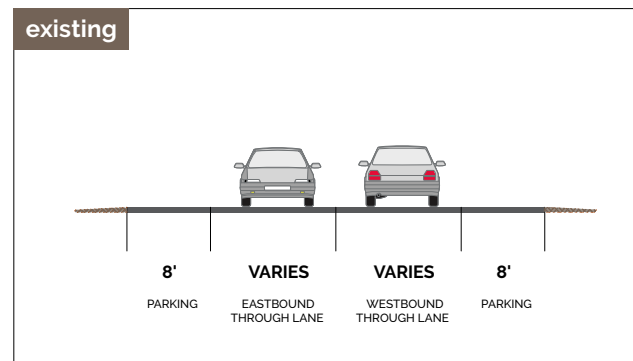
- Roadway width is variable, and requires additional paved shoulder along extent of corridor.
- S/O Golden Bee Drive the corridor is not paved.

Length: 2.6

Total Cost: \$1,623,922



TYPICAL CROSS SECTION



Adobe Road

REGIONAL CORRIDOR PROJECT

Adobe Road is a 2.2 mile long corridor in length running north/south along Adobe Road within the **City of Twentynine Palms**. The corridor is bound in the north by Amboy Road and in the south by SR-62. Major access along this commercial corridor links Adobe Road and SR-62, commercial uses, municipal amenities, religious institutions, and residential uses.

Recommendations:

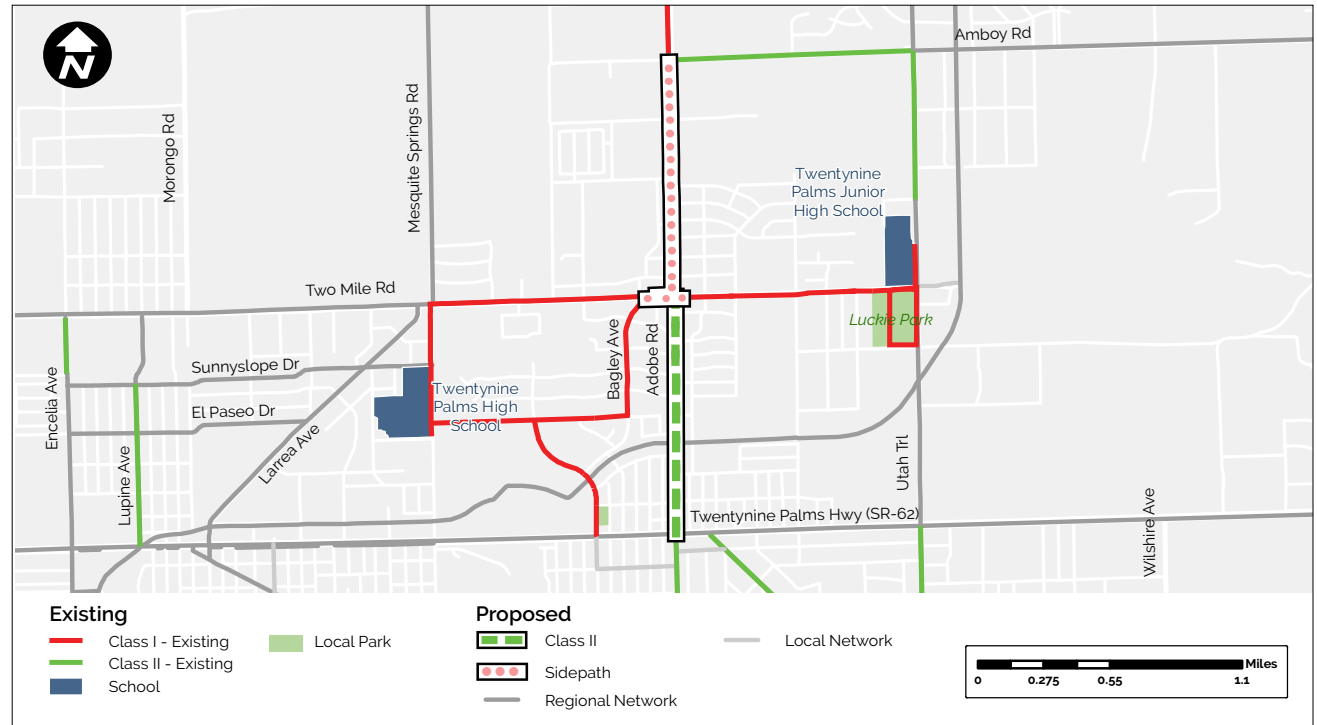
- Install Class II – bike lane 6' or greater in width from edge of travel lane. Install bike lane pavement markings and signage consistent with MUTCD standards. Extents: 5,294' in length along both sides of Adobe Road from SR-62 to Two Mile Road.
- Install 5,529' of 10' width paved asphalt sidepath along the west side of Adobe Road from Amboy Road to Two Mile Road with two 2' shoulders. Install signage and pavement markings consistent with MUTCD standards.
- Install 761' of 12' width paved asphalt sidepath along Two Mile Road from Bagley Avenue to W/O Adobe Road with two 2' shoulders. Install signage and pavement markings consistent with MUTCD standards.

Constraints/Notes:

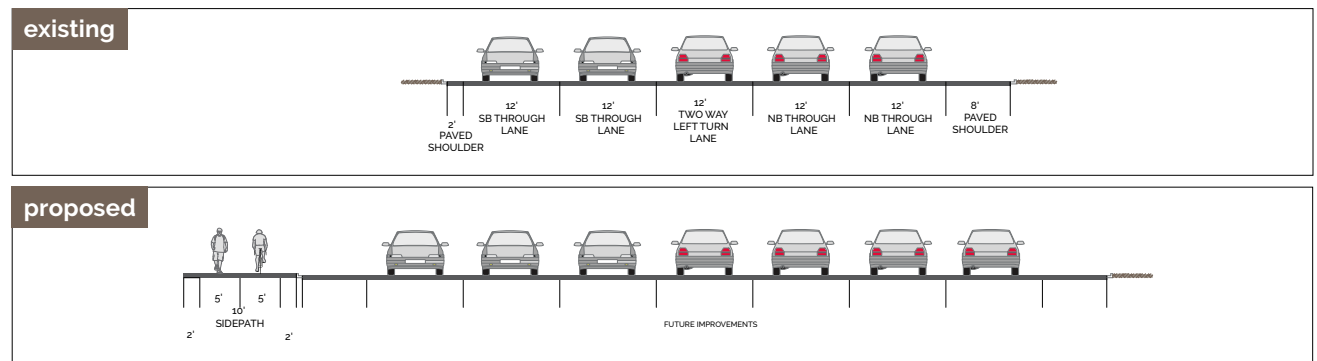
- Roadway width is adequate for Class II – bike lane implementation pending on-street parking reconfiguration.
- Off-street paved asphalt sidepath right-of-way acquisition needed for implementation.

Length: 2.2 miles

Total Cost: \$998,038



TYPICAL CROSS SECTION



Alta Loma Drive/Sunny Vista Road

REGIONAL CORRIDOR PROJECT

Alta Loma Drive/Sunny Vista Road

provides east/west service to **Yucca Valley and Joshua Tree**. Sunny Vista Road intersects Alta Loma Drive and runs north/south with a northern extent of SR-62 and a southern extent with Alta Loma Drive. Alta Loma Drive is bound in the west by Sage Avenue and Park Boulevard in the east. The corridor provides access to schools, residential areas, churches, and transit facilities.

Recommendations:

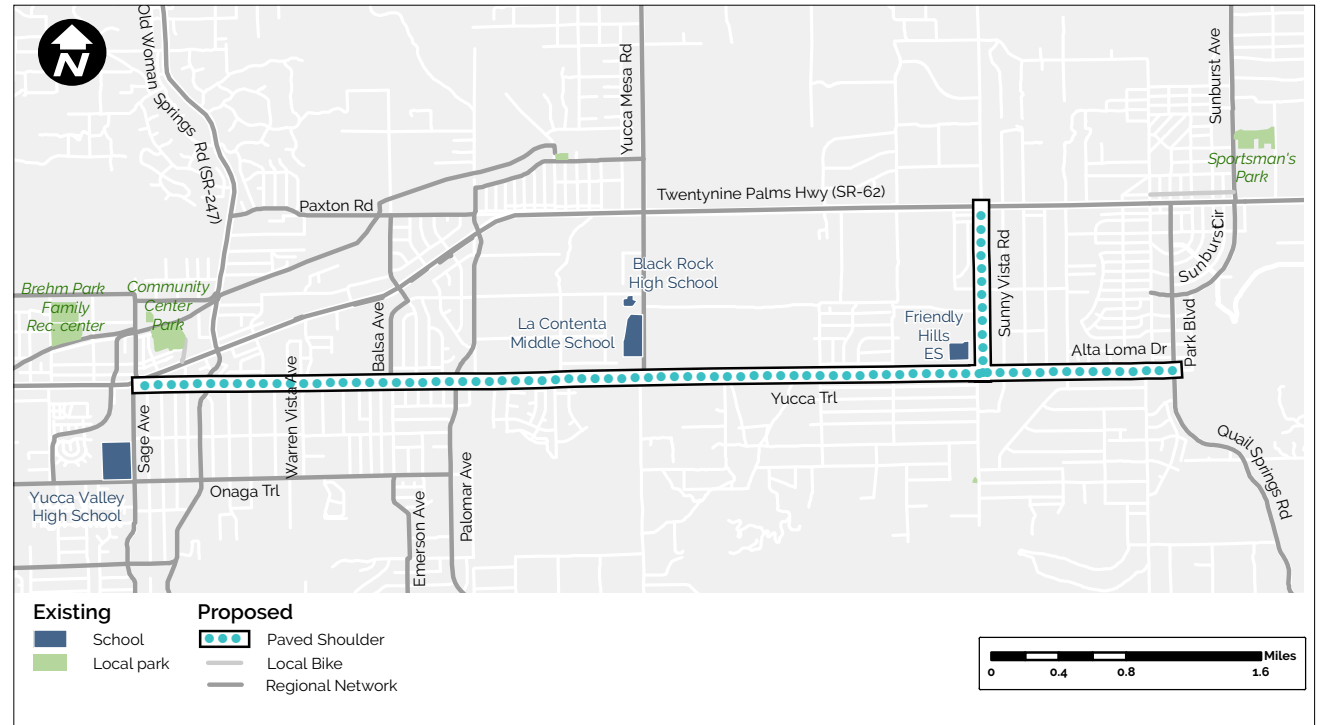
- Install paved shoulder 6' or greater in width from edge of travel lane. Install pavement markings & signage consistent with MUTCD standards. Where width is not sufficient for the installation of the recommendations expand roadway shoulder into available right-of-way. It is intended that the paved shoulder will serve pedestrians and cyclists.
- Extents: along both sides of Alta Loma Drive. (Sage Avenue to Park Boulevard.) and Sunny Vista Road. (Alta Loma Drive to SR-62).

Constraints/Notes:

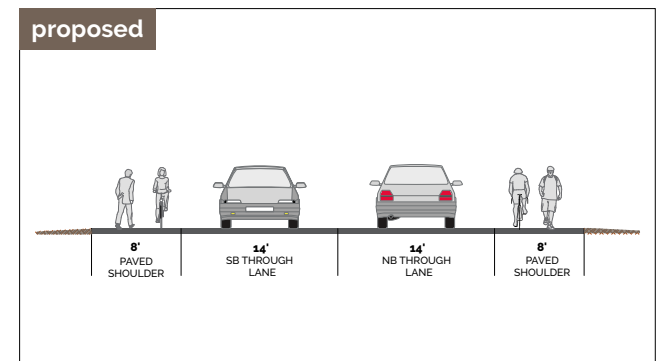
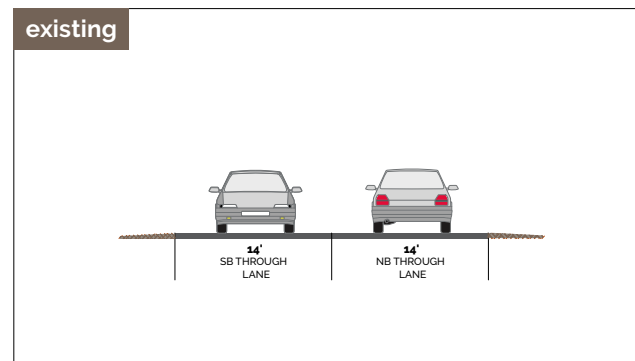
- Roadway width is adequate for paved shoulder implementation pending on street parking reconfiguration (SR-62 to Warren Vista Road)
- Existing paved shoulder width is variable from Warren Vista Road to Park Boulevard. Existing unpaved shoulder is cleared of obstruction at Warren Vista Boulevard to Park Boulevard.
- Multi-jurisdictional corridor: Yucca Valley and Joshua Tree coordination required.

Length: 7.2 miles

Total Cost: \$4,407,006



TYPICAL CROSS SECTION



Amboy Road

REGIONAL CORRIDOR PROJECT

Amboy Road is a 9.0 mile corridor that incorporates two roadways: Amboy Road and Godwin Road, which are oriented east/west and north/south respectively. The Amboy Road portion is bound by Adobe Road in the west and Godwin Road in the east; Godwin Road is bound in the north by Amboy Road and in the south by SR-62. The corridor provides service to **Twentynine Palms City and the Wonder Valley area** with linkages to rural residential communities.

Recommendations:

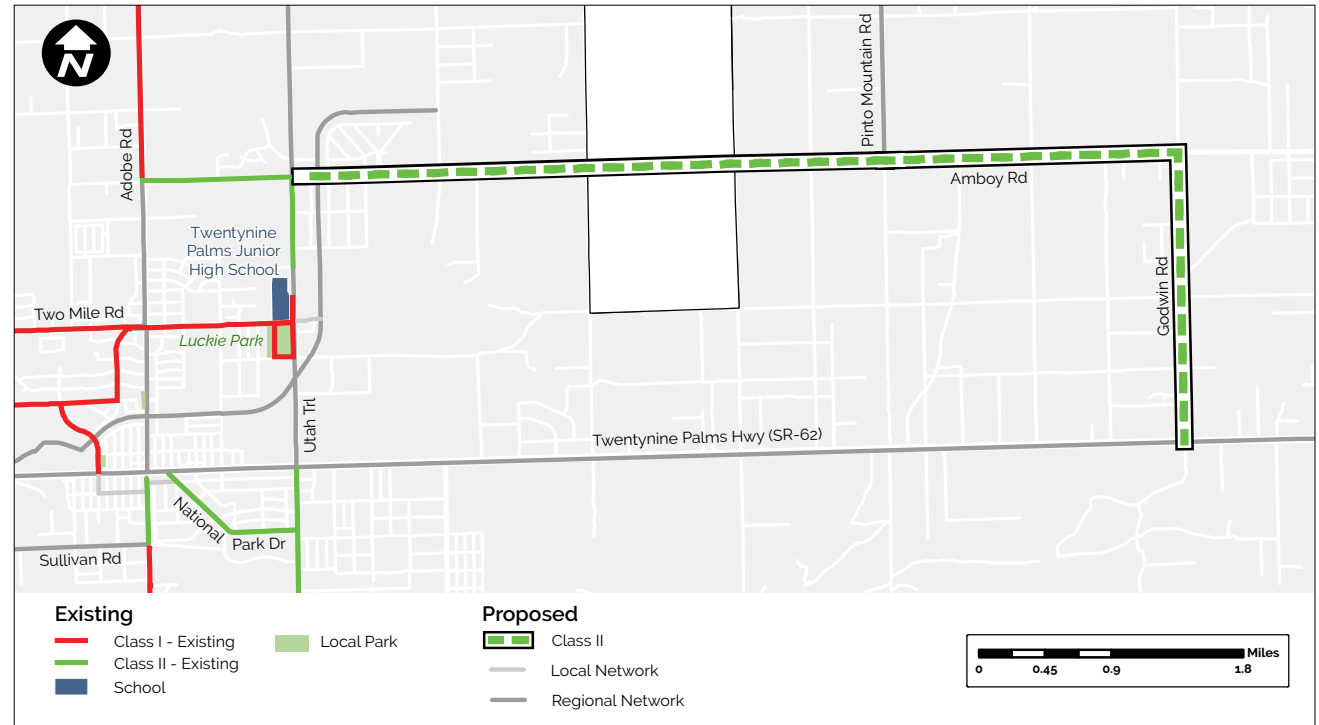
- Install Class II – bike lane 6' or greater in width from edge of travel lane.
- Install bike lane pavement markings and signage consistent with MUTCD standards.
- Extents: 9.0 miles (47,692') in length along both sides of Amboy Road from Utah Trail to Godwin Road; and Godwin Road from Amboy Road to SR-62.

Constraints/Notes:

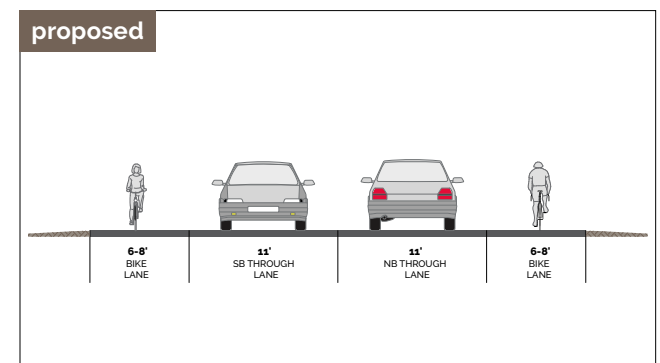
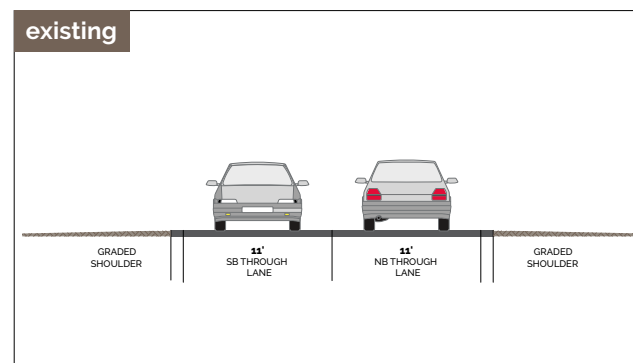
- Roadway width is adequate for Class II – bike lane implementation from Adobe Road to Utah Trail.
- Existing paved shoulder width is variable and existing unpaved shoulder is cleared of obstructions adjacent to both travel lanes from Utah Trail to Godwin Road.
- Multi-jurisdictional corridor: Twentynine Palms City and Unincorporated San Bernardino County coordination required for implementation.

Length: 9.0 miles

Total Cost: \$5,552,565



TYPICAL CROSS SECTION



Balsa Avenue

REGIONAL CORRIDOR PROJECT

Balsa Avenue is a 1.1 mile long corridor that bisects SR-62 within the **Town of Yucca Valley**. The corridor is oriented in a north/south fashion with extents in the north by Paxton Road and Yucca Trail in the south. Services along the corridor include commercial areas, and residential areas of the Town.

Recommendations:

- Install paved shoulder 6' or greater in width from edge of travel lane. Install bike lane pavement markings and signage consistent with MUTCD standards.
- Where width is not sufficient for the installation of the recommendations expand roadway shoulder into available right-of-way. It is intended that the paved shoulder will serve as a dual-use facility for pedestrians and cyclists.
- Extents: 1.1 miles in length (5,697') along both sides of Balsa Avenue from Paxton Road to Yucca Trail.

Constraints/Notes:

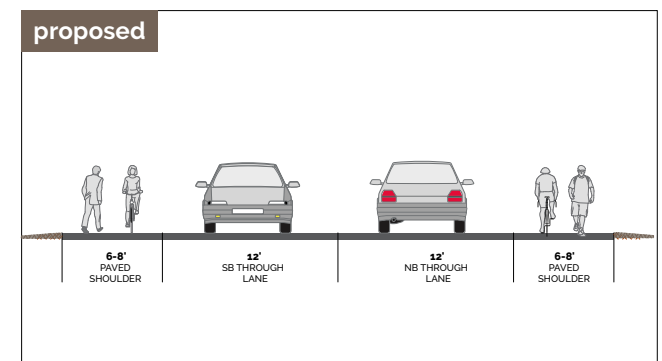
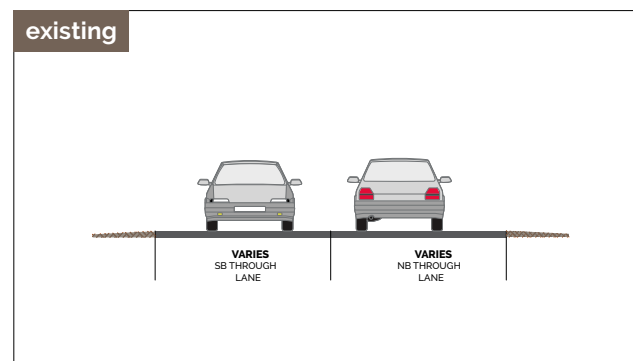
- Roadway width is not adequate for paved shoulder implementation.
- Existing utilities immediately adjacent to east side of roadway between Paxton Road to SR-62.
- Shoulder cleared on west side of roadway between Sunnyslope Drive to Yucca Trail.

Length: 1.1 miles

Total Cost: \$664,093



TYPICAL CROSS SECTION



Balsa Avenue/Emerson Avenue

REGIONAL CORRIDOR PROJECT

Balsa Avenue/Emerson Avenue is a 1.1 mile long corridor that is oriented in a north/south fashion within the **Town of Yucca Valley**. The corridor is bound in the north by Onaga Trail and in the south by Joshua Lane. The corridor provides access to Onaga Trail and Balsa Avenue and peripheral residential areas within the City.

Recommendations:

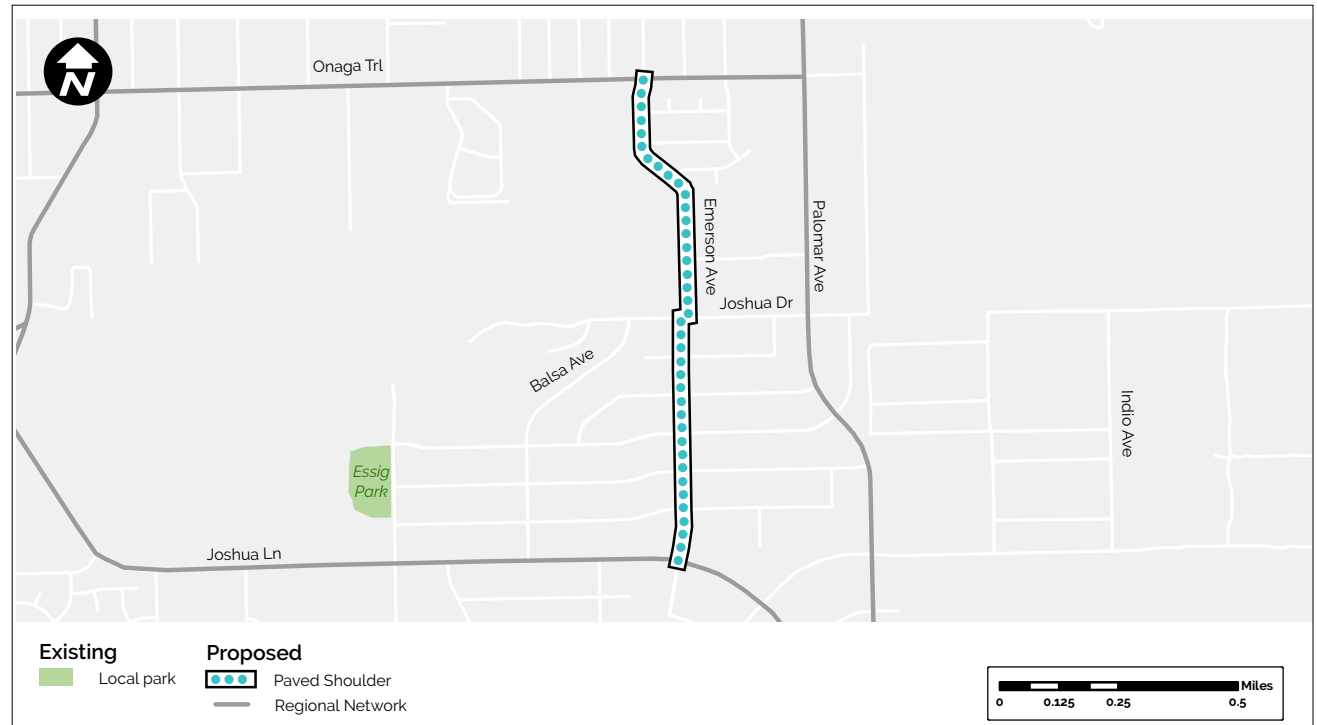
- Install paved shoulder 6' or greater in width from edge of travel lane.
- Install bike lane pavement markings and signage consistent with MUTCD standards.
- Where width is not sufficient for the installation of the recommendations expand roadway shoulder into available right-of-way. It is intended that the paved shoulder will serve as a dual-use facility for pedestrians and cyclist.
- Extends: 1.1 miles in length (5,603') along both sides of Balsa Avenue/Emerson Avenue from Onaga Trail to Joshua Lane.

Constraints/Notes:

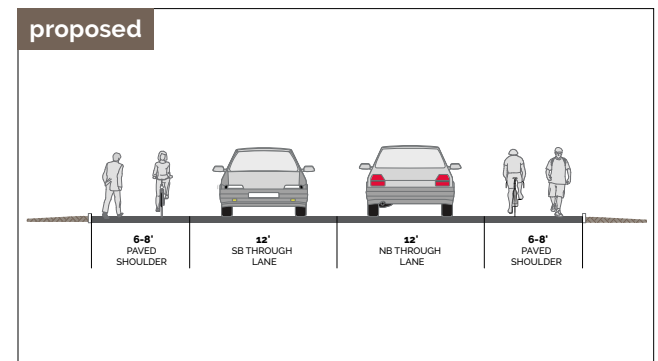
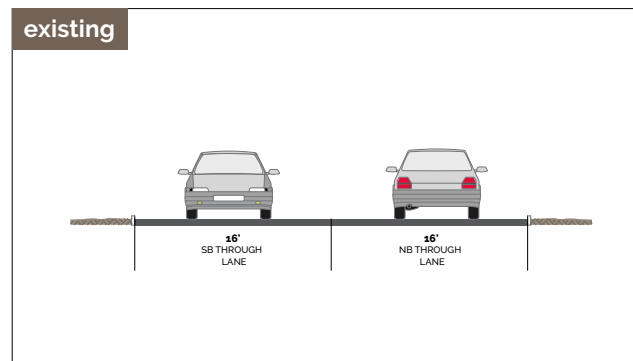
- Corridor width not suitable from Onaga Trail to end of pavement and from Joshua Drive to Joshua Lane; curb adjacent parking reconfiguration needed.
- Roadway is not paved from end of pavement to Joshua Drive.

Length: 1.1 miles

Total Cost: \$653,252



TYPICAL CROSS SECTION



Border Avenue

REGIONAL CORRIDOR PROJECT

Border Avenue is a 6.5 mile long corridor that is oriented in a north/south layout within the **Joshua Tree and the Landers area**. The northern extent is Reche Road and the southern extent is Sunburst Avenue. The corridor provides access to the rural residential Joshua Tree areas.

Recommendations:

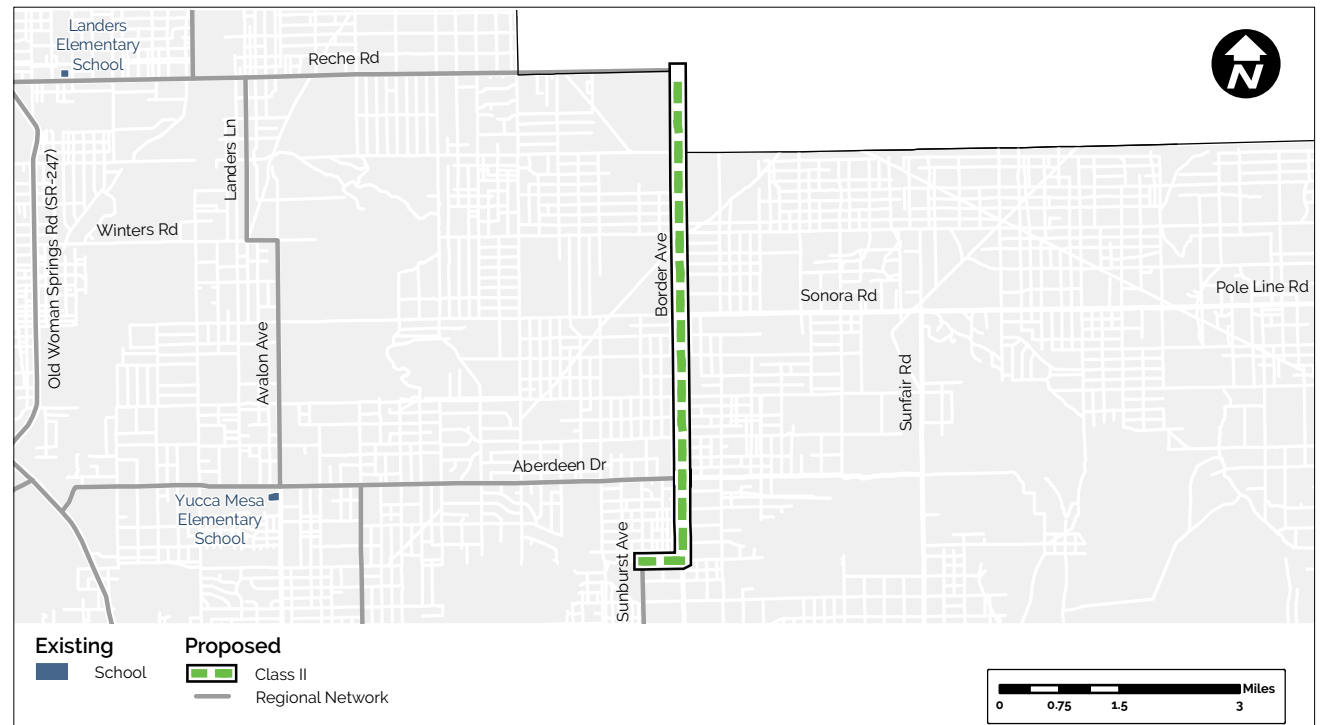
- Install Class II – bike lane 6' or greater in width from edge of travel lane.
- Install bike lane pavement markings and signage consistent with MUTCD standards.
- Where width is not sufficient for the installation of the recommendations expand roadway shoulder into available right-of-way.
- Extents: 6.5 miles (34,375') in length along both sides of Border Avenue from Reche Road to Sunburst Avenue.

Constraints/Notes:

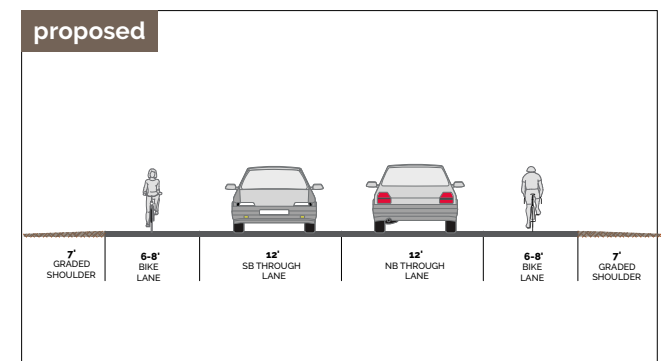
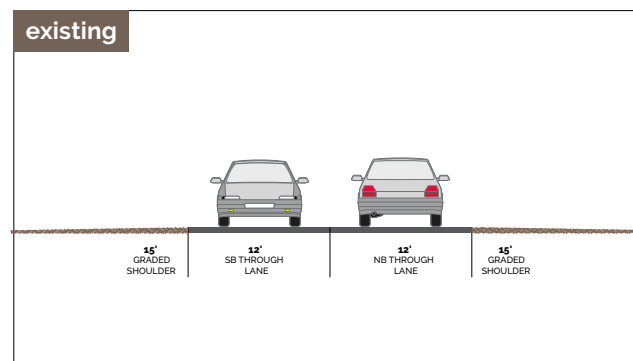
- Existing paved shoulder width is variable and not suitable for recommendation implementation.
- Existing unpaved shoulder is cleared of obstructions adjacent to both travel lanes.

Length: 6.5 miles

Total Cost: \$4,123,948



TYPICAL CROSS SECTION



Buena Vista Drive

REGIONAL CORRIDOR PROJECT

Buena Vista Drive is a 3.0 mile long corridor that provides access to rural residential areas of the **Town of Yucca Valley**. The corridor is oriented in an east/west fashion with the eastern bound fixed by Yucca Mesa Road and the western bound at SR-247.

Recommendations:

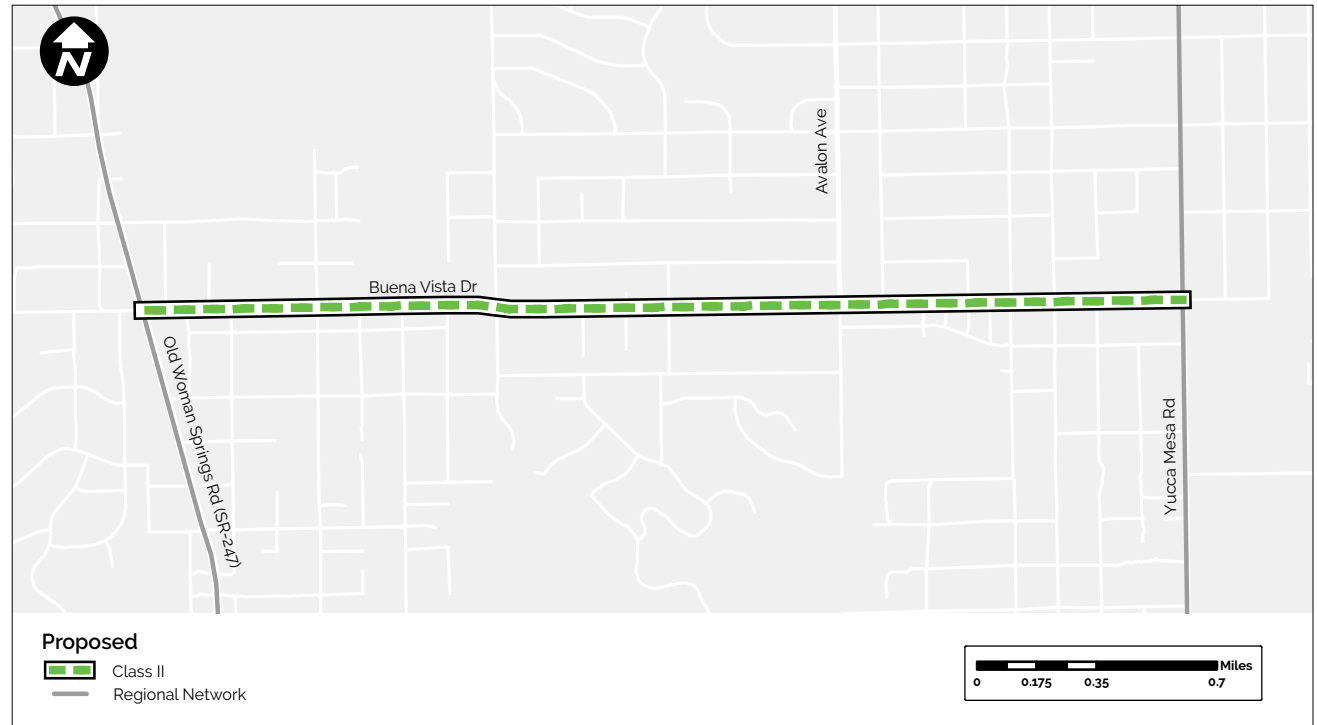
- Install Class II – bike lane 6' or greater in width from edge of travel lane.
- Install bike lane pavement markings and signage consistent with MUTCD standards.
- Where width is not sufficient for the installation of the recommendations expand roadway shoulder into available right-of-way.
- Extents: 3.0 miles (16,030') in length along both sides of Buena Vista Drive from Yucca Mesa Road to SR-247.

Constraints/Notes:

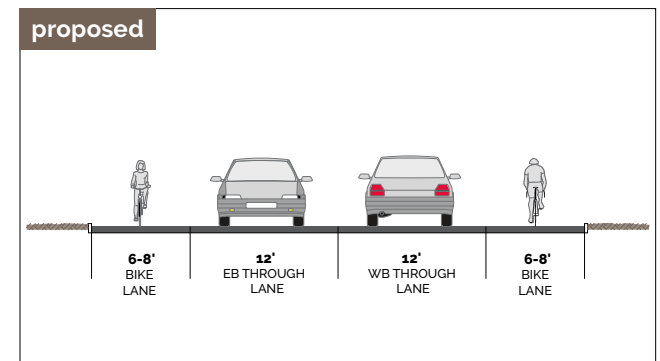
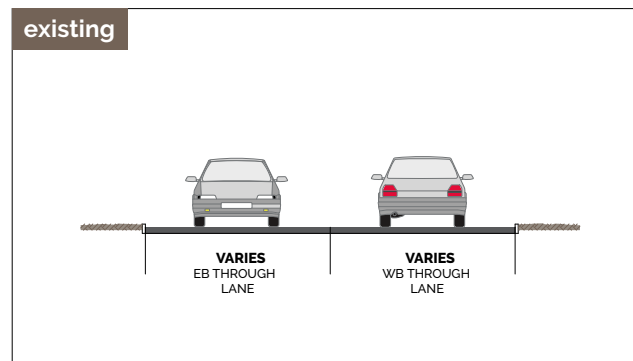
- Existing paved shoulder width is variable and not suitable for recommendation implementation.
- Existing unpaved shoulder is cleared of obstructions adjacent to both travel lanes.

Length: 3.0 miles

Total Cost: \$1,504,853



TYPICAL CROSS SECTION



Camino Del Cielo Trail

REGIONAL CORRIDOR PROJECT

Camino Del Cielo Trail is a winding 2.5 mile long corridor within the **eastern area of Yucca Valley**. The corridor is shaped like a "C" – the northern portion above the Blue Skies Country Club; the western portion runs north/south along Camino Del Cielo Trail; the southern portion is oriented east/west. Access along this corridor links recreational facilities and residential areas.

Recommendations:

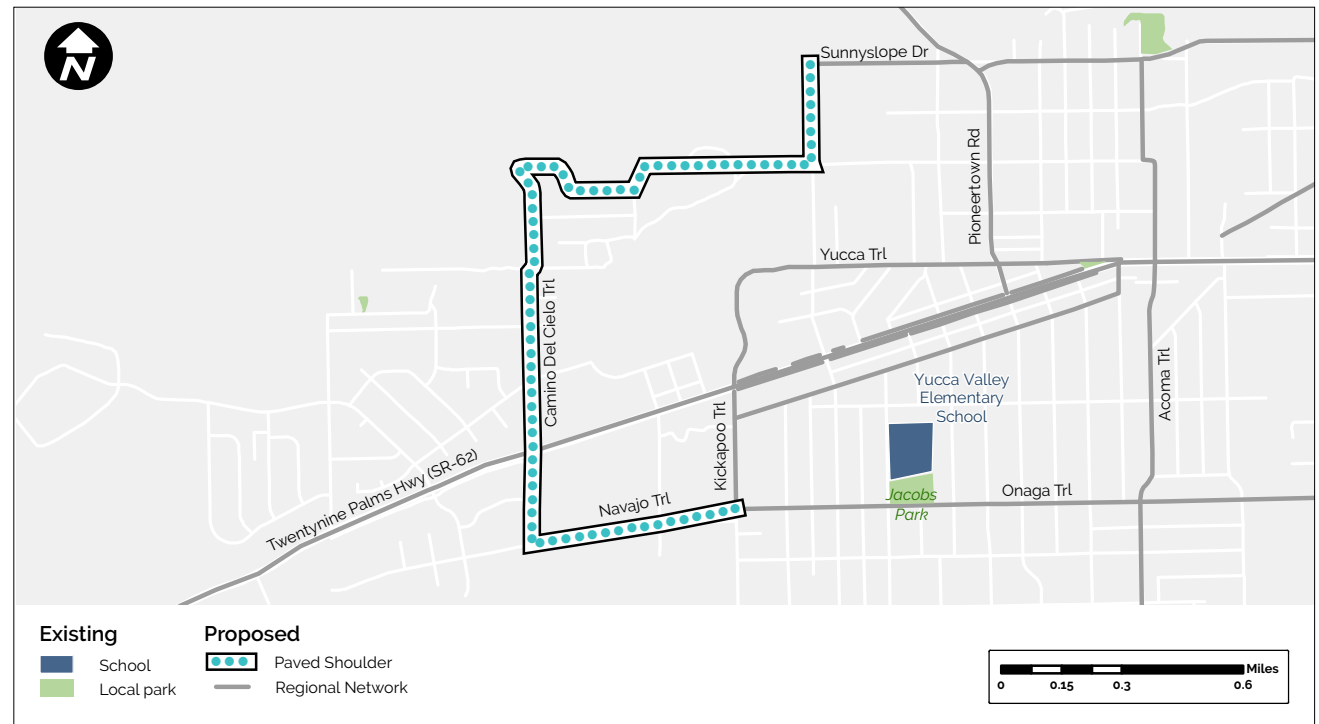
- Install paved shoulder 6' or greater in width from edge of travel lane and pavement markings and signage consistent with MUTCD standards.
- Where width is not sufficient for the installation of the recommendations expand roadway shoulder into available right-of-way. It is intended that the paved shoulder will serve pedestrians and cyclists.
- Extents: 2.5 miles in length (13,206') along both sides of Camino Del Cielo Trail: the northern portion found above the Blue Skies Country Club; the eastern portion runs north/south along Camino Del Cielo Trail; the southern portion is oriented east/west with eastern extents at Navajo Trail and western extents at Kickapoo Trail

Constraints/Notes:

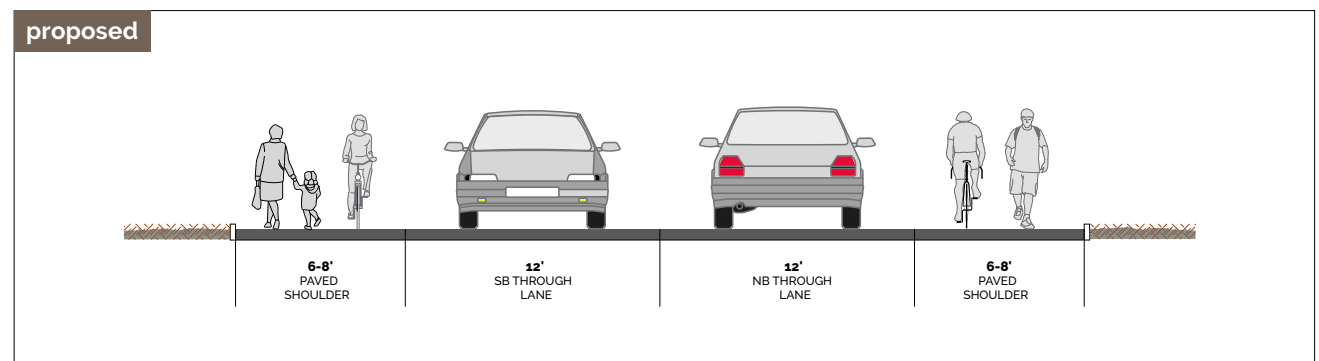
- Roadway from Yucca Trail to Onaga Trail is paved along Camino Del Cielo Trail and suitable for Class II – bike lane (paved shoulder); all other areas are unpaved and Class II – bike lane (paved shoulder) is pending roadway installation.

Length: 2.5 miles

Total Cost: \$1,539,410



TYPICAL CROSS SECTION



Canyon Road

REGIONAL CORRIDOR PROJECT

Canyon Road is a 1.2 long mile corridor that extends from SR-62 in the north to the end of Twentynine palms City boundary in the south. The corridor is positioned within the **Joshua Tree area** of San Bernardino County and links residential housing developments, recreational areas/ trailheads, and religious institutions.

Recommendations:

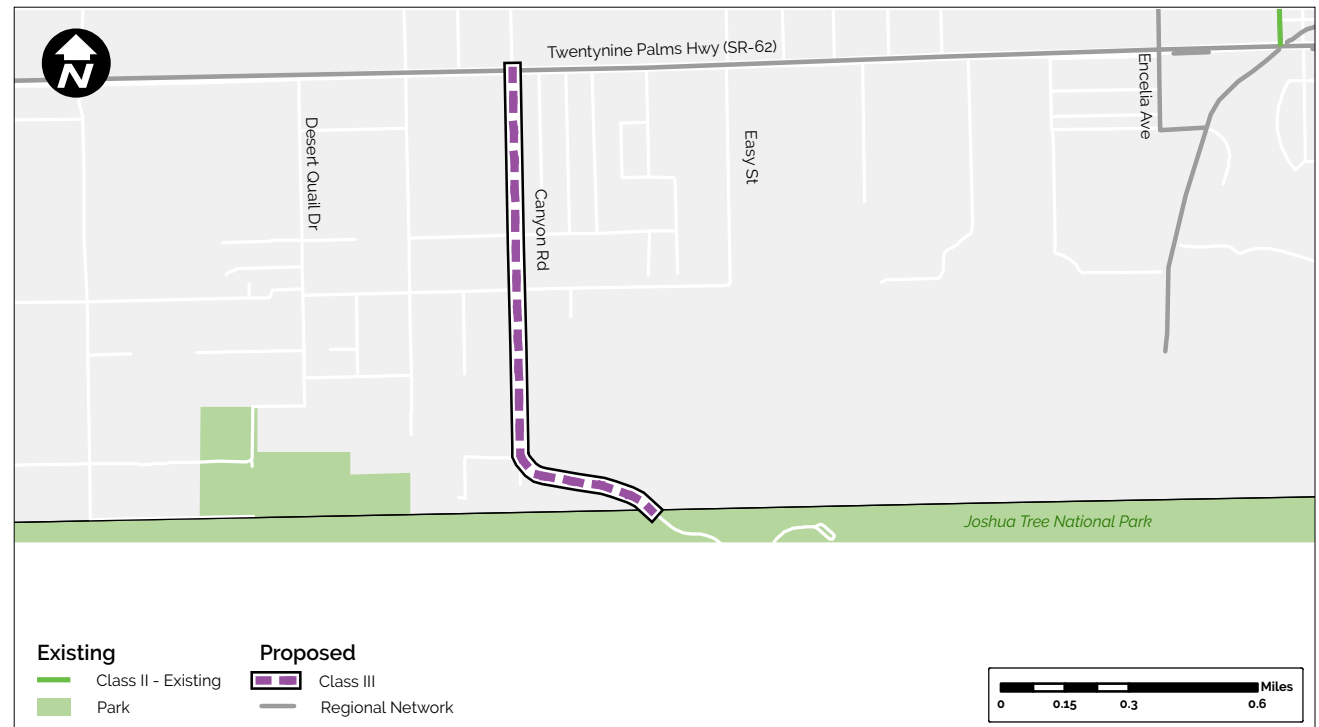
- Install 1.2 miles (6,474') of Class III – bike route pavement markings (sharrows) and signage consistent with MUTCD standards along Canyon Road from SR-62 to the extent of Twentynine Palms City boundary.
- Class III - bike route should be extended beyond Twentynine Palms city boundary along Canyon Road to reach Fortynine Palms Oasis Trail Parking lot.

Constraints/Notes:

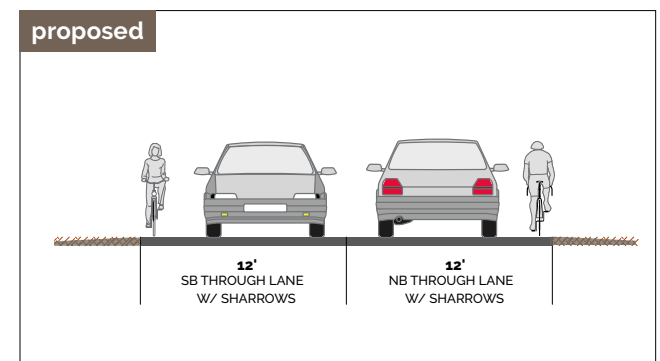
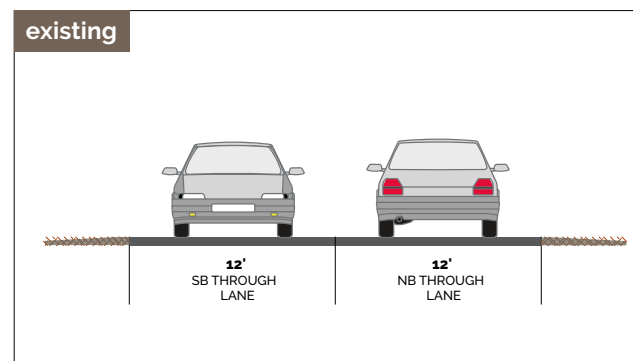
- Could become a multi-jurisdictional corridor: Twentynine Palms City and Joshua Tree National Park coordination may be required.

Length: 1.7 miles

Total Cost: \$112,637



TYPICAL CROSS SECTION



Hatch Road/Adobe Road/Baseline Road

REGIONAL CORRIDOR PROJECT

Hatch Road/Adobe Road/Baseline Road is a 3.5 mile long east/west oriented corridor; the portion of Adobe Road is oriented in a north/south fashion. The corridor runs from SR-62 in the west to Adobe Road to Baseline Road to Utah Trail in the east. The corridor provides access to Sullivan Road and El Sol Avenue (Knott's Sky Park) as well as Baseline Road and Utah Trail, local amenities, recreational facilities, commercial uses, and residential housing within the **City of Twentynine Palms**.

Recommendations:

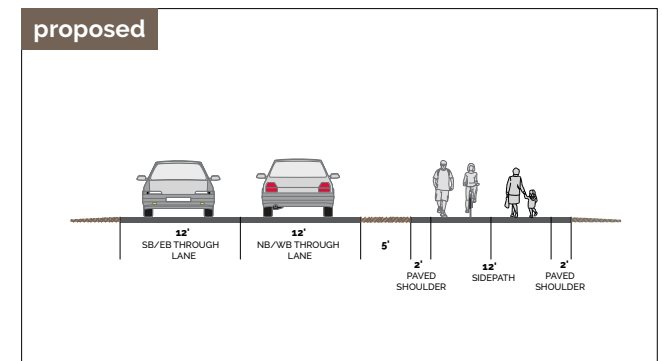
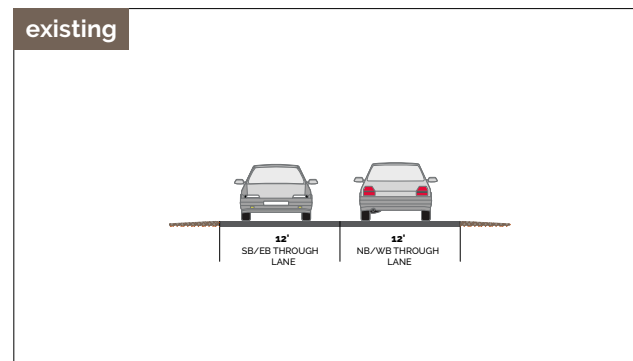
- Install Class II – bike lane 6' or greater in width with minimum 2' buffer from edge of travel lane. Install bike lane pavement markings and signage consistent with MUTCD standards. Where width is not sufficient for the installation of the recommendations expand roadway shoulder into available right-of-way. Extents: 529' in length along both sides of Hatch Road from SR-62 to Manzanita Avenue.
- Install 17,855' of 12' width paved asphalt sidepath along Hatch Road, Adobe Road, and Baseline Road from SR-62 to Utah Trail with two 2' shoulders. Widen existing side path along Adobe and Baseline Road. Install signage and pavement markings consistent with MUTCD standards.
- Install high visibility white crosswalk for crossing across Hatch Road from SE to NE corner of the intersection with Manzanita Avenue and for crossing Adobe Road from SW to SE corner of intersection with Sullivan Road. At each crossing install W11-2 with W16-7P signage. At each crossing install advanced yield markings along with R1-5 yield sign prior to crossing. Include pedestrian scale lighting near each crossing.

Length: 3.5 miles

Total Cost: \$3,279,425



TYPICAL CROSS SECTION



Indian Trail

REGIONAL CORRIDOR PROJECT

Indian Trail is a 5.5 mile long corridor oriented in an east/west fashion along Indian Trail within the **Twentynine Palms area and part of the City of Twentynine Palms**. The western extent of the corridor is Lear Avenue and the eastern extent is Adobe Road – providing access to rural residential low density housing land uses.

Recommendations:

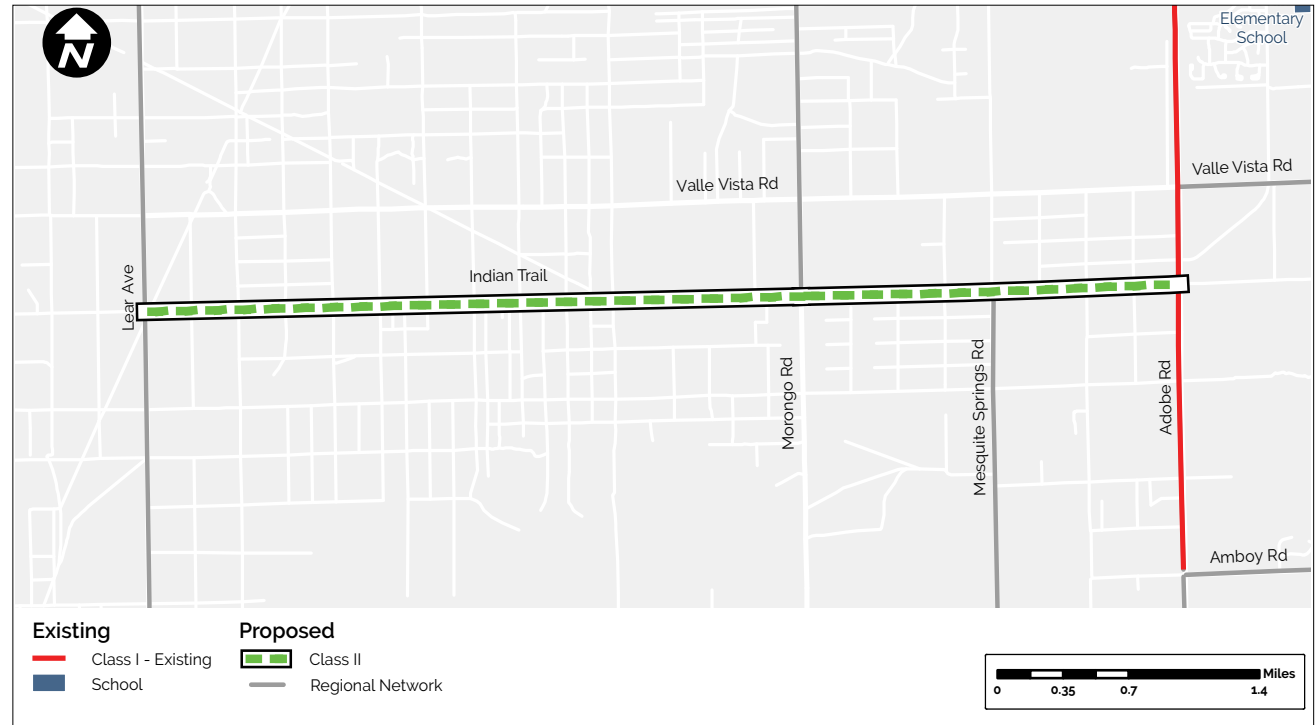
- Install Class II – bike lane 6' or greater in width from edge of travel lane along both sides of Indian Trail.
- Install bike lane pavement markings and signage consistent with MUTCD standards.
- Where width is not sufficient for the installation of the recommendations expand roadway shoulder into available right-of-way.
- Extents for Class II – bike lane: 5.5 miles in length (29,120') along Indian Trail from Lear Avenue to Adobe Road
- Install 12' wide asphalt sidepath with 2' shoulder along the south side of Indian Trail from Mesquite Springs Road to Adobe Road (1.0 mile or 5,240').

Constraints/Notes:

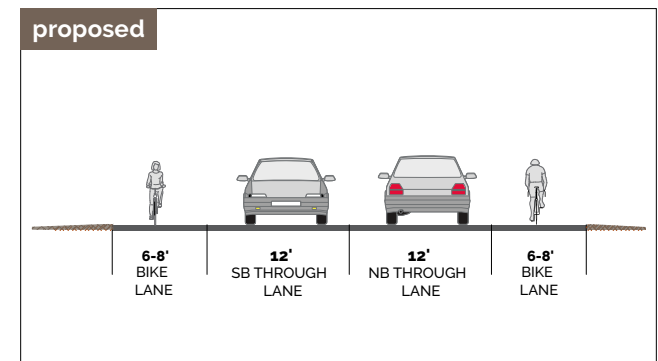
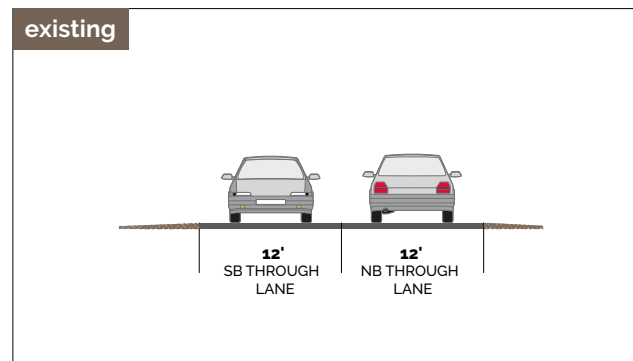
- Existing paved shoulder width is variable and not suitable for proposed recommendation implementation.
- Existing unpaved shoulder adjacent to travel lane available for roadway widening; cleared of obstructions.

Length: 5.5 miles

Total Cost: \$4,676,855



TYPICAL CROSS SECTION



Joshua Drive

REGIONAL CORRIDOR PROJECT

Joshua Drive is a 1.2 mile long east/west oriented corridor within the **Town of Yucca Valley**. The corridor bounds are found in the west at Acoma Trail and in the east at Joshua Lane. The corridor provides access to high density residential housing land uses and is proximal to Onaga Trail and Sage Avenue, host to Yucca Valley High School and religious institutions.

Recommendations:

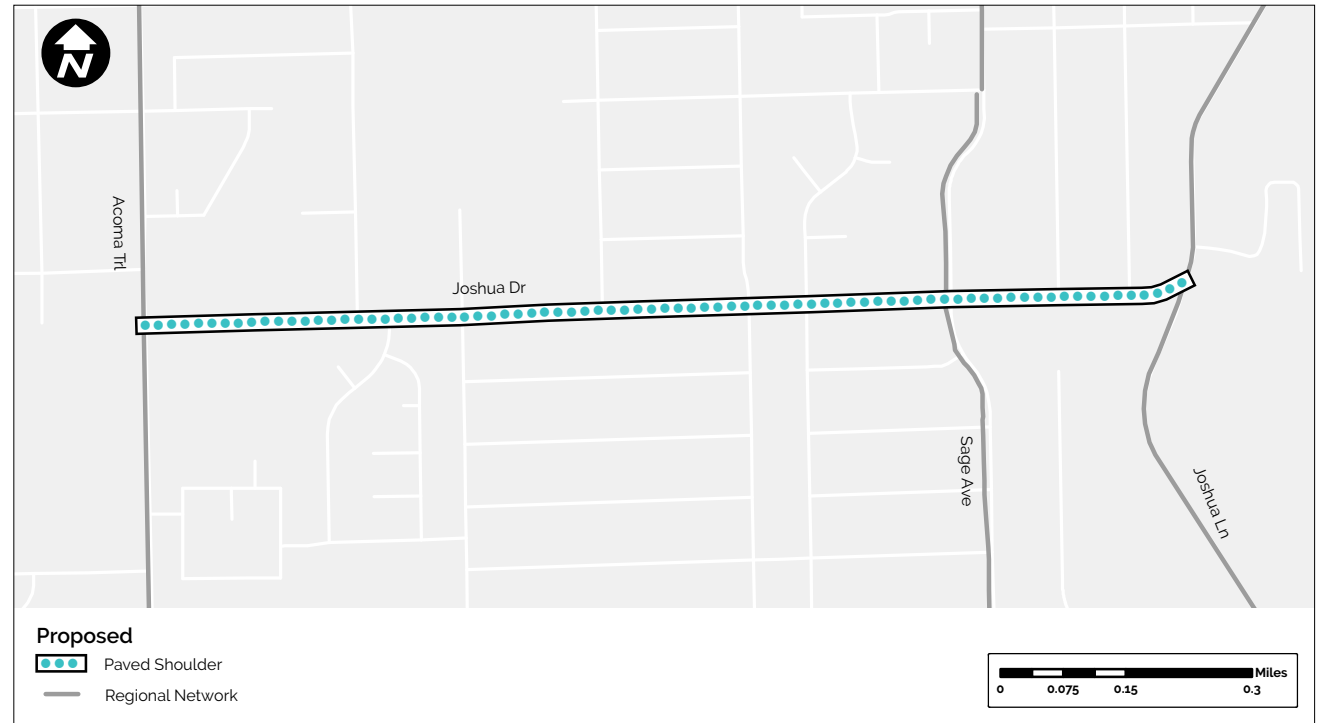
- Install paved shoulder for 1.2 miles (6,565') 6' or greater in width from edge of travel lane on both sides of Joshua Drive from Acoma Trail to Joshua Lane. It is intended that the paved shoulder will serve as a dual-usage facility for pedestrians and cyclist.
- Install 8' of paved asphalt shoulder on both sides of roadway where width is not sufficient for paved shoulder installation.
- Install signage and pavement markings consistent with MUTCD standards.

Constraints/Notes:

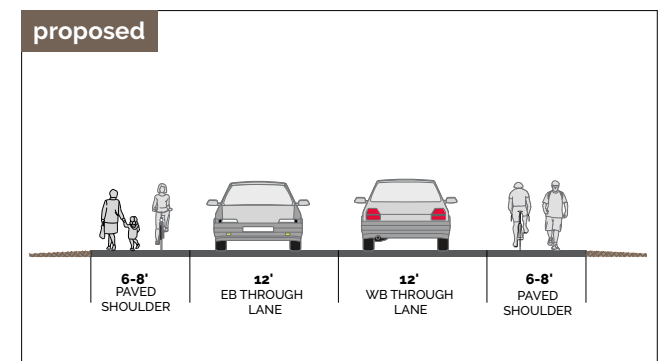
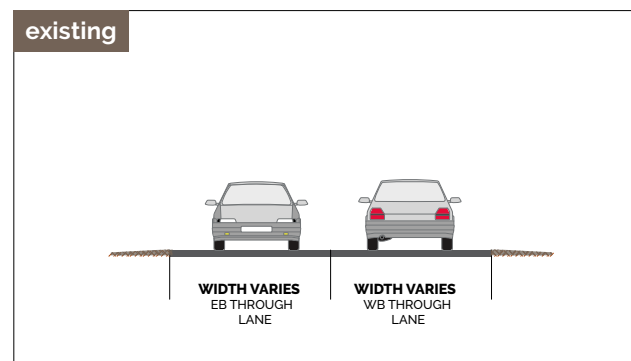
- Existing roadway width is not suitable for paved shoulder implementation.
- Adjacent unpaved shoulder is not cleared and immediately fronts residential housing.

Length: 1.2 miles

Total Cost: \$765,275



TYPICAL CROSS SECTION



Joshua Lane

REGIONAL CORRIDOR PROJECT

Joshua Lane is a 3.7 mile long corridor that extends from SR-62 in the north to Palomar Avenue in the south. The corridor is completely within the **Town of Yucca Valley**, providing access to major commercial areas, municipal amenities, recreation facilities, education institutions, conveniences, and religious institutions.

Recommendations:

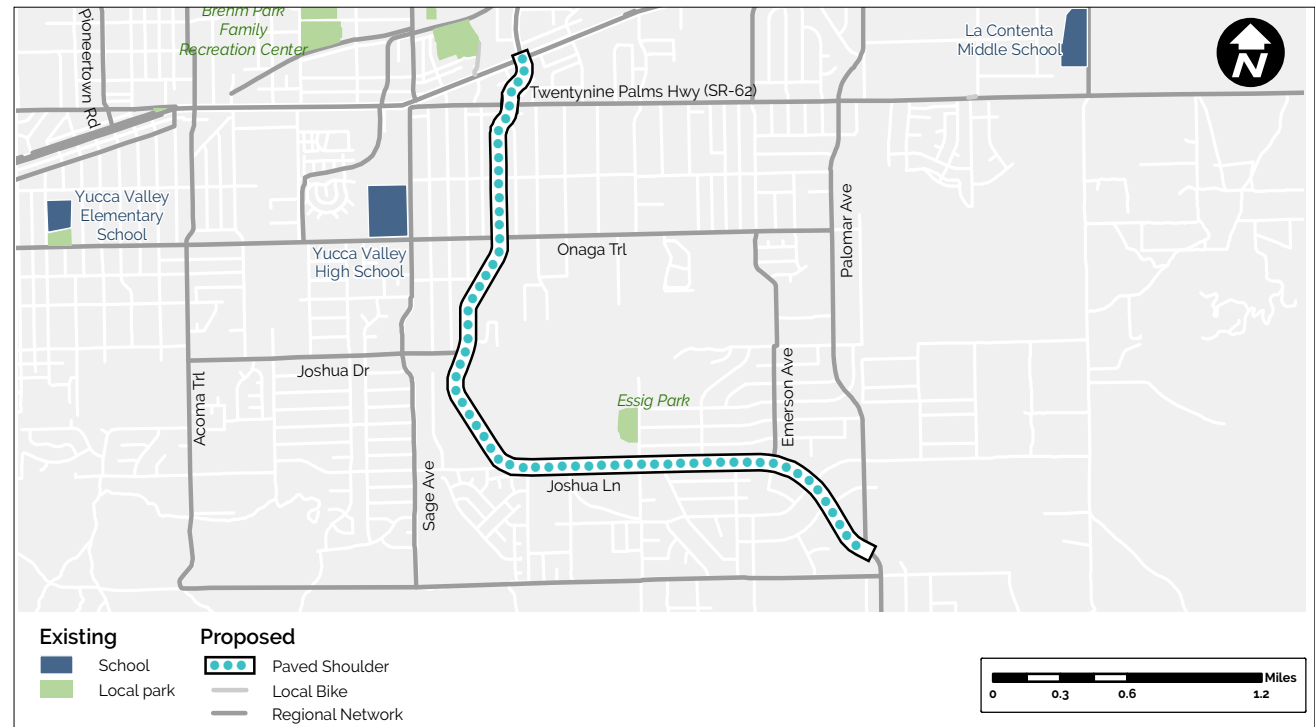
- Install paved shoulder for 3.7 miles (19,447') with a width of 6' or greater along Joshua Lane from SR-62 to Palomar Avenue. It is intended that the paved shoulder will serve as a dual-usage facility for pedestrians and cyclist.
- Install 8' of paved asphalt shoulder on both sides of roadway where width is not sufficient for bike lane installation.
- Install signage and pavement markings consistent with MUTCD standards.

Constraints/Notes:

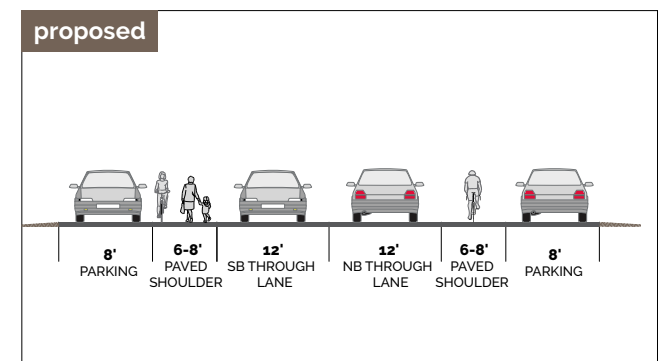
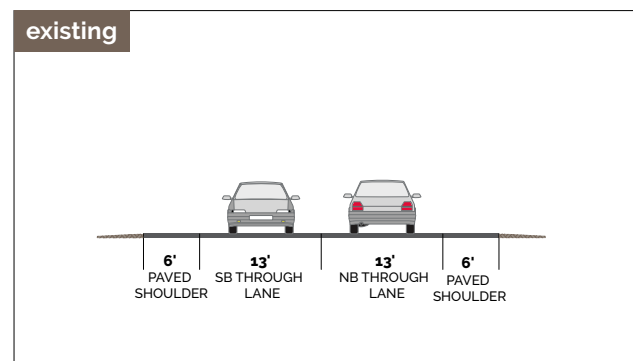
- Existing roadway width is not suitable for paved shoulder implementation.
- Adjacent unpaved shoulder is not cleared and immediately fronts residential housing.

Length: 3.7 miles

Total Cost: \$2,153,366



TYPICAL CROSS SECTION



Landers Lane / Avalon Avenue

REGIONAL CORRIDOR PROJECT

Landers Lane/Avalon Avenue is a 5.4 mile long corridor that is oriented in a north/south fashion between **Landers and Yucca Valley area**. The northern extent is Reche Road and the southern extent is Aberdeen Drive, providing access to Yucca Mesa Elementary School and surrounding rural residential housing land uses.

Recommendations:

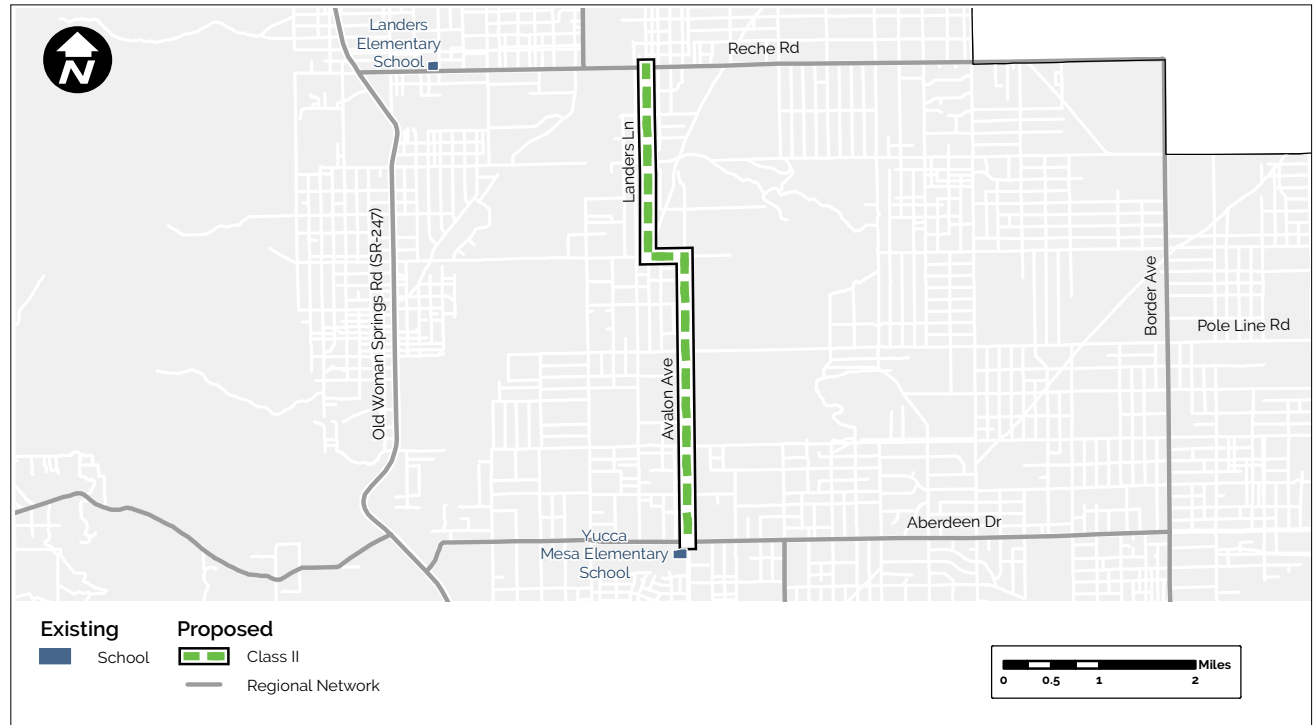
- Install Class II – bike lane 6' in width from edge of travel lane for 5.4 miles (28,557').
- Install bike lane pavement markings and signage consistent with MUTCD standards.
- Install 8' of paved asphalt shoulder on both sides of roadway where width is not sufficient for bike lane installation.
- Extents: Along both sides of Landers Lane and Avalon Avenue from Reche Road to Aberdeen Drive.

Constraints/Notes:

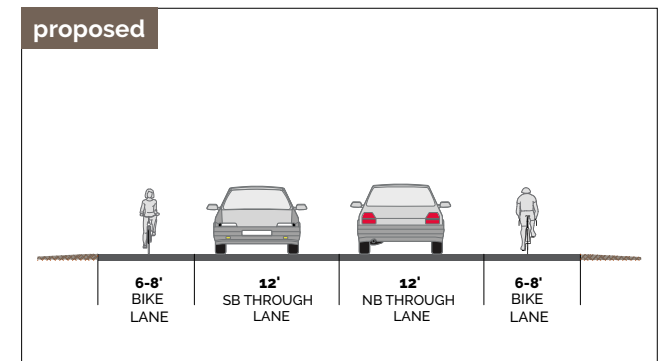
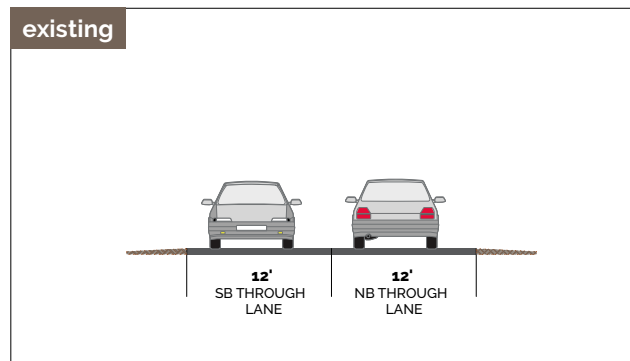
- Existing paved shoulder width is variable and not suitable for proposed recommendation implementation.
- Existing unpaved shoulder adjacent to travel lane available for roadway widening; cleared of obstructions.

Length: 5.4 miles

Total Cost: \$3,676,651



TYPICAL CROSS SECTION



Lear Avenue / Pole Line Road

REGIONAL CORRIDOR PROJECT

Lear Avenue/Pole Line Road is a 9.5 mile long corridor along Lear Avenue and Pole Line Road, that extends from SR-62 in the **City of Twentynine Palms** to east Pole Line Road at Morongo Road in **Twentynine Palms area**. The corridor provides access to rural residential housing land uses.

Recommendations:

- Install Class II – bike lanes 3.5 mile (18,493') along Pole Line Road and 5.0 mile (26,451') on Lear Avenue that is 6' wide from edge of travel lane. Install pavement markings and signage consistent with MUTCD standards.
- Install 8' of asphalt shoulder where width is not sufficient, along Pole Line Road and Lear Avenue north of Two Mile Road.
- Install 1.0 mile long (5,247') sidepath 12' wide with two 2' shoulders along the west side of Lear Avenue from Two Mile Road to SR-62 with signage consistent with MUTCD standards.
- Install high visibility white crosswalk for crossing SE to SW corner of Lear Avenue and Two Mile Road. Install W11-2 with W16-7P signage consistent with MUTCD standards, advanced yield markings along with R1-5 yield, and pedestrian scale lighting at the crossing.

Constraints/Notes:

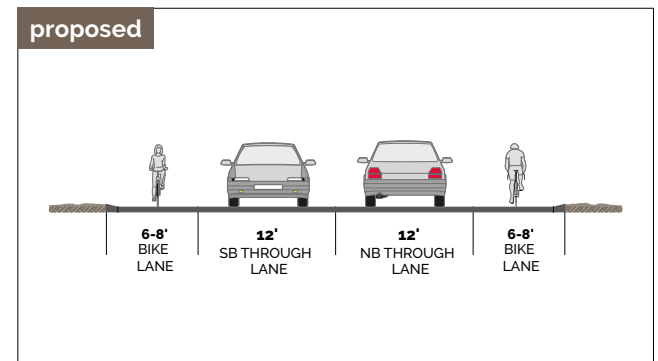
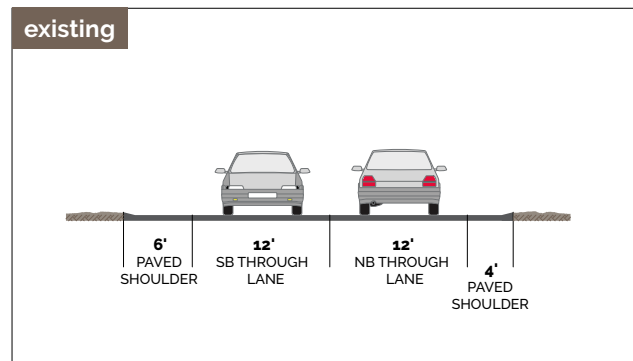
- Existing paved shoulder width is not suitable for proposed Class II – bike lane implementation.
- Existing unpaved shoulder cleared of obstruction.
- Implementation of Class I – bike path on east side of roadway from Two Mile Road to SR-62 requires utility pole relocation.
- Multi-jurisdictional corridor: Unincorporated San Bernardino and Twentynine Palms City coordination required for implementation.

Length: 9.5 miles

Total Cost: \$6,033,506



TYPICAL CROSS SECTION



Linn Road/Belfield Boulevard

REGIONAL CORRIDOR PROJECT

Linn Road/Belfield Boulevard is a 5.3 mile long corridor that provides service to the **Landers area**. The corridor extends from SR-247 along Linn Road to Belfield Boulevard where the corridor is bound by Reche Road in the south. The corridor, a two lane roadway, provides services the rural areas of Landers and low density rural residential housing.

Recommendations:

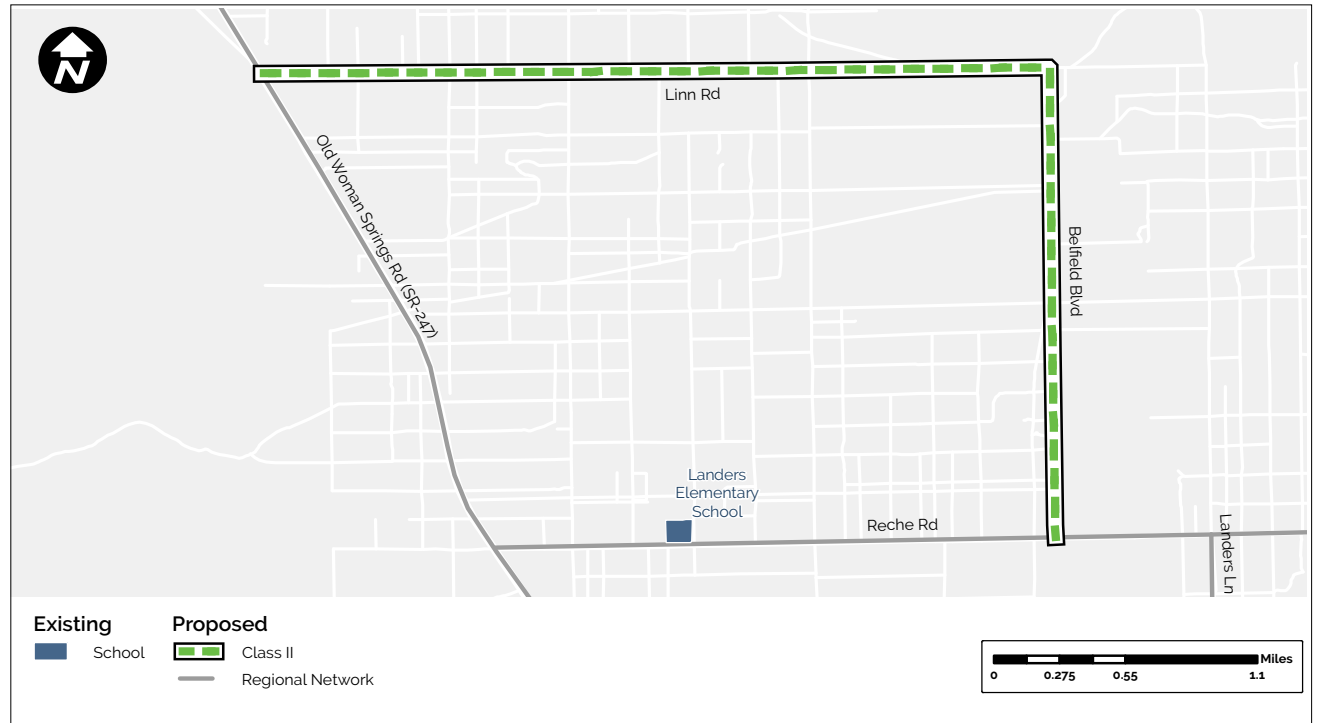
- Install Class II – bike lane with a 6' width at minimum from edge of travel lane along Linn Road and Belfield Boulevard for 5.3 miles (27,876') from SR-247 to Reche Road.
- Install 8' of paved asphalt shoulder on both sides of roadway where width is not sufficient for bike lane installation.
- Install pavement markings and signage consistent with MUTCD standards.

Constraints/Notes:

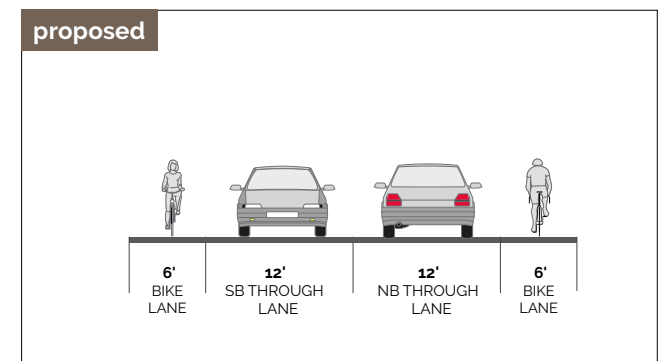
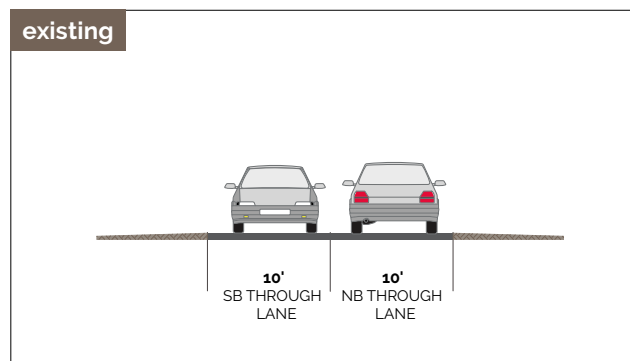
- Existing paved shoulder width is variable and not suitable for proposed recommendation implementation.
- Existing unpaved shoulder adjacent to travel lane available for roadway widening; cleared.

Length: 5.3 miles

Total Cost: \$3,588,973



TYPICAL CROSS SECTION



Mesquite Springs Road/Larrea Avenue

REGIONAL CORRIDOR PROJECT

Mesquite Springs Road/Larrea Avenue

is a 3.8 mile long corridor that connects from SR-62 in the south to Indian Trail in the north. The corridor is within the **City of Twentynine Palms** providing access to Twentynine Palms High School, surrounding residential, as well as commercial uses along SR-62.

Recommendations:

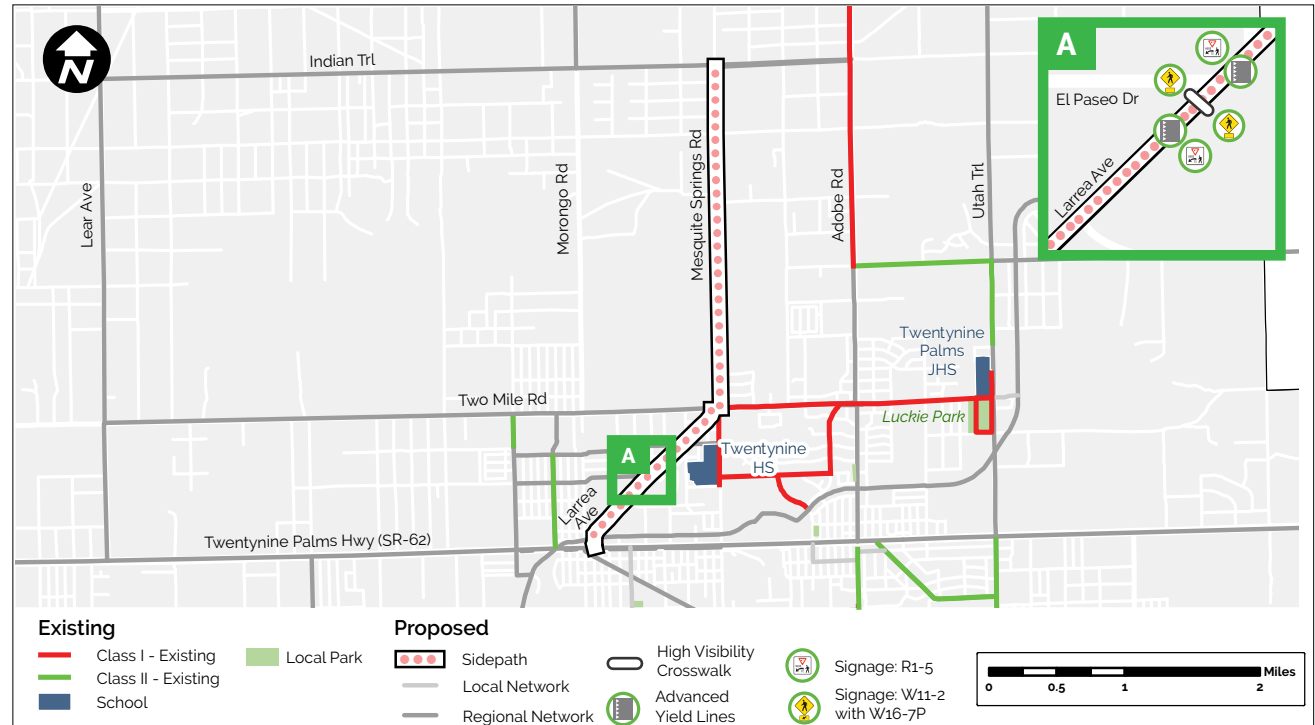
- Install 3.8 mile long (20,273') sidepath asphalt path 12' wide with two 2' shoulders with signage consistent with MUTCD standards.
- Extents: east side of Larrea Avenue from SR-62 to Two Mile Road, and the east side of Mesquite Springs from Two Mile Road to Indian Trail.
- Install high visibility white crosswalk for crossing across Larrea Avenue from SW corner of the intersection with El Paseo Drive extending SE. Install W11-2 with W16-7P pedestrian signage consistent with MUTCD standards. Install advanced yield markings along with R1-5 yield sign 20'-50' prior to crossing.

Constraints/Notes:

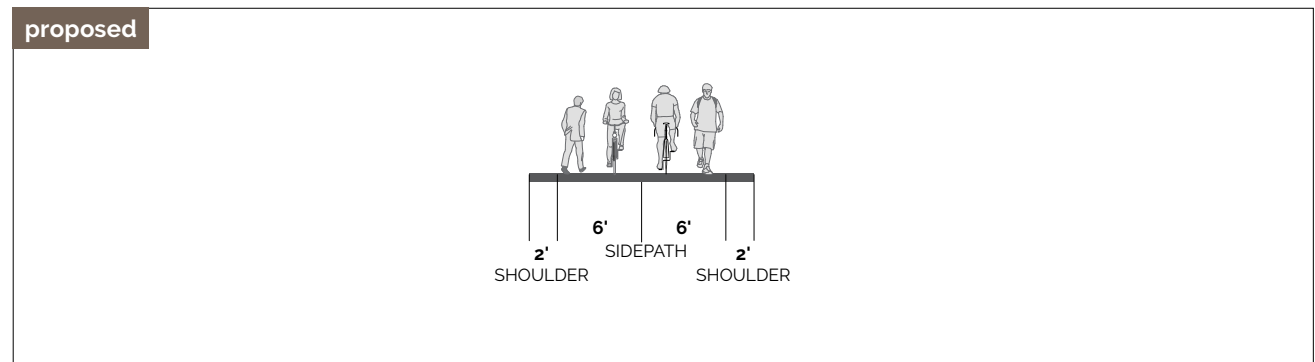
- Sidepath requires relocation of utility poles along Mesquite Springs (east side).
- Sidepath requires right-of-way allocations along east side of Larrea Avenue.

Length: 3.8 miles

Total Cost: \$3,668,344



TYPICAL CROSS SECTION



Morongo Area

REGIONAL CORRIDOR PROJECT

Morongo Area is a corridor that is composed of multiple roadways in the **Morongo area**; the cumulative length of these is 3.7 miles. The roadways that make up this corridor include: Juniper Avenue; Pioneer Drive; Senilis Avenue; San Jacinto Street. This corridor provides access to Morongo Valley Elementary, commercial uses, religious institutions, and recreational facilities. The orientations of the roadways that make up the corridor form a loop.

Recommendations:

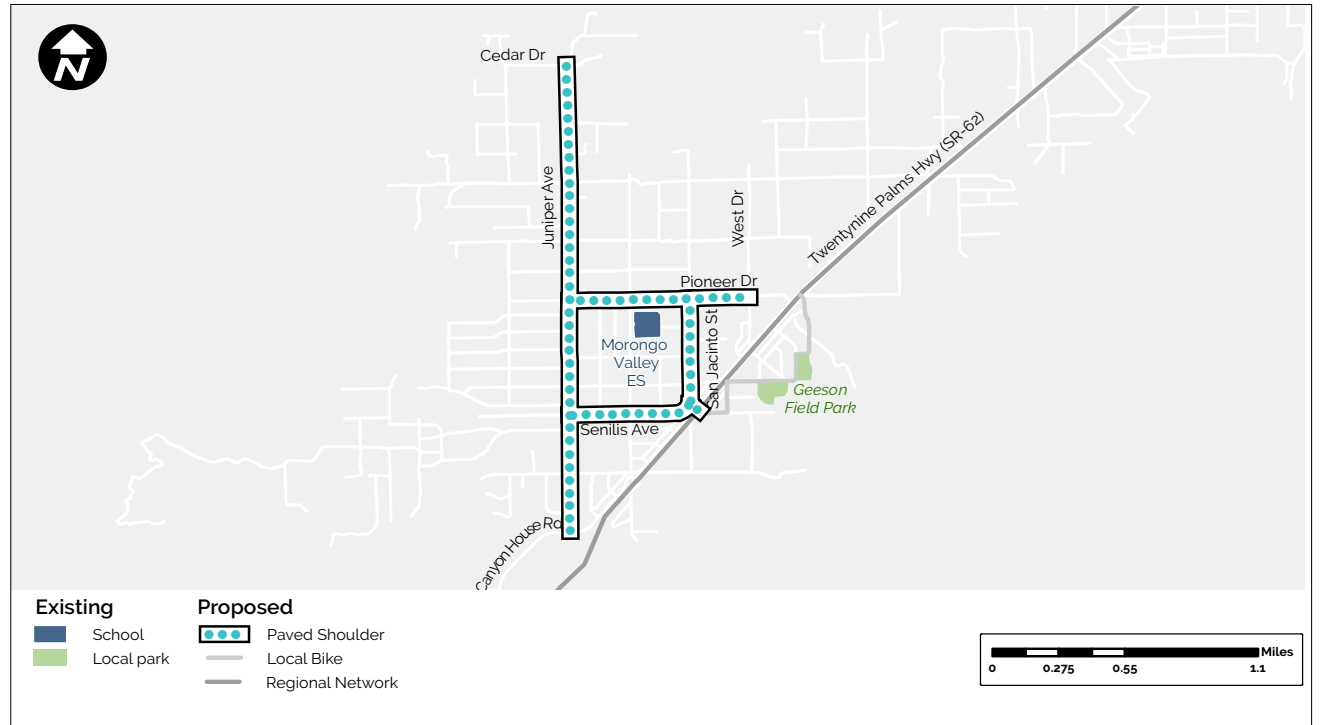
- Install 3.7 miles (19,730') of paved shoulder with a 6' width at minimum from edge of travel lane along both sides of the represented roadways.
- Install 8' of paved asphalt shoulder on both sides of roadway where width is not sufficient for bike lane installation.
- Install pavement markings and signage consistent with MUTCD standards.
- Extents: Juniper Avenue (10,476') from Canyon House Road to end of pavement; Pioneer Drive (3,934') from Juniper Avenue to West Drive; Senilis Avenue (2,711') from Juniper Avenue to San Jacinto Street; San Jacinto Street (2,608') from Senilis Avenue to Pioneer Drive.

Constraints/Notes:

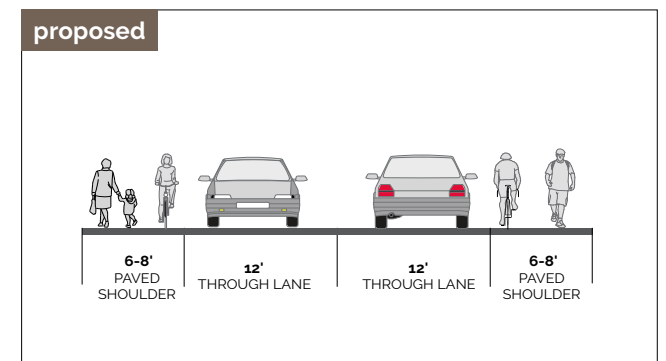
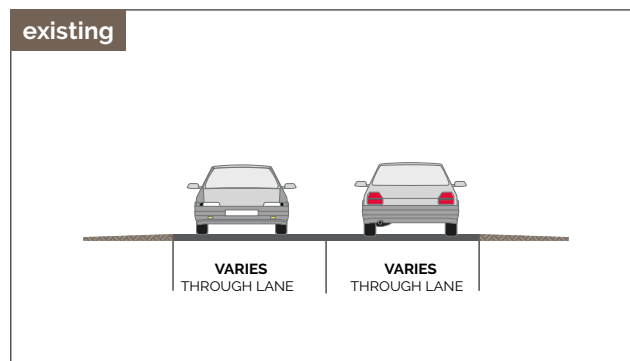
- Existing paved shoulder width is variable and not suitable for proposed recommendation implementation; in some cases no shoulder stripe exists.
- Existing unpaved shoulder adjacent to travel lane is not cleared of vegetation and right-of-way allocations needed prior to this action.

Length: 3.7 miles

Total Cost: \$2,299,905



TYPICAL CROSS SECTION



Morongo Road

REGIONAL CORRIDOR PROJECT

Morongo Road is a 4.0 mile long and north/south oriented corridor that links **City of Twentynine Palms and areas**. The northern extent is at Berkley Avenue (military base entry) and the southern at Indian Trail. The corridor provides service to the predominately rural area with residential areas towards the northern and southern extents.

Recommendations:

- Install Class II – bike lane with a 6' width at minimum from edge of travel lane along Morongo Road for 4.0 miles (21.245').
- Install 8' of paved asphalt shoulder on both sides of roadway where width is not sufficient for bike lane installation.
- Extents: Along both sides of Morongo Road from Berkley Avenue to Indian Trail.

Constraints/Notes:

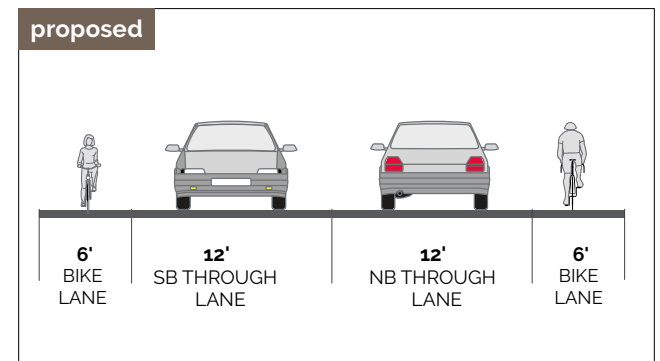
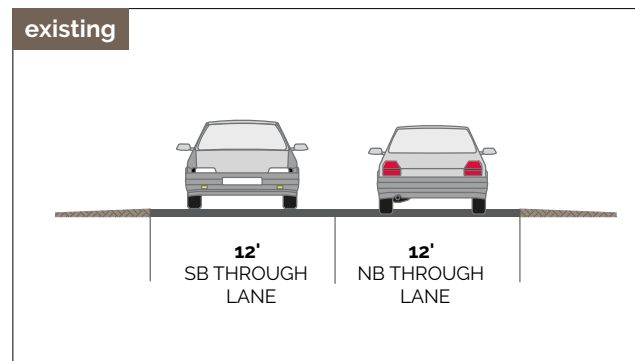
- Existing paved shoulder width is variable and not suitable for recommendation implementation from Berkley Avenue to Indian Trail.

Length: 4.0 miles

Total Cost: \$2,143,741



TYPICAL CROSS SECTION



Onaga Trail

REGIONAL CORRIDOR PROJECT

Onaga Trail is a 3.9 mile long east/West oriented corridor that is completely within the **Town of Yucca Valley**. The corridor provides access along Onaga Trail a two lane roadway that extends from Kickapoo Trail to Palomar Avenue. Yucca Valley Elementary School, Yucca Valley High School, and Onaga Elementary School fall along this corridor as well as surrounding residential housing land uses, and religious institutions. The corridor is just south and parallel to SR-62.

Recommendations:

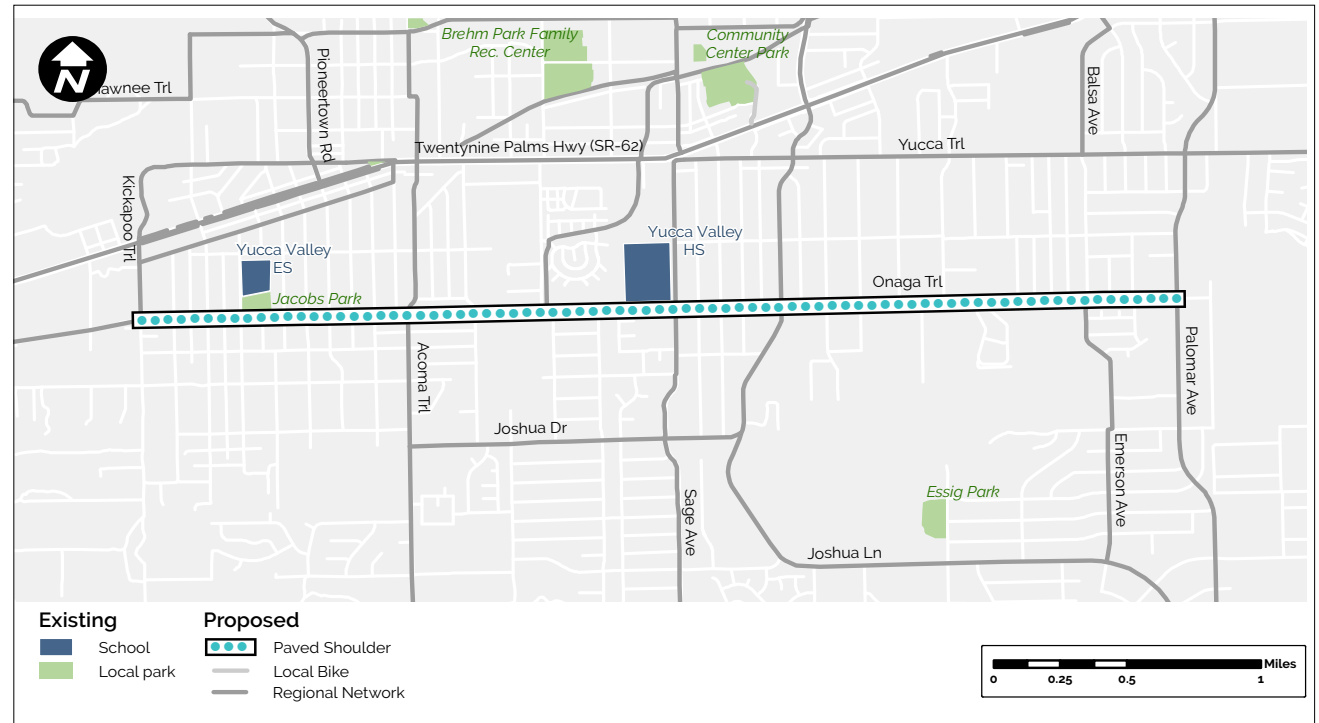
- Install paved shoulder along both sides of Onaga Trail.
- Install 8' paved shoulder asphalt pavement to widen the roadway to accommodate proposed bicycle and pedestrian infrastructure. It is intended that the paved shoulder will serve as a dual-usage facility for pedestrians and cyclists.
- Install signage and pavement markings consistent with MUTCD standards.
- Extents: along Onaga Trail 3.9 miles (20,483') from Kickapoo Trail to Palomar Avenue.

Constraints/Notes:

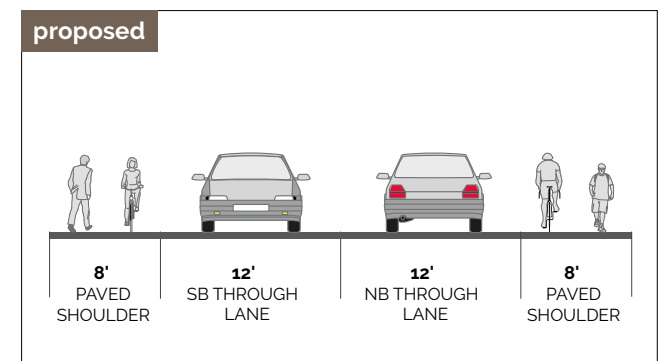
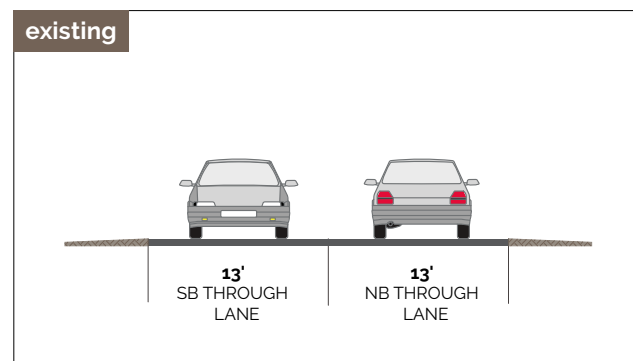
- Existing paved roadway and shoulder are not sufficient for recommendation installation; paved shoulder variable and not sufficient for installation of paved shoulder – roadway expansion needed, pending right-of-way allocation.

Length: 3.9 miles

Total Cost: \$2,387,682



TYPICAL CROSS SECTION



Palomar Avenue/Avalon Avenue

REGIONAL CORRIDOR PROJECT

Palomar Avenue/Avalon Avenue is a 4.2 mile long north/south oriented corridor that is completely within the **Town of Yucca Valley**. The corridor extends from Paxton Road, just north of SR-62, to the end of Black Rock Canyon Road. The corridor links SR-62 commercially developed land, residential housing, and recreational trails/facilities, and is proximal to Onaga Elementary School.

Recommendations:

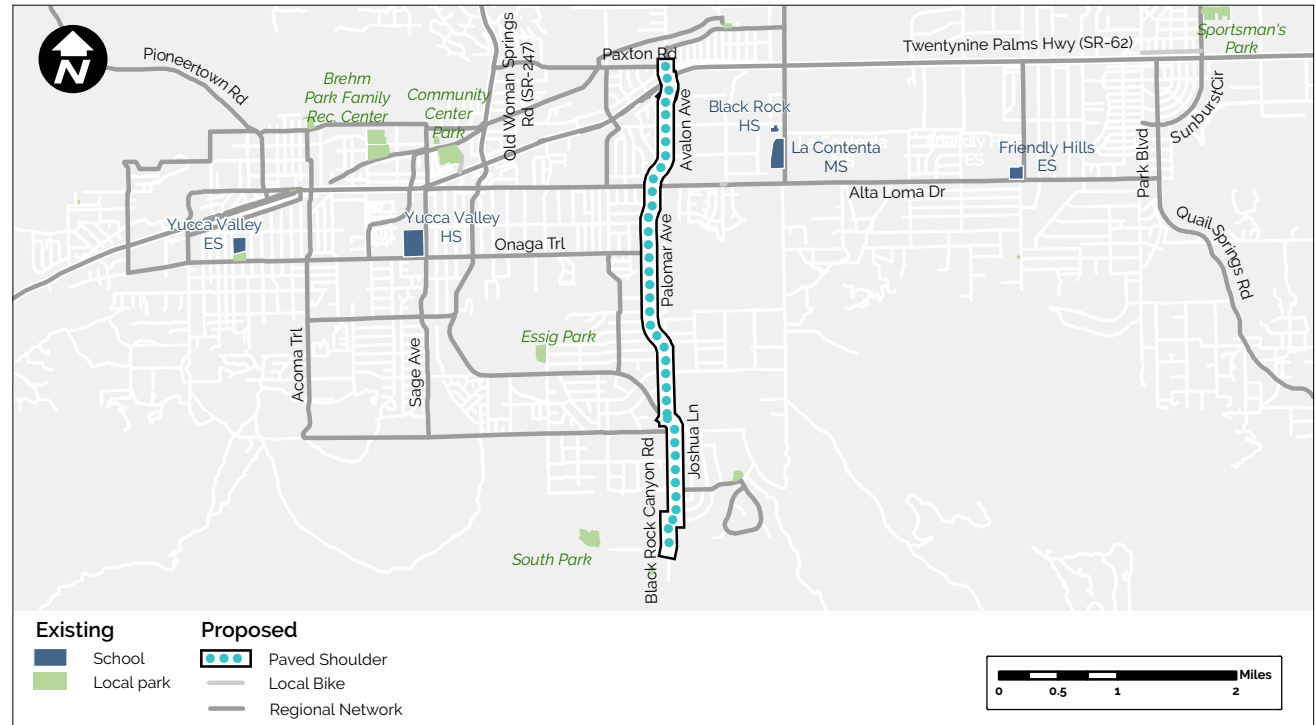
- Install paved shoulder along both sides of Palomar Avenue and part of Joshua Lane at a minimum of 6' wide from edge of travel lane.
- Install 8' paved shoulder asphalt pavement to widen the roadway to accommodate proposed bicycle and pedestrian infrastructure. It is intended that the paved shoulder will serve as a dual-use facility for pedestrians and cyclists.
- Install signage and pavement markings consistent with MUTCD standards
- Extents: along Palomar Avenue from Paxton Road - Joshua Lane; along Joshua Lane from Palomar Road to end of Black Rock Canyon Road.

Constraints/Notes:

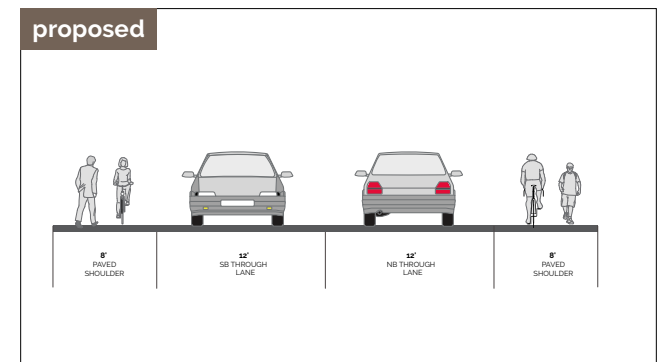
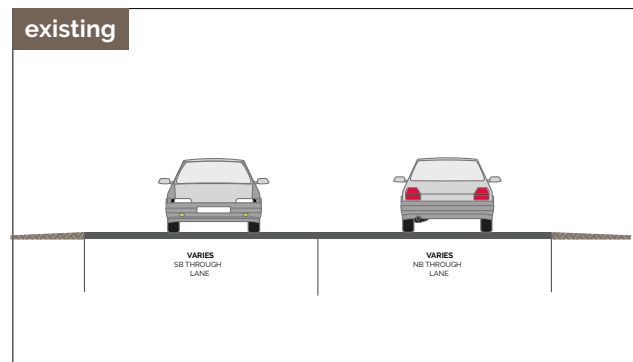
- Existing roadway width not suitable for implementation of recommendation.
- Unpaved shoulder cleared of vegetation in some areas, in others, right-of-way allocation needed prior to installation.

Length: 4.2 miles

Total Cost: \$2,471,307



TYPICAL CROSS SECTION



Park Boulevard

REGIONAL CORRIDOR PROJECT

Park Boulevard is a 5.1 mile long corridor that is oriented in a north/south fashion that extends from **downtown Joshua Tree** towards the Joshua Tree National Park. Commercial land uses are found around SR-62, while along the extent of the corridor are residential land uses.

Recommendations:

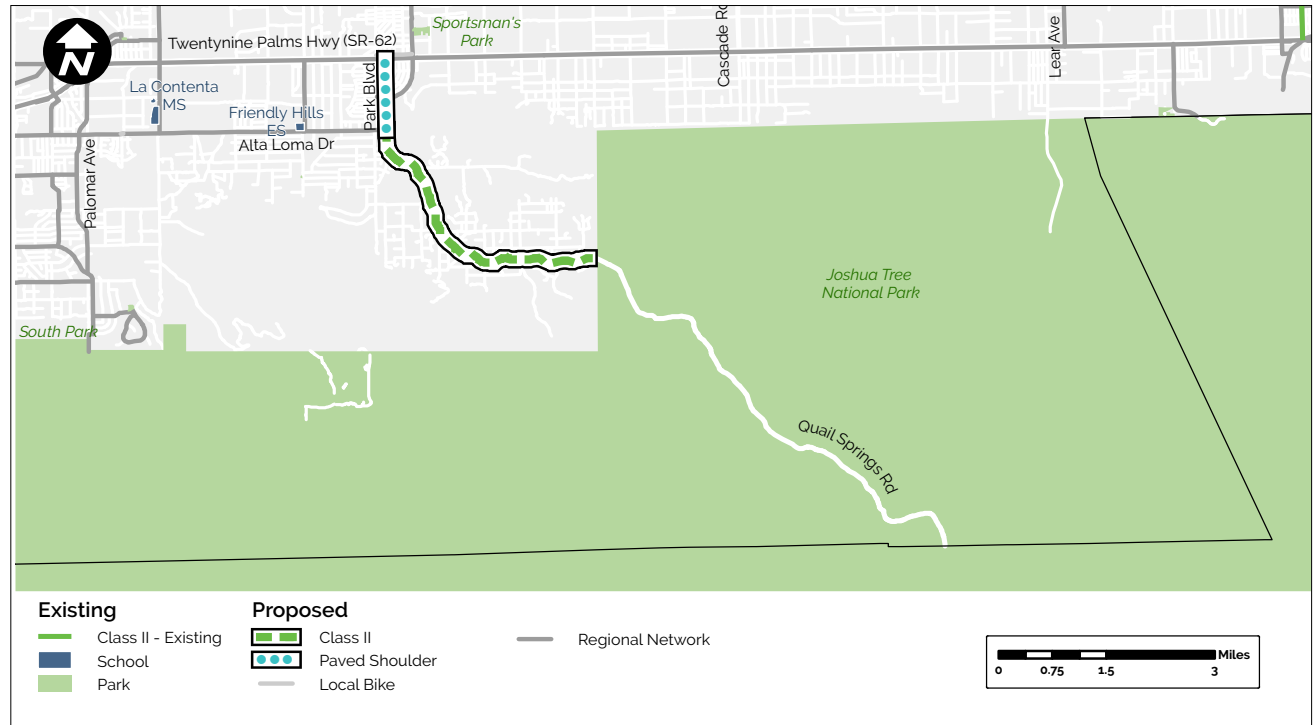
- Install 5.1 miles (26,835') of paved shoulder and Class II - bike lane along both sides of Park Boulevard at a minimum of 6' wide from edge of travel lane.
- The paved shoulder will serve as a dual-use facility for pedestrians and cyclists.
- Install signage and pavement markings consistent with MUTCD standards.
- Extents: Along Park Boulevard from SR-62 to Joshua Tree National Park boundary.
- Class II - bike lane may be extended along Quail Springs Road into Joshua Tree National Park.

Constraints/Notes:

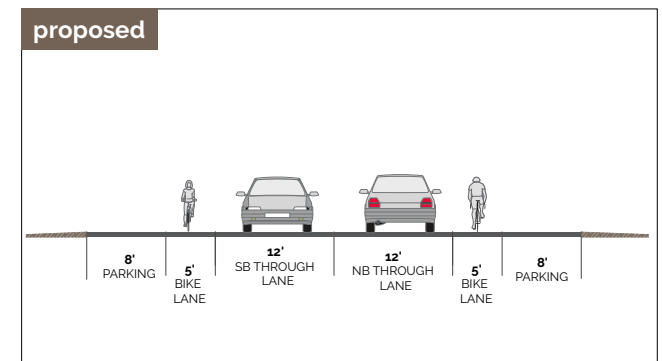
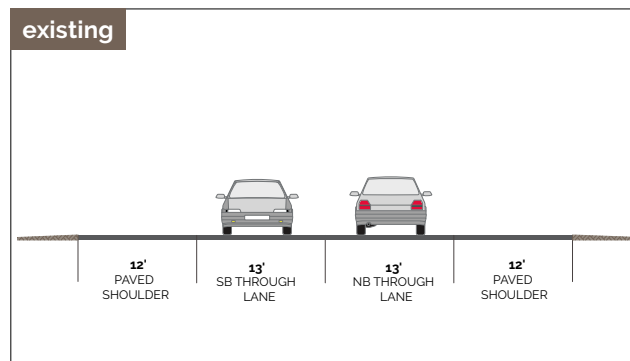
- Existing paved shoulder width is variable and not suitable for proposed recommendation implementation from Alta Loma Drive to end of corridor in south.
- Existing unpaved shoulder adjacent to travel lane available for roadway widening; cleared of obstructions from Alta Loma Drive to end of corridor in south.
- Could become a multi-jurisdictional corridor: coordination between San Bernardino County and Joshua Tree National Park may be necessary.

Length: 5.1 miles

Total Cost: \$466,867



TYPICAL CROSS SECTION



Paxton Road/Barron Drive

REGIONAL CORRIDOR PROJECT

Paxton Road/Barron Drive is 2.7 mile long corridor that is oriented in an east/west fashion within the **Town of Yucca Valley**. The corridor is north of and relatively parallel to SR-62, providing access to commercial parcels and residential housings within the City. Paxton Road, Barron Drive, and part of Avalon Avenue, the three roadways that make up the corridor, are all two lane roadways with available right-of-way for expansion.

Recommendations:

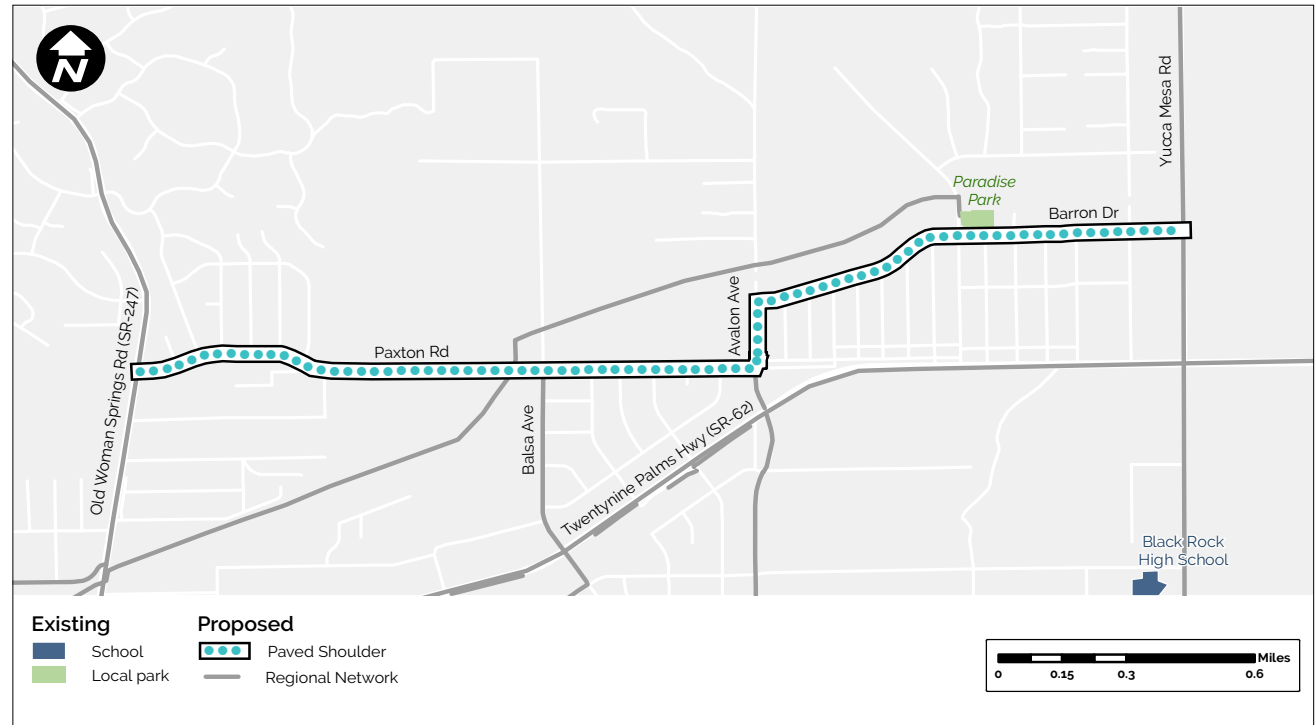
- Install 2.7 miles (14,004') of paved shoulder along both sides of Paxton Road and Barron Drive at a minimum of 6' wide from edge of travel lane.
- Install 8' paved shoulder asphalt pavement to widen the roadway to accommodate proposed bicycle and pedestrian infrastructure. It is intended that the paved shoulder will serve as a dual-usage facility for pedestrians and cyclists.
- Install signage and pavement markings consistent with MUTCD standards.
- Extents: Along Paxton Road from SR-247 to Avalon Avenue; Avalon Avenue from Paxton Road to Barron Drive; Barron Drive to Yucca Mesa Road.

Constraints/Notes:

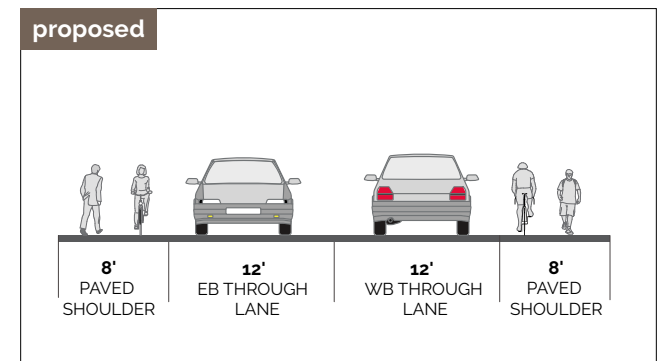
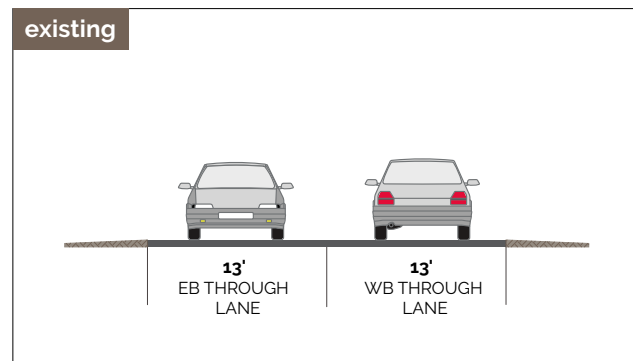
- Existing roadway width is not sufficient for the installation of paved shoulder along corridor.
- Existing cleared unpaved shoulder available in some areas of the corridor, however right-of-way allocation needed to clear entirety of corridor.

Length: 2.7 miles

Total Cost: \$1,632,432



TYPICAL CROSS SECTION



Pipes Canyon Road/Pioneertown Road

REGIONAL CORRIDOR PROJECT

Pipes Canyon Road/Pioneertown Road is a 14.1 mile long corridor that connects **Town of Yucca Valley, Pioneertown, and Rimrock**. In the south the roadway connects to SR-62 and in the north the corridor connects to SR-247. The two lane roadway consists of rolling terrain with changes in gradient frequently.

Recommendations:

- Install Class II – bike lane along entirety of corridor with a minimum of 6' from edge of travel lane, pending right-of-way constraints through canyon areas.
- Install 8' paved shoulder asphalt pavement to widen the roadway to accommodate proposed bicycle and pedestrian infrastructure.
- Install signage and pavement markings consistent with MUTCD standards.
- Extents: Along Pioneertown Road and Pipes Canyon Road from SR-62 to SR-247, totaling 14.1 miles (74,198').

Constraints/Notes:

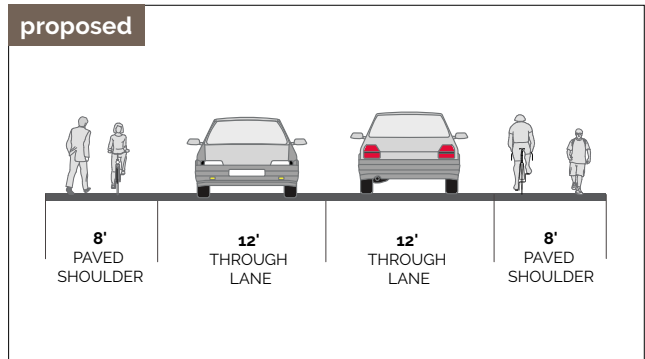
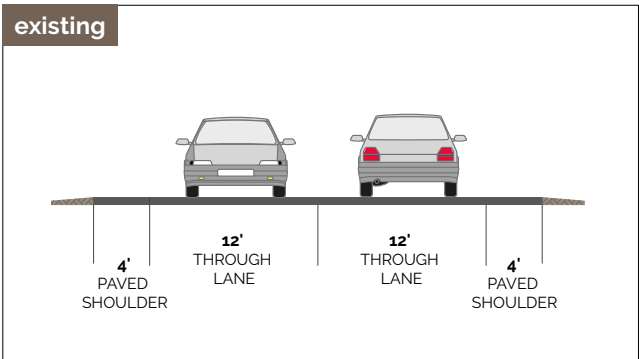
- Existing paved shoulder width is variable and not suitable for proposed recommendation implementation; choke points exist through canyon areas (a constraint on widening).
- Existing unpaved shoulder adjacent to travel lane cleared of vegetation and available for roadway widening along a majority of areas of corridor.

Length: 14.1 miles

Total Cost: \$7,138,548



TYPICAL CROSS SECTION



Reche Road

REGIONAL CORRIDOR PROJECT

Reche Road is an 8.4 mile long east/west corridor providing service to the **Landers area**. The roadway that makes up the corridor, Reche Road, is a two lane rural road with available right-of-way for expansions. The corridor links rural low density residential land uses as well as Landers Elementary School.

Recommendations:

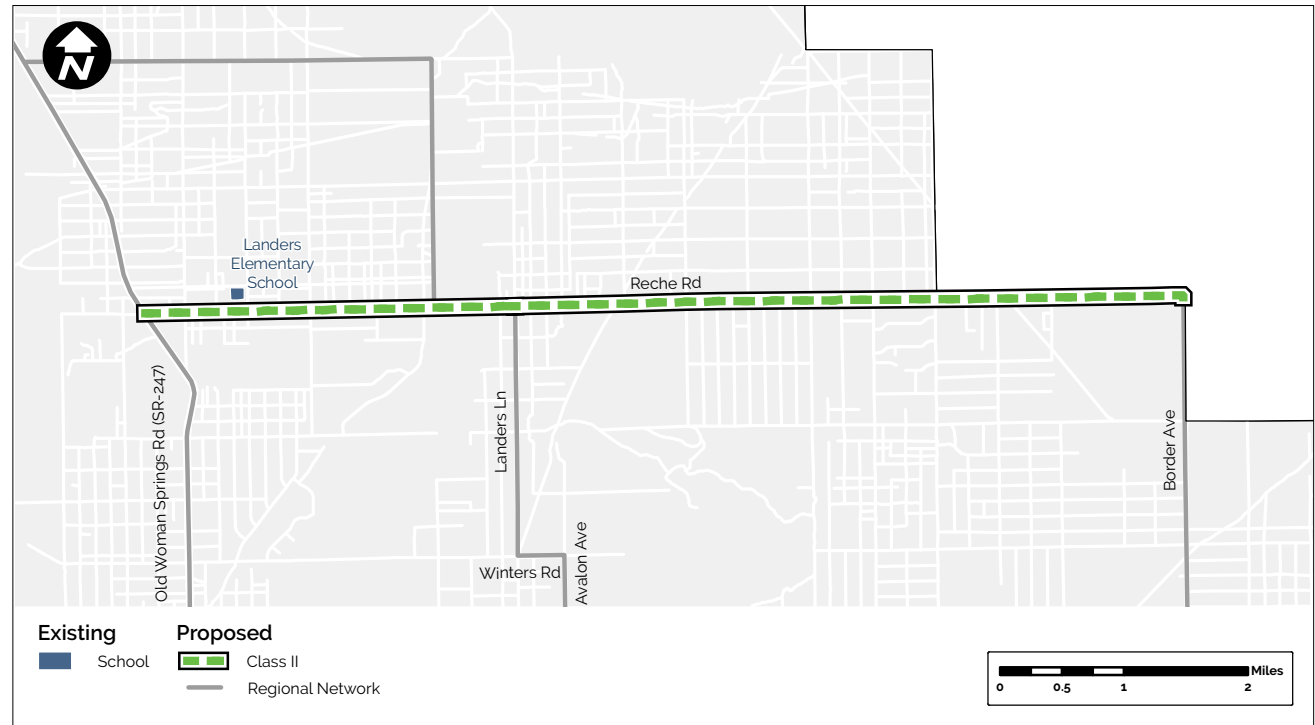
- Install 8.4 miles of (44,270') Class II – bike lanes on either side of Reche Road from SR-247 to Border Avenue at a minimum of 6' wide from edge of travel lane.
- Install 8' paved shoulder asphalt pavement to widen the roadway to accommodate proposed bicycle infrastructure.
- Install Class II – bike lane signage and pavement markings consistent with MUTCD standards.

Constraints/Notes:

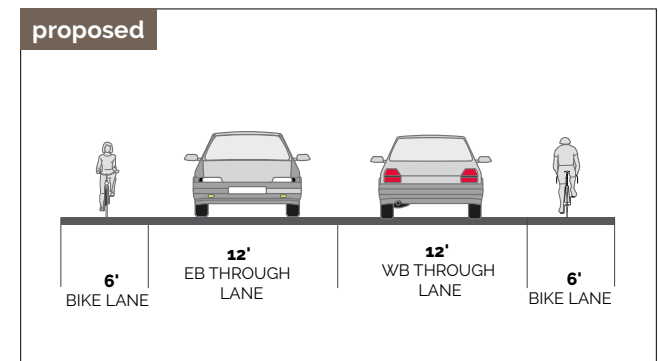
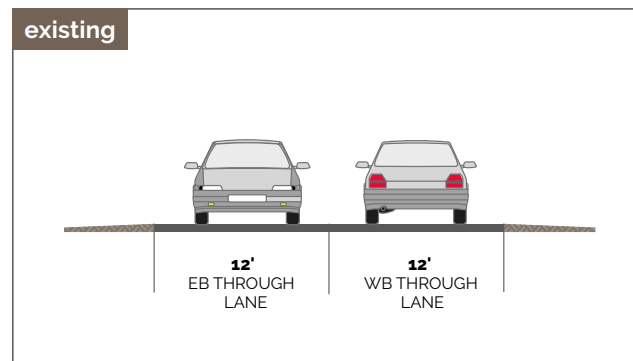
- Existing paved shoulder width is variable and not suitable for proposed recommendation implementation.
- Existing unpaved shoulder adjacent to travel lane available for roadway widening; cleared.

Length: 8.4 miles

Total Cost: \$4,467,305



TYPICAL CROSS SECTION



Sage Avenue

REGIONAL CORRIDOR PROJECT

Sage Avenue is a north/south oriented 2.6 mile long corridor that is contained within the **Town of Yucca Valley**. The northern extent is bound by Sunnyslope Drive and the southern extent is San Andreas Road. The corridor intersects SR-62 and provides service to Yucca Valley High, Yucca Valley municipal amenities, recreation facilities/trails, commercial uses, and religious institutions.

Recommendations:

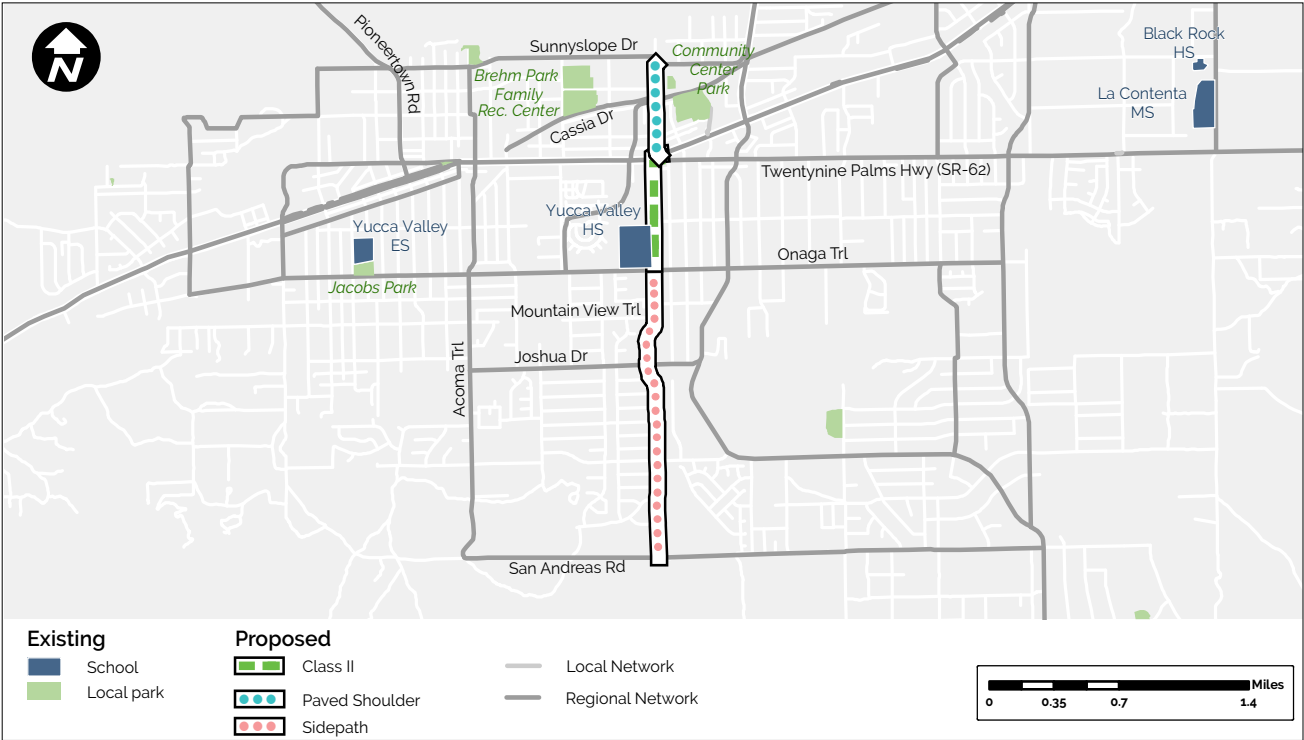
- Install 5,746' of paved shoulder and Class II – bike lane along both sides of Sage Avenue. at a minimum of 6' wide from edge of travel lane from Sunnyslope Drive. - Onaga Trail.
- Install 8' paved shoulder asphalt pavement where current right-of-way is not sufficient for bicycle and pedestrian facilities.
- Install 8,064' long 12' wide sidepath with two 2' shoulders and signage consistent with MUTCD standards along the west side of Sage Avenue. from Onaga Trail to San Andreas Road.

Constraints/Notes:

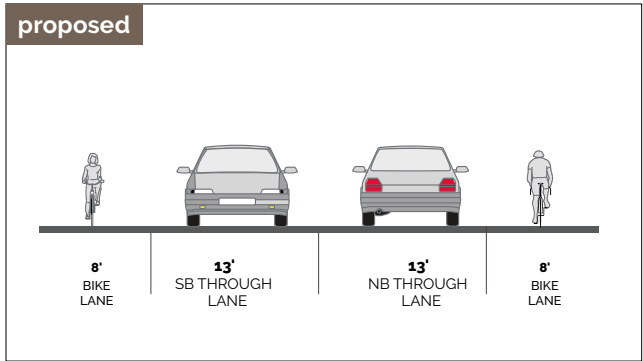
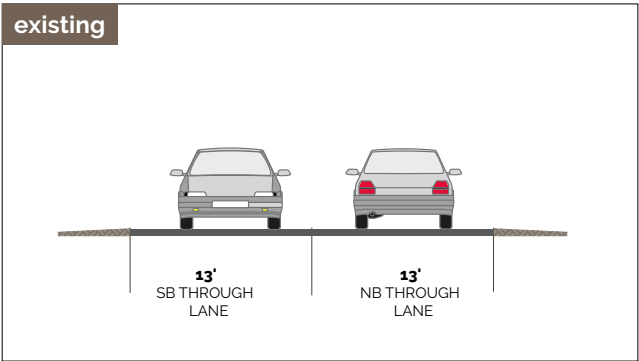
- Bridge width N/O Cassia Drive not suitable for recommendation implementation.
- Roadway width not suitable for recommendations from Sunnyslope Drive to Cassia Drive.
- Roadway width not suitable for recommendations from SR-62 to 640' N/O Onaga Trail.
- Implementation of Class I –bike path (sidepath) requires right-of-way allocation on west side of roadway from Mountain View Trail to San Andreas Road.

Length: 2.6 miles

Total Cost: \$2,030,174



TYPICAL CROSS SECTION



San Andres Road

REGIONAL CORRIDOR PROJECT

San Andres Road is a 3.1 mile long corridor that is within the **Town of Yucca Valley** with an east/west orientation. The corridor is parallel and south of SR-62, providing access to rural and newer developed residential housing areas. The corridor is bound in the west by Acoma Trail and in the east by Joshua Lane. A portion of the roadway/corridor is paved at present; from Warren Vista Avenue to Joshua Lane existing pavement is present – all other areas are unpaved/ no roadway exists at present.

Recommendations:

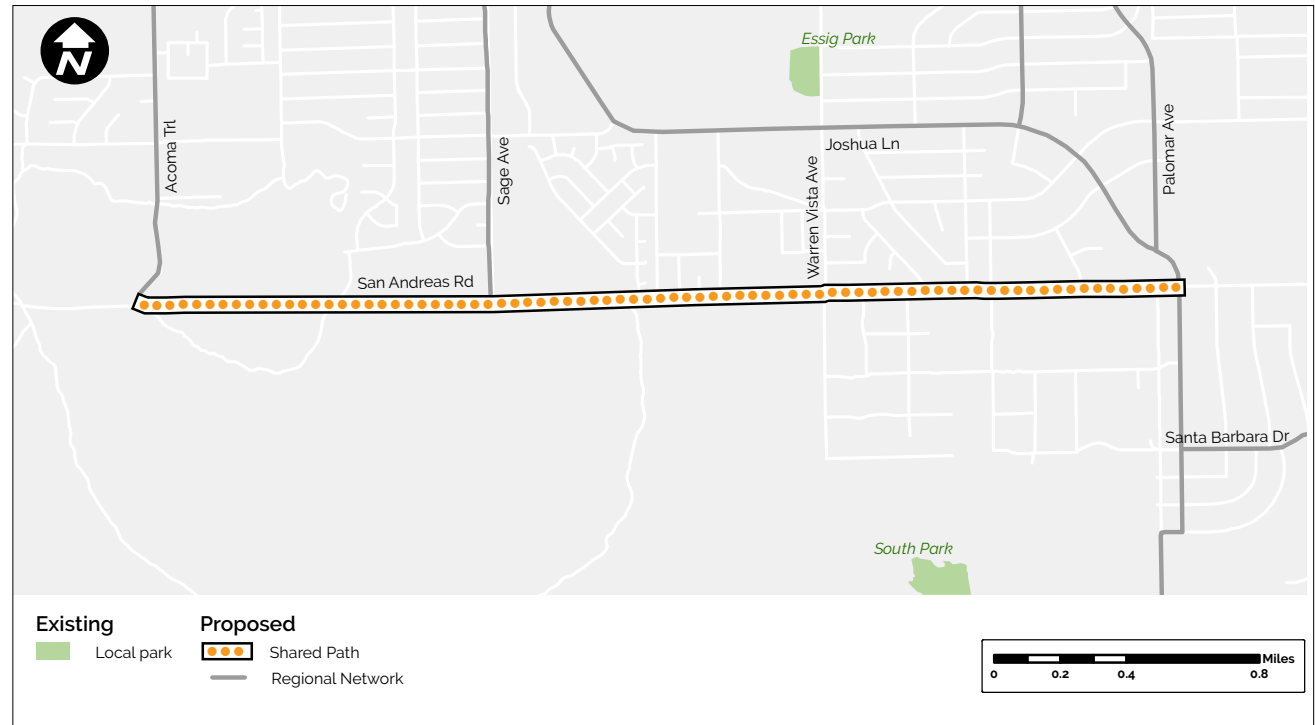
- Install a 3.1 mile (16,461') long 12' wide shared path along the south side of San Andres Road with two 2' shoulders on either side
- Install signage and pavement markings consistent with MUTCD standards.
- Extents: Along San Andres Road from Acoma Trail to Joshua Lane.

Constraints/Notes:

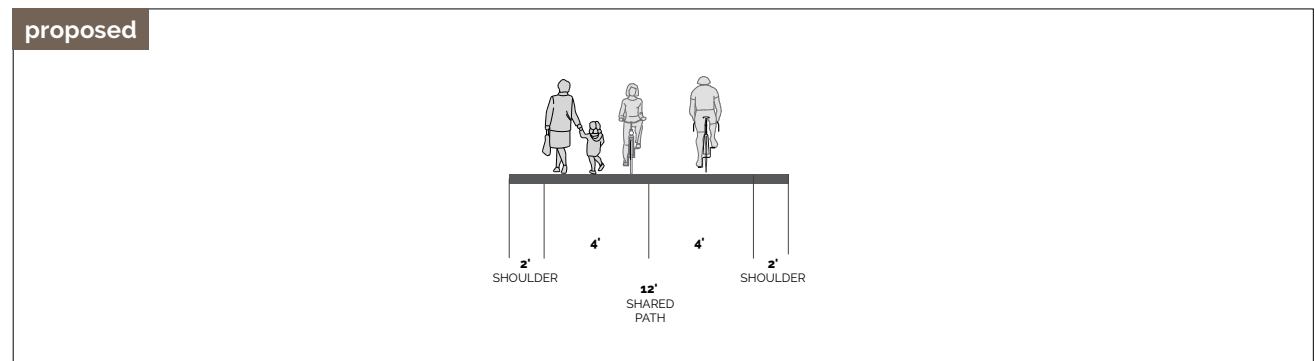
- Roadway not paved from Acoma Trail to Warren Vista Avenue.
- Implementation of Class I –bike path (sidepath) requires right-of-way allocation on south side of roadway from Warren Vista Avenue to Joshua Lane.

Length: 3.1 miles

Total Cost: \$2,949,717



TYPICAL CROSS SECTION



Santa Barbara Drive Loop

REGIONAL CORRIDOR PROJECT

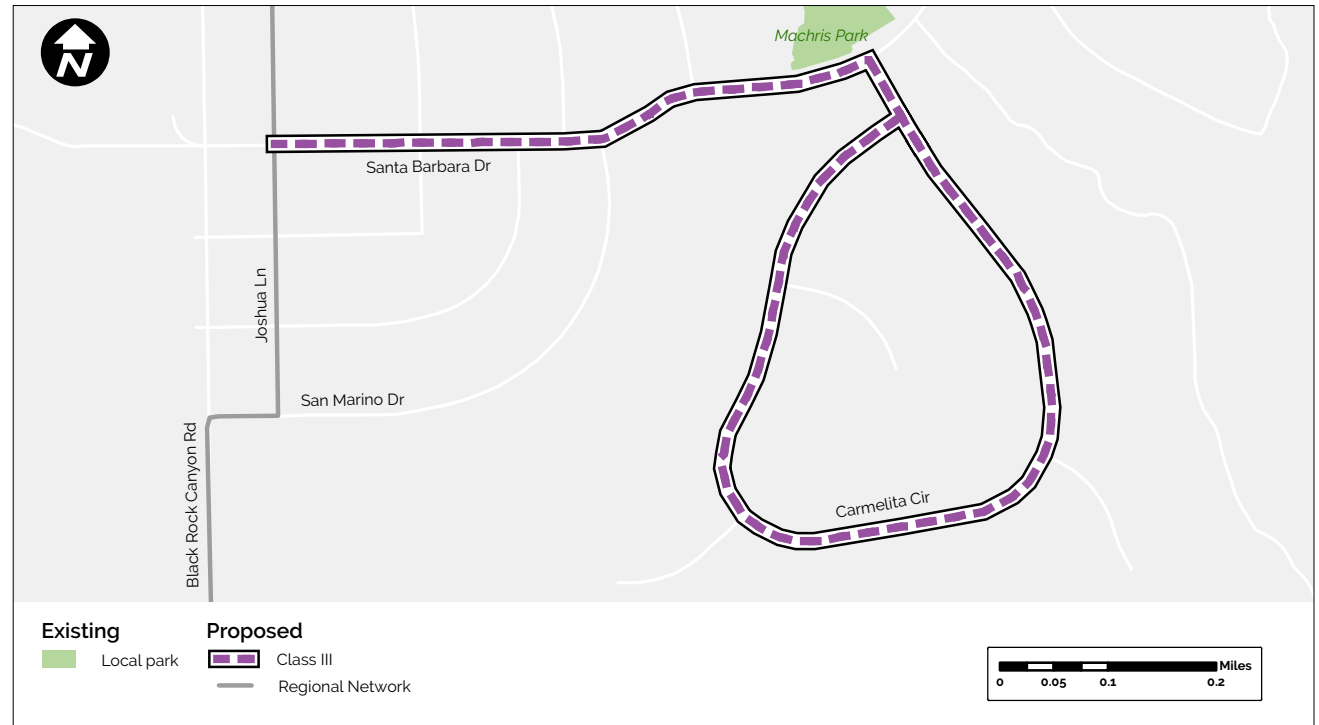
Santa Barbara Drive Loop is a 1.7 mile long lasso shape corridor that is within the **Town of Yucca Valley**. The corridor is comprised of two roadways, Santa Barbara Drive and Carmelita Circle – both of which are two way residential roadways. The corridor provides access to other major regional corridors as well as recreational facilities and residential housing land uses.

Recommendations:

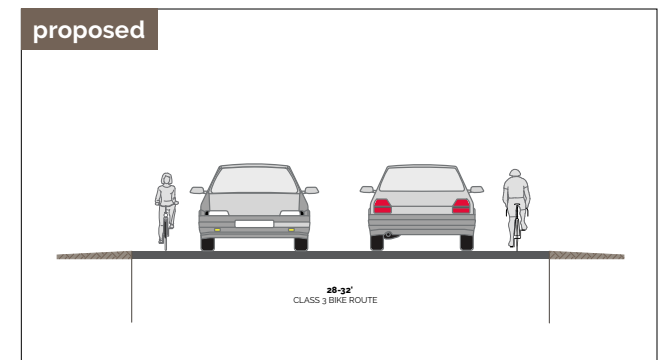
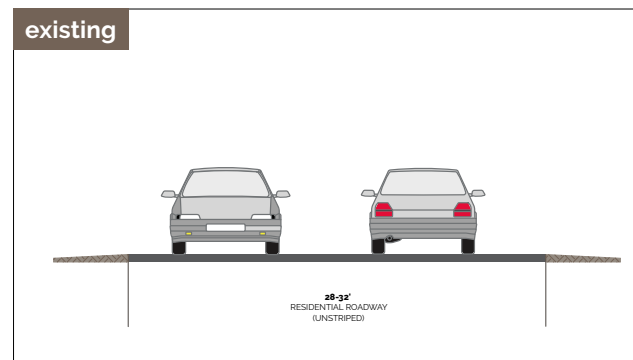
- Install 1.7 miles (9,050') of Class III – bike route pavement markings (sharrows) and signage consistent with MUTCD standards along the corridor, comprised of Santa Barbara Drive and Carmelita Circle.

Length: 1.7 miles

Total Cost: \$62,982



TYPICAL CROSS SECTION



State Route 247

REGIONAL CORRIDOR PROJECT

SR-247 is a 17.6 mile long corridor that extends north/south from the northern sector of Landers to SR-62 in the south. The corridor extends through **Town of Yucca Valley/area and Landers**, providing access to residential housing proximal to SR-62 and rural residential communities north of SR-62. The corridor also provides access to the Yucca Valley Town Hall and County Library, commercial uses around SR-62, municipal amenities, recreational facilities, and religious institutions.

Recommendations:

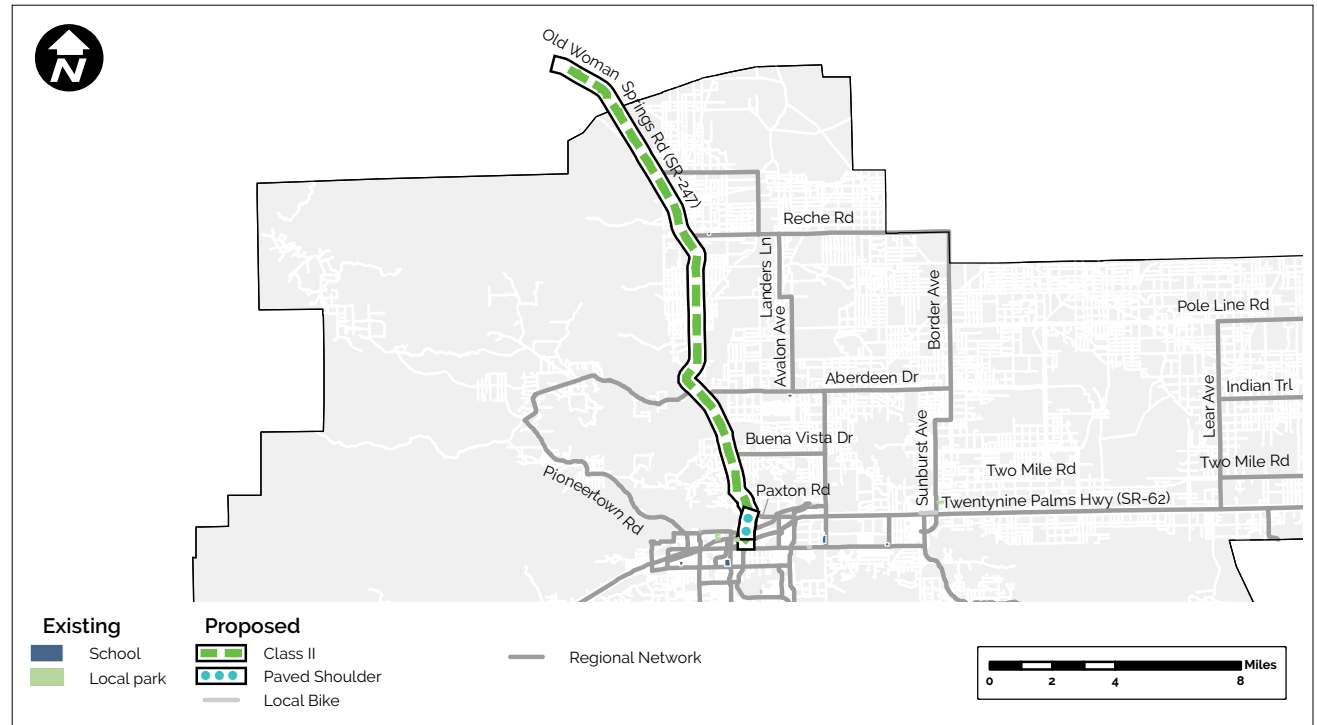
- Install Class II – bike lane and paved shoulder 6' or greater in width from edge of travel lane and install pavement markings and signage consistent with MUTCD standards.
- Where width is not sufficient for the installation of the recommendations expand roadway shoulder into available right-of-way. It is intended that the paved shoulder will serve as a dual-usage facility for pedestrians and cyclists from SR-62 to Paxton Road (2,500').
- Extents: 17.6 miles in length along both sides of SR-247 from SR-62 to northern extent of Landers area.

Constraints/Notes:

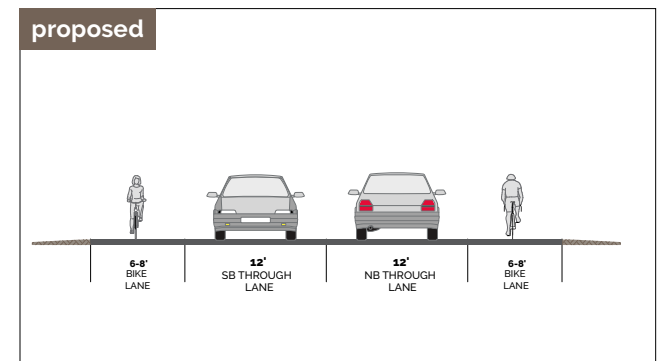
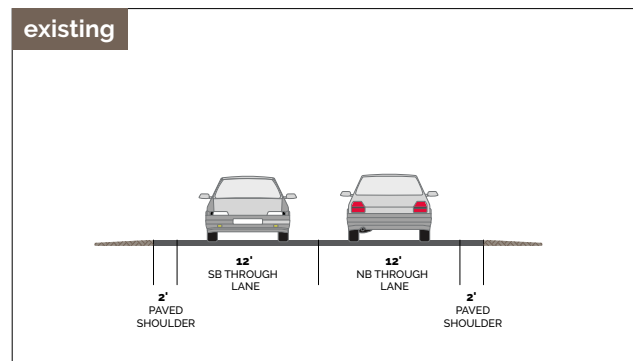
- Existing paved shoulder width is variable and not suitable for recommendation implementation throughout.
- Existing unpaved shoulder is adjacent to travel lanes; some areas are cleared of obstruction and some need clearing.

Length: 17.6 miles

Total Cost: \$9,397,458



TYPICAL CROSS SECTION



State Route 62 (a)

REGIONAL CORRIDOR PROJECT

SR-62 (a) is a 9.3 mile long corridor that extends from the southern edge of Morongo to Camino Del Cielo Trail, providing access from the **Morongo area to just inside the western boundary of Town of Yucca Valley** – within this area Morongo Valley Elementary School, recreational facilities, commercial land uses, and religious institutions are present.

Recommendations:

- Install Class II – bike lane 6' or greater in width with minimum 2' buffer from edge of travel lane.
- Install rumble strips with bicycle-friendly breaks within 2' bike lane buffer outside of urbanized area "i.e. S/O Hess Boulevard. and N/O east Drive., and pavement markings and signage consistent with MUTCD standards throughout the corridor.
- Where width is not sufficient for the installation of recommendations, expand roadway shoulder into available right-of-way and explore feasibility of installing bicycle-friendly rumble strips.
- Extents: 9.3 miles in length (49,078') along both sides of SR-62 from the southern extent of the Morongo area to Camino Del Cielo Trail.

Constraints/Notes:

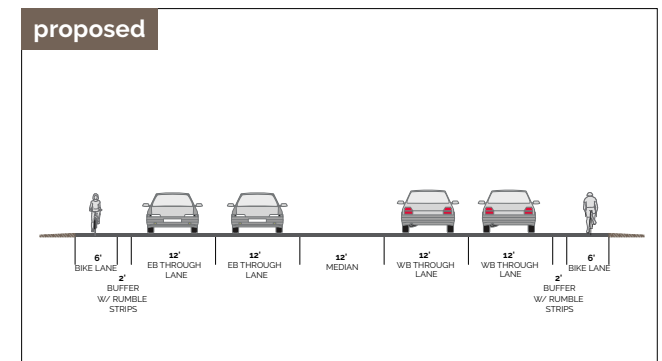
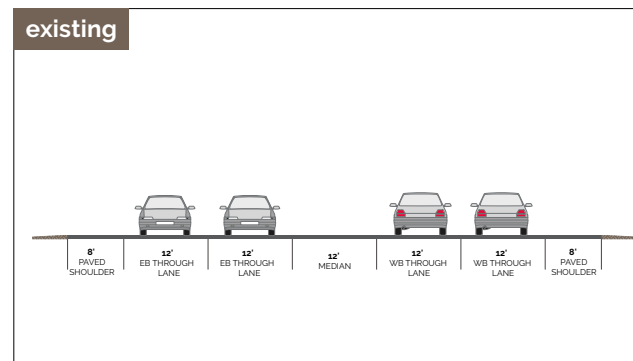
- Existing paved shoulder width is variable and not sufficient for recommendation implementation throughout; some sections excluded.
- Existing unpaved shoulder is adjacent to travel lanes; some areas in need clearing.
- Existing center median delineators and raised center median within corridor.
- Multi-jurisdictional corridor: Unincorporated Morongo and Yucca Valley City coordination required for implementation.

Length: 9.3 miles

Total Cost: \$3,265,890



TYPICAL CROSS SECTION



State Route 62 (b)

REGIONAL CORRIDOR PROJECT

SR-62 (b) is a 5.8 mile long corridor that bisects the **Town Yucca Valley**, and is comprised of primarily commercial area. The orientation is east/west from Camino Del Cielo Trail to La Contenta/Yucca Mesa Road (the eastern boundary of Yucca Valley). The corridor is proximal to a numerous services and attractors including recreational facilities, municipal amenities, commercial centers, convenience stores, and religious institutions.

Recommendations:

- As an interim recommendation, install paved sidewalks on segments that lack them. On segments with existing 8-foot paved shoulders, either marked or implied, install Class II buffered 6' bike lanes with minimum 2' buffer. Install rumble strip within buffer outside of urbanized area (i.e. i.e. W/O Kickapoo Trail, and E/O Hermosa Avenue). On segments lacking paved shoulders, install 8' paved shoulders for bicyclists, except where cost-prohibitive.
- As a long-term recommendation, if SR-62 is widened to Yucca Valley's General Plan buildout dimensions, provide bike lanes on segments where Caltrans-standard 8-foot shoulders will be provided.

Constraints / Notes:

- On-street parking is allowed where the lane line is 20' or more from the curbline, forming an implied 8' shoulder. Parking would need to be prohibited to accommodate bike lanes.
- Installing paved shoulders would be considered cost-prohibitive where public right-of-way is unavailable, where power poles and other utilities would need to be relocated, or where major retaining walls must be installed.

Length: 5.8 miles

Interim Total Cost: \$3,277,369



Discussion:

As part of Yucca Valley's General Plan, the SR-62 segment that bisects the Town is planned for an eventual buildout of six travel lanes (three lanes in each direction) with a center left-turn lane. Existing cross sections currently consist of generally four travel lanes (two in each direction). Current right-of-way (ROW) constraints and existing utilities present challenges in being able to accommodate the Town's General Plan buildout.

As part of the Morongo Basin ATP, recommendations include interim as well as potentially long-term (YV General Plan-consistent) improvements. While right-of-way varies, these recommendations are shown in typical cross sections on the following page.

State Route 62 (b) continued

REGIONAL CORRIDOR PROJECT

As a **state highway**, SR-62 must conform to the mandatory standards of the Caltrans Highway Design Manual and the Manual on Uniform Control Devices (MUTCD) unless design exceptions are granted by the State. **The Morongo Basin ATP interim recommendations assume that State mandatory standards will be met without ROW acquisition, relocation of major utilities, or new retaining walls.**

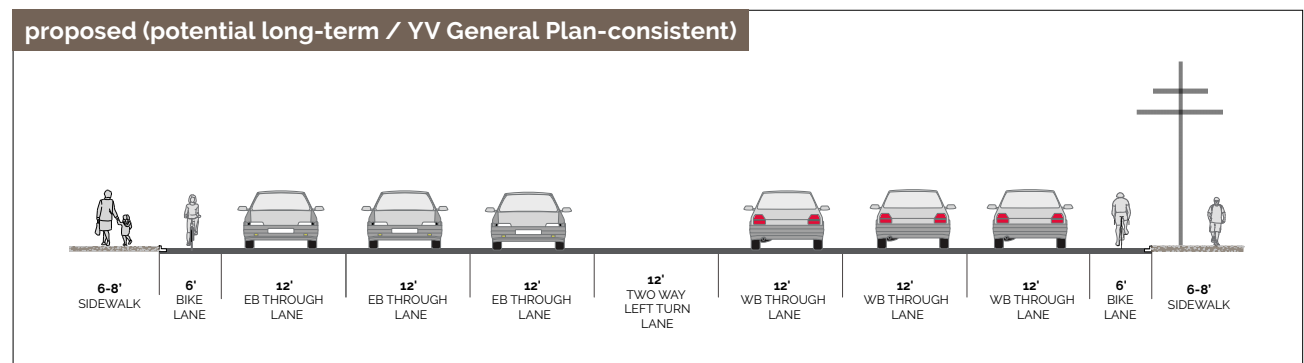
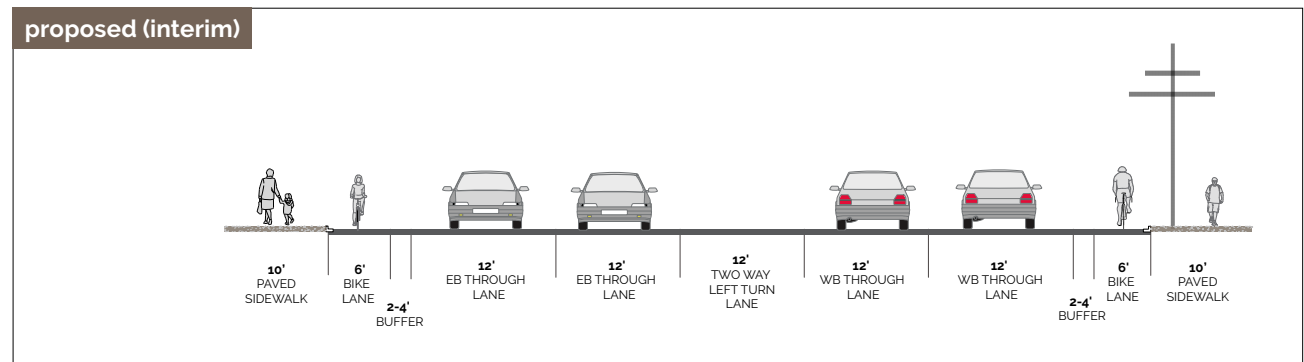
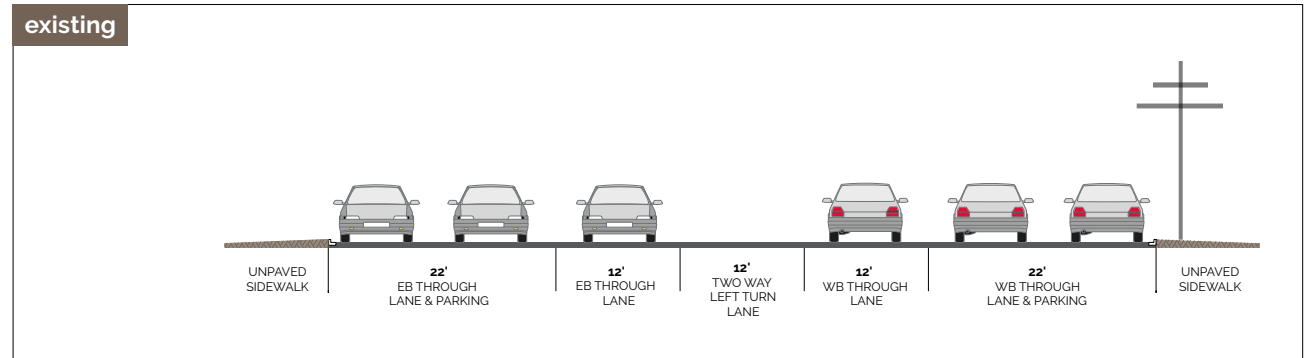
Interim Improvements: The proposed interim improvements include 8-foot buffered bike lanes and 10-foot sidewalks where they currently do not exist, while maintaining the existing two travel lanes in each direction with a center turn lane. Existing unpaved shoulders would be paved. Buffered bike lanes could be installed on 8-foot shoulders or within curb lanes that are 20 feet wide or more. Bike lanes could co-exist with curbside parking if lateral space is sufficient to allow for 8 feet of parking, a 5-foot bike lane, and 12-foot travel lanes. Otherwise, on-street parking would be prohibited.

Potential Long-Term Improvements: The Morongo Basin ATP long-term improvements would be installed as SR-62 is eventually widened to its full General Plan buildout dimensions. To accommodate the General Plan buildout of three lanes in each direction, another 12 feet of lateral width would be required in each direction of travel adjacent to a mandatory 8-foot shoulder. Bike lanes would be installed upon the shoulder.

However, on the northside of many segments, utility poles are located within Caltrans' existing ROW. Relocating those poles could be cost-prohibitive, and funding for the third travel lane might be sufficient only if a design exception were granted by the State to relieve the Town of the requirement to provide an 8-foot shoulder. In such a case, a bikeway might be confined to a 6-foot Class II lane against the curb, as shown in the cross section to the right.

Based upon many different factors including construction costs, ROW acquisition, impact to private property and private property owners and business operations, the Town may find that the use of major arterials for the bicycle route network, such as Yucca Trail, Onaga Trail, Paxton Road, Sunnyslope Drive, etc., will provide improved overall mobility for vehicles, bicycle and pedestrian transportation needs within the community.

TYPICAL CROSS-SECTIONS



State Route 62 (c)

REGIONAL CORRIDOR PROJECT

SR-62 (c) is a 8.8 mile long corridor that bisects the Joshua Tree area, extending from La Contenta/Yucca Mesa Road (the western boundary of Joshua Tree) to Rotary Way/ Copper Mesa Road. The corridor provides access to downtown **Joshua Tree** and a host of amenities offered therein and Copper Mountain College. Park Boulevard extends south of SR-62 to Joshua Tree National Park, which attracts a high quantity of tourists and local traffic. Residential housing areas are proximal to this corridor, ranging from dense developments to sprawling residential areas.

Recommendations:

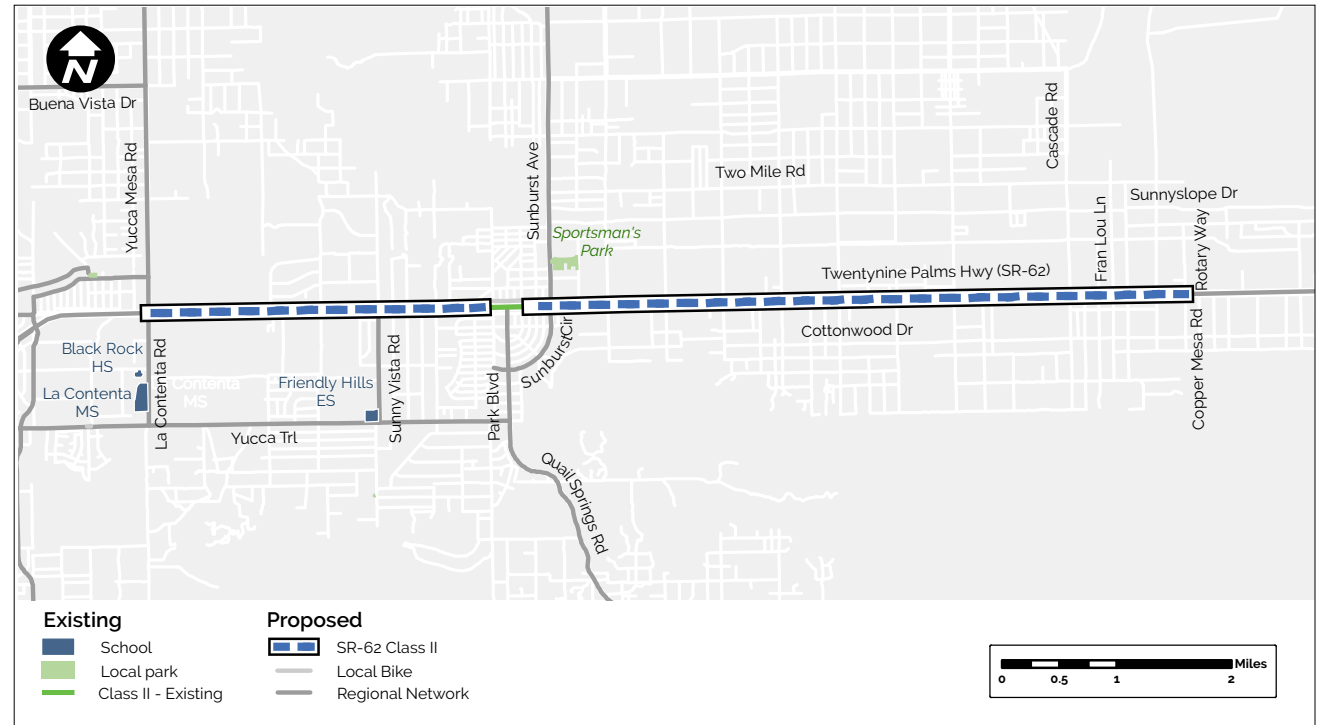
- Install Class II – bike lane 6' or greater in width with minimum 2' buffer from edge of travel lane. Class II - Bike lane exists between Sunset Road and El Reposo Circle.
- Install rumble strips within 2' bike lane buffer outside of urbanized area "i.e. W/O Sunset Road and E/O Bonair Road, and pavement markings and signage consistent with MUTCD standards throughout the corridor
- Where width is not sufficient for the installation of the recommendations expand roadway shoulder into available right-of-way.
- Extents: 9.0 miles in length (47,711') along both sides of SR-62 from La Contenta/Yucca Mesa Road - Rotary Way/Copper Mesa Road.

Constraints/Notes:

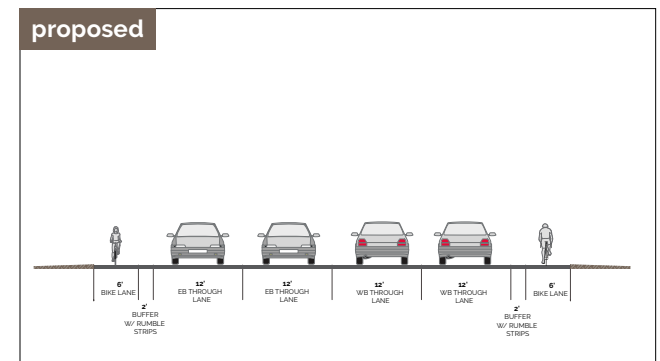
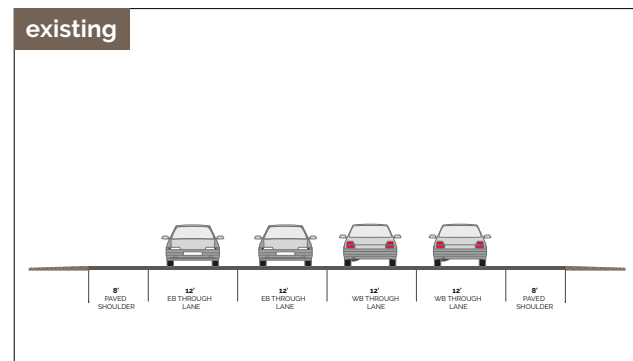
- Existing paved shoulder width is variable and not suitable for proposed recommendation.
- Existing unpaved shoulder along travel lane available for widening throughout: cleared.
- Multi-jurisdictional corridor: Unincorporated Joshua Tree and Twentynine Palms City coordination required for implementation.

Length: 8.8 miles

Total Cost: \$4,561,472



TYPICAL CROSS SECTION



State Route 62 (d)

REGIONAL CORRIDOR PROJECT

SR-62 (d) is a 13.1 mile long east/west corridor that bisects the **City of Twentynine Palms** along SR-62. The corridor is bound in the west by Rotary Way/Copper Mesa Road and Mojave Road in the east (the eastern City boundary of Twentynine Palms). The corridor is host to numerous commercial land uses and conveniences, as well as being proximal to municipal amenities, recreational facilities (Knott's Sky Park), education facilities, and religious institutions. Rural residential communities line the Highway along the corridor's extents.

Recommendations:

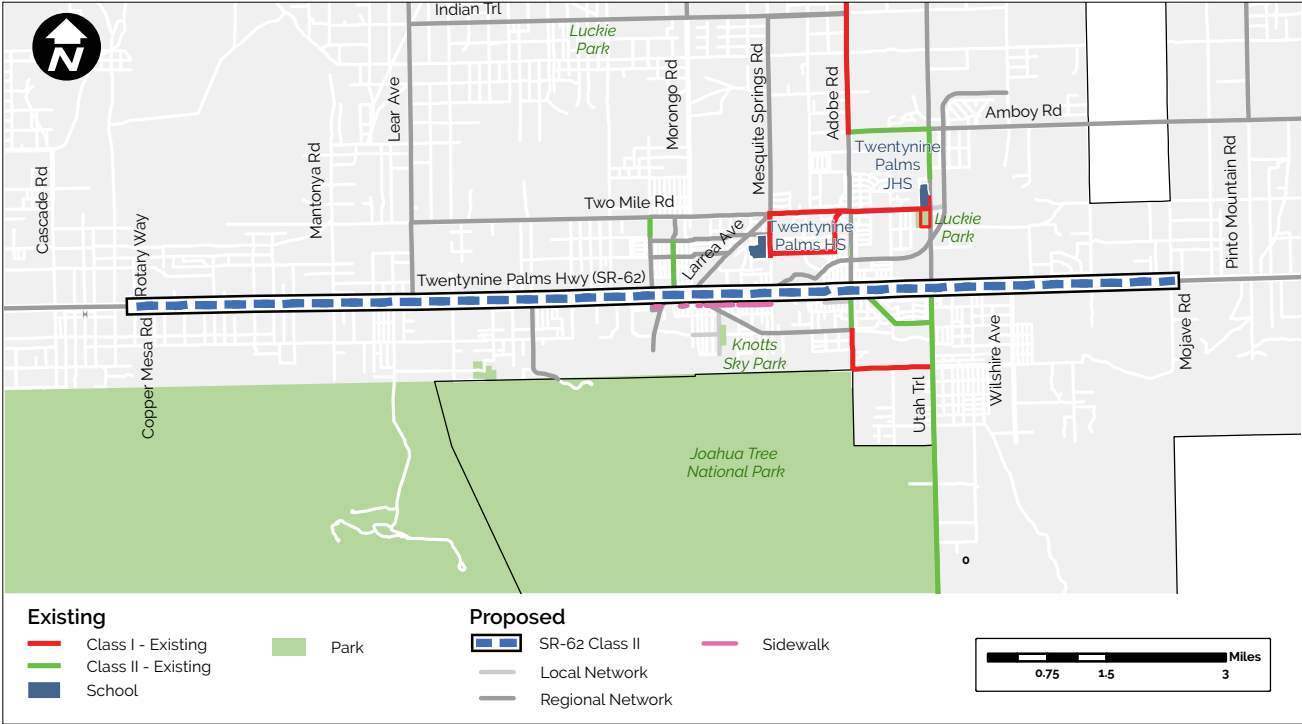
- Install Class II – bike lane 6' or greater in width with minimum 2' buffer from edge of travel lane.
- Install rumble strips within 2' bike lane buffer outside of urbanized area "i.e. W/O Lupine Avenue and E/O Cienega Drive, and pavement markings and signage consistent with MUTCD standards.
- Where width is not sufficient for the installation of the recommendations expand roadway shoulder into available right-of-way.
- Extents: 13.1 miles in length (69,030') along both sides of SR-62 from Rotary Way/ Copper Mesa Road to Mojave Road.

Constraints/Notes:

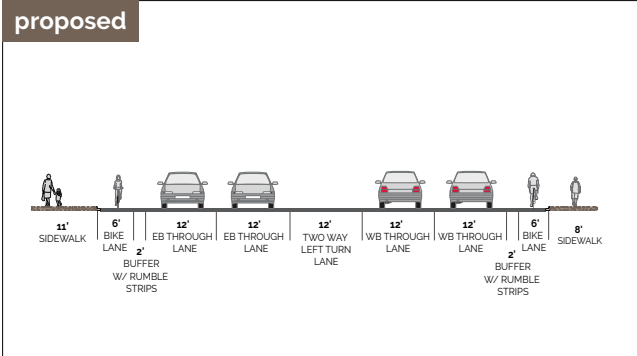
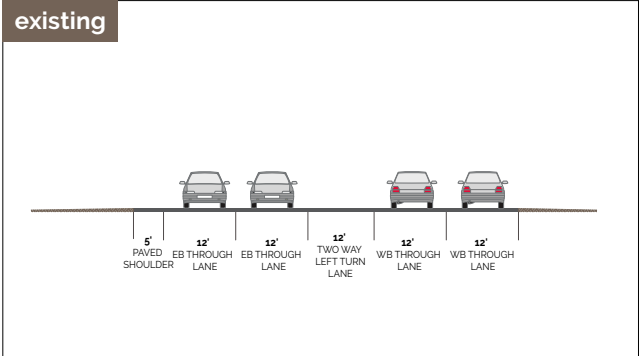
- Existing paved shoulder width is variable and not suitable for proposed recommendation implementation.
- Existing unpaved shoulder adjacent to travel lane available for roadway widening.

Length: 13.1 miles

Total Cost: \$4,631,819



TYPICAL CROSS SECTION



State Route 62 (e)

REGIONAL CORRIDOR PROJECT

SR-62 (e) is a 5.4 mile long east/west oriented corridor that extends along SR-62 from Mojave Road in the west to Danby Road in the east. The corridor provides service to the **Wonder Valley area** and the surrounding rural residential communities, the easternmost in the Morongo Basin Plan.

Recommendations:

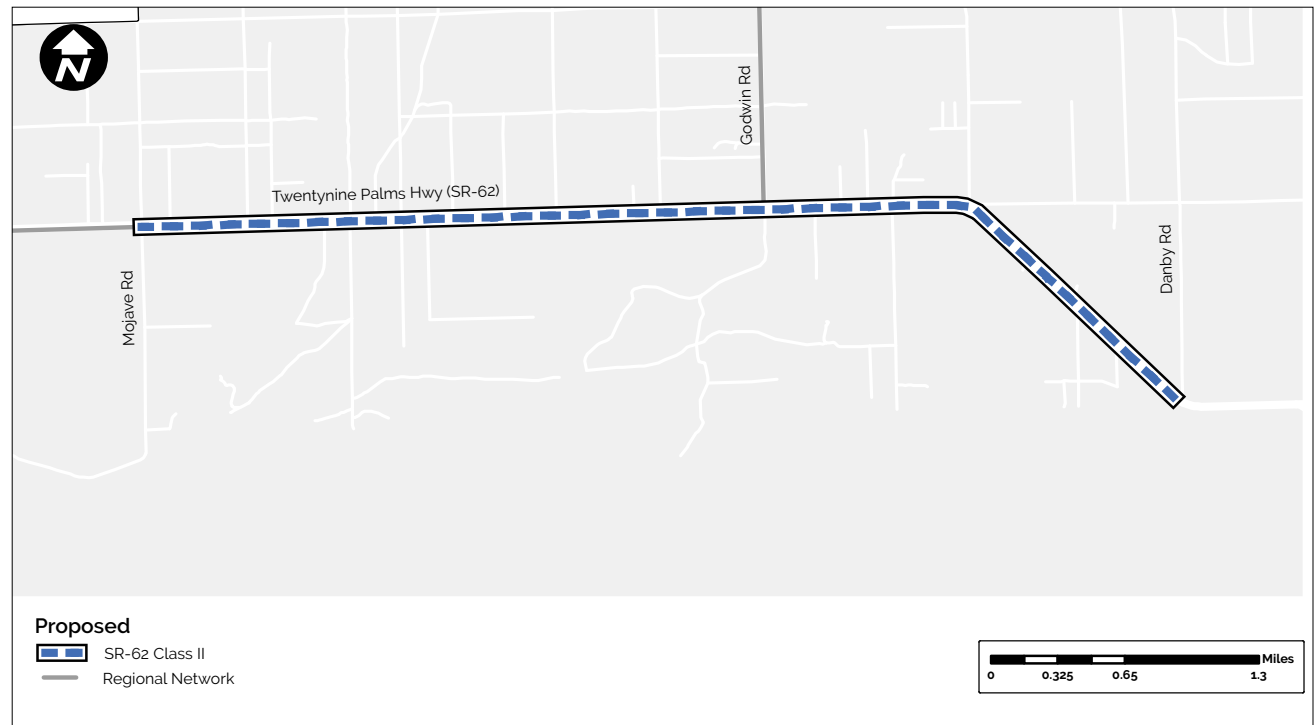
- Install Class II – bike lane 6' or greater in width with minimum 2' buffer from edge of travel lane.
- Install rumble strips with bicycle-friendly breaks within 2' bike lane buffer, pavement markings, and signage consistent with MUTCD standards.
- Where width is not sufficient for the installation of the recommendations expand roadway shoulder into available right-of-way and explore feasibility of installing bicycle-friendly rumble strips.
- Extents: 5.4 miles in length (28,380') along both sides of SR-62 from Mojave Road – Danby Road.

Constraints/Notes:

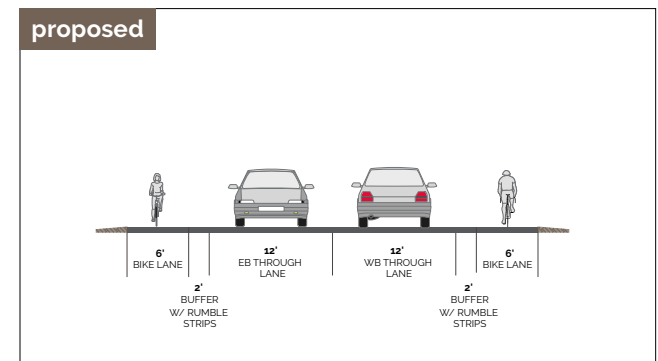
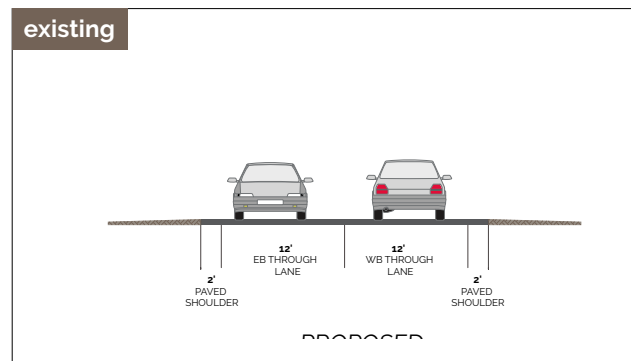
- Existing paved shoulder width is variable and not suitable for proposed recommendation implementation.
- Existing unpaved shoulder adjacent to travel lane available for roadway widening and cleared of obstructions.
- Existing highway east of Twentynine Palms may be located on prescriptive right-of-way, not owned by Caltrans.

Length: 5.4 miles

Total Cost: \$3,459,070



TYPICAL CROSS SECTION



Sunburst Avenue

REGIONAL CORRIDOR PROJECT

Sunburst Avenue is a 3.9 mile long north/south oriented corridor that is contained within the **Joshua Tree** area of San Bernardino County. The corridor intersects with SR-62 where there are commercial uses and conveniences available; farther away from the downtown area of Joshua Tree more rural residential housing is present. Sunburst Avenue corridor is a two lane roadway with a northern extent with Golden Street and a southern extent with Sunset Road.

Recommendations:

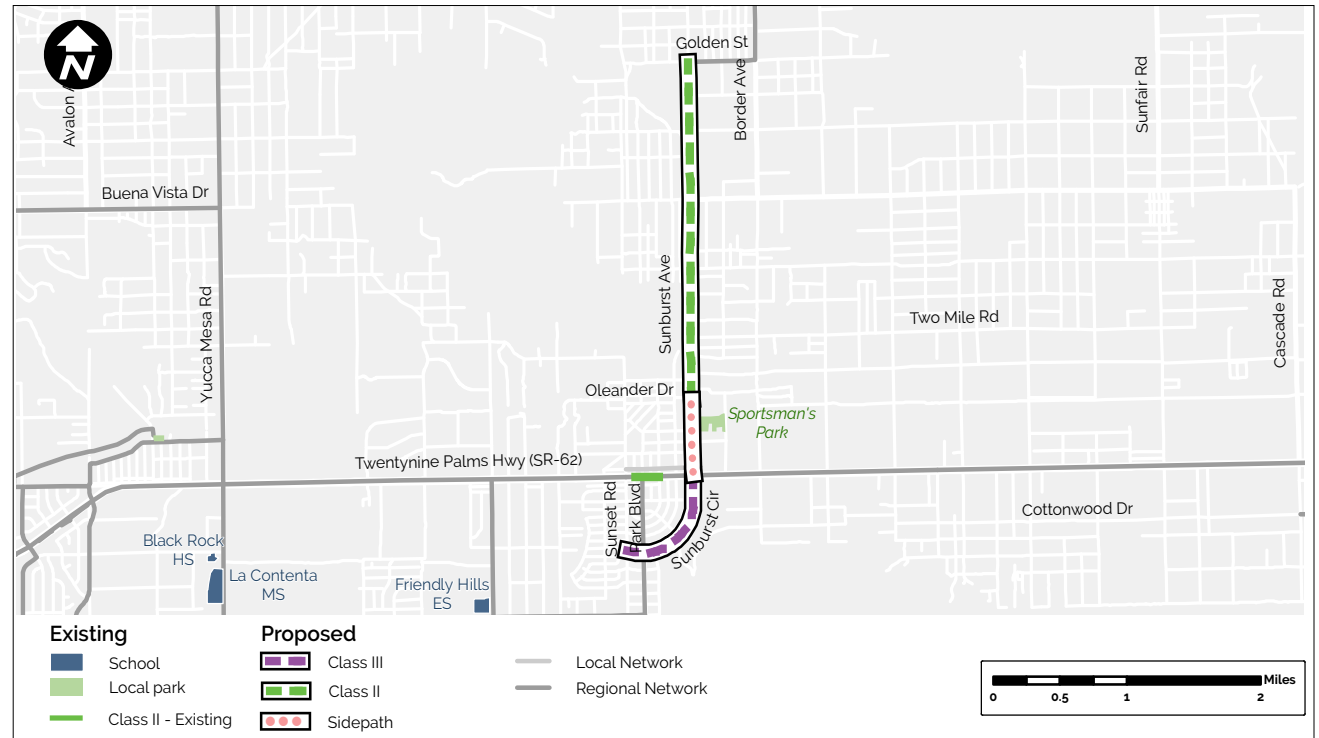
- Install sidepath 12' wide with two 2' shoulders for 0.50 miles (2,810') along the eastside of Sunburst Avenue from SR-62 to Oleander Drive, replacing/upgrading the existing path along this corridor from an abandoned Elementary School to SR-62.
- Install Class II - bike lane for 2.45 miles (12,897') from Oleander Drive to Golden Street to Oleander Drive
- Install signage and pavement markings consistent with MUTCD standards.
- Install Class III - bike route for 4,744', including sharrows and signage consistent with MUTCD standards along extents: Sunset Road - SR-62.

Constraints/Notes:

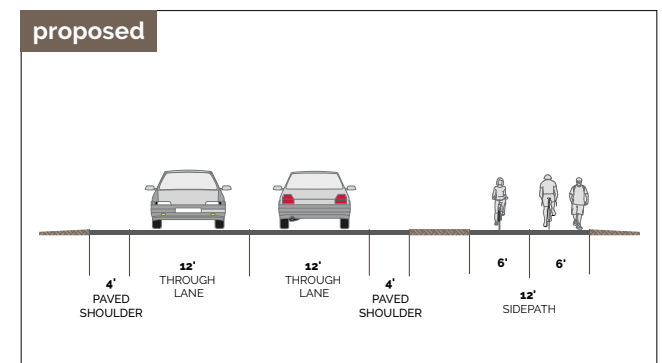
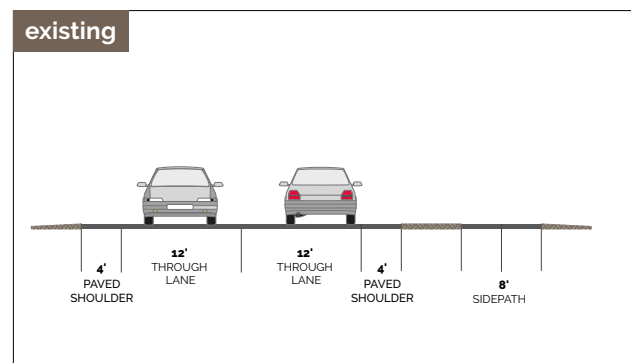
- Existing utility pole relocation pending Class I - bike path (sidepath) installation plans on east side of roadway.

Length: 3.9 miles

Total Cost: \$2,246,534



TYPICAL CROSS SECTION



Sunnyslope Drive/El Paseo Drive/Encelia Avenue

REGIONAL CORRIDOR PROJECT

Sunnyslope Drive/El Paseo Drive/Encelia Avenue is a 3.9 mile long corridor that combines four roadway segments that are within the **City of Twentynine Palms**, and are proximal to SR-62. These roadways include: Encelia Avenue, Sunnyslope Drive, Lupine Avenue, and El Paseo Drive. The composite corridor provides service to Twentynine Palms High School, residential housing areas, and commercial land uses.

Recommendations:

- Install paved shoulder for 3.9 miles (20,340') that is 6' in width from edge of travel lane at a minimum.
- Install 8' paved shoulder asphalt pavement where current right-of-way is not sufficient to accommodate the proposed bicycle and pedestrian facilities.
- Install pavement markings and signage consistent with MUTCD standards.
- Extents: Encelia Avenue (5,453') from end of pavement in the south – N/O Sunnyslope Drive; Sunnyslope Drive (8,063') from Encelia Avenue – Mesquite Springs Road; Lupine Avenue (1,571') from Two Mile Road – Sunnyslope Drive; El Paseo Drive (5,254') from Encelia Avenue – Larrea Avenue.

Constraints/Notes:

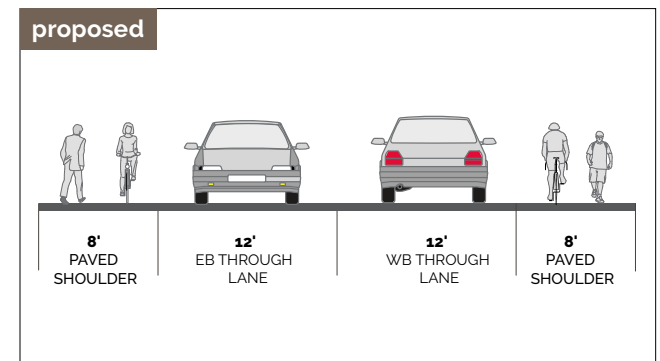
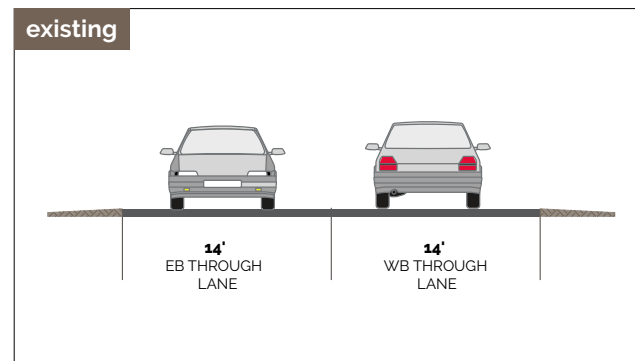
- Roadway width not suitable for paved shoulder implementation throughout entirety of corridor. Roadway widening needed for uniformity on all segments of corridor, pending available right-of-way.

Length: 3.9 miles

Total Cost: \$2,371,012



TYPICAL CROSS SECTION



Sunnyslope Drive

REGIONAL CORRIDOR PROJECT

Sunnyslope Drive is a 2.4 mile long east/west oriented corridor in the **Town of Yucca Valley**. The corridor extends from Shawnee Trail in the west and SR-247 in the east. The roadway is an existing two lane that provides access to residential housing and is proximal to recreational facilities and municipal amenities.

Recommendations:

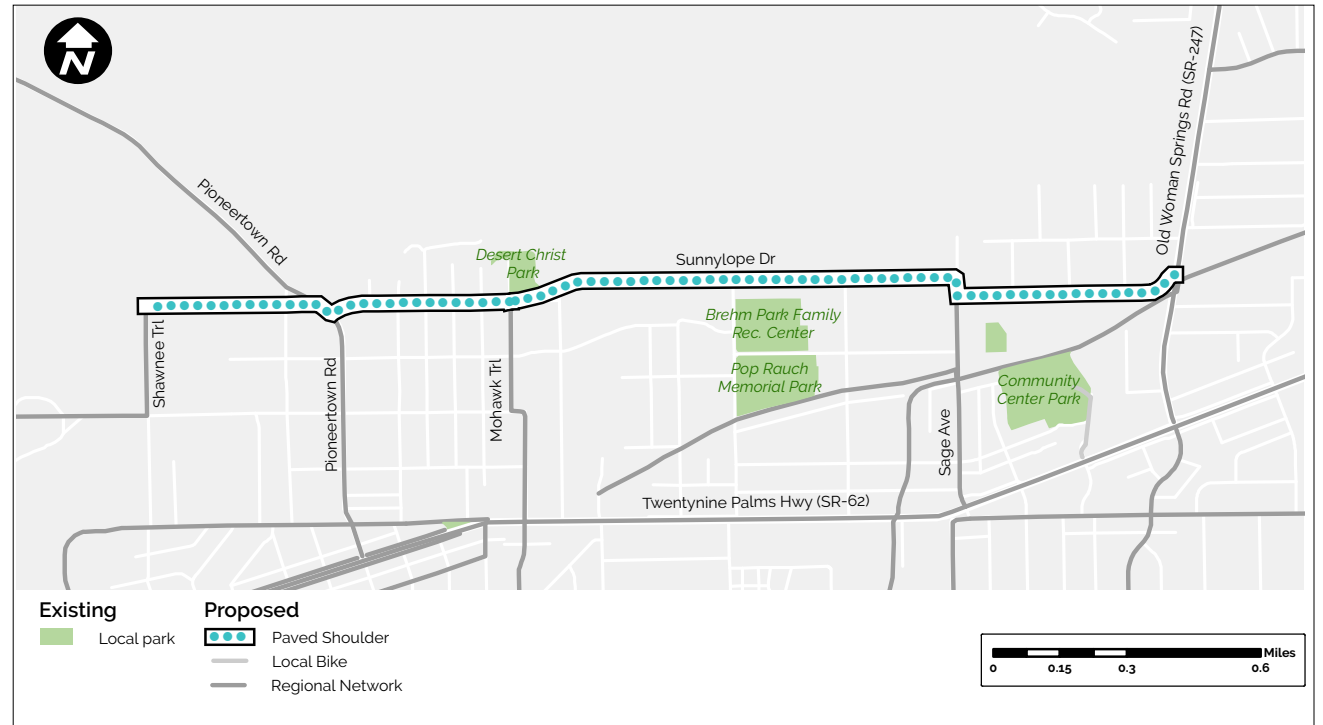
- Install paved shoulder for 2.4 miles (12,593') that is 6' in width from edge of travel lane at a minimum.
- Install 8' paved shoulder asphalt pavement where current right-of-way is not sufficient to accommodate the proposed bicycle and pedestrian facilities.
- Install Class II pavement markings and signage consistent with MUTCD standards.
- Extents: Sunnyslope Drive from Shawnee Trail – SR-247.

Constraints/Notes:

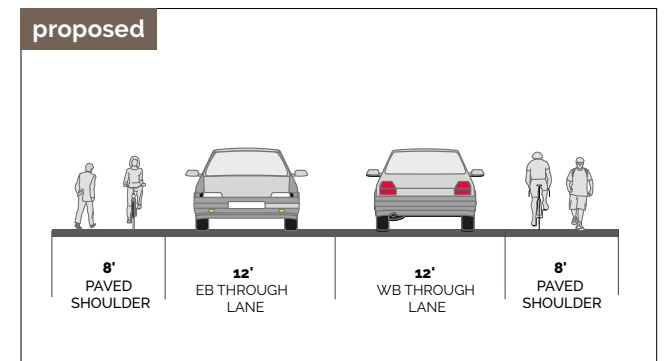
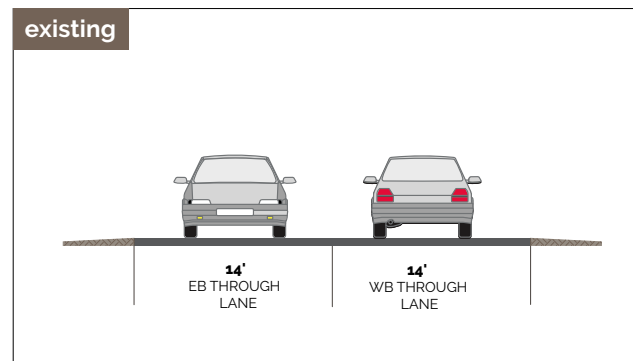
- Roadway not paved from Shawnee Trail – Pioneertown Road
- Roadway width not sufficient for class II – bike lane installation from Pioneertown Road – SR-247; unpaved shoulder is cleared of vegetation.

Length: 2.4 miles

Total Cost: \$1,467,953



TYPICAL CROSS SECTION



Twentynine Palms Flood Channel

REGIONAL CORRIDOR PROJECT

Twentynine Palms Flood Channel is a 6.8 mile long corridor that is within the **City of Twentynine Palms**. The corridor follows a flood channel that bisects SR-62 at Lupine Avenue, then runs parallel to SR-62, where it then runs north/south after crossing Utah Trail, then parallels Utah trail, eventually crossing over Amboy Road, finally concluding at Bagdad Highway. The corridor links all of the City, multiple education institutions, numerous residential pockets, commercial corridors, municipal amenities, and recreational facilities/trails.

Recommendations:

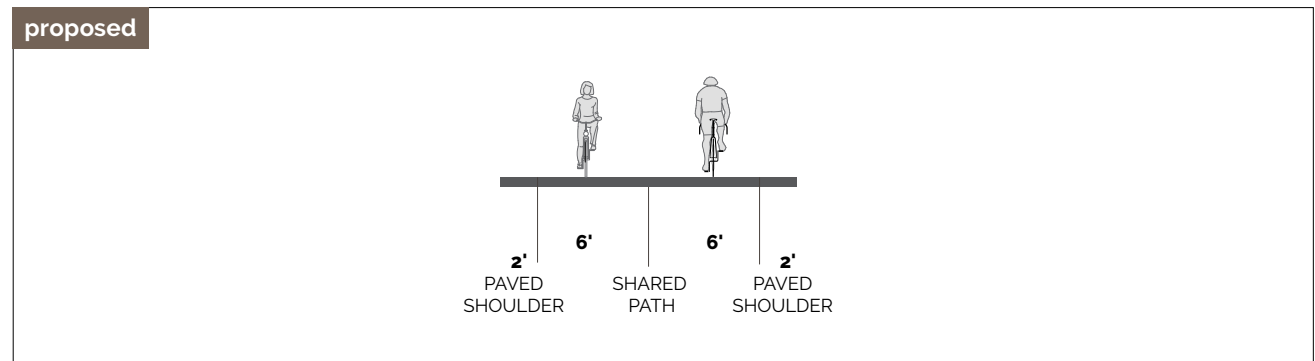
- Install 12' wide asphalt path shared path with two 2' shoulders for 6.8 miles (36,134') along the Twentynine Palms Flood Channel.
- Install signage and pavement markings consistent with MUTCD standards.

Length: 6.8 miles

Total Cost: \$6,475,007



TYPICAL CROSS SECTION



Two Mile Road (east)

REGIONAL CORRIDOR PROJECT

Two Mile Road (east) is a 4.5 mile long corridor that runs east/west along Two Mile Road within the **City of Twentynine Palms**. The corridor is bound in the west by Lear Avenue and in the east by Mesquite Springs Road, providing access to peripheral areas of the City.

Recommendations:

- Install 7,969' of 10' width paved asphalt sidepath along Two Mile Road (east) from Mesquite Springs to Encelia Avenue with two 2' shoulders. Install signage and pavement markings consistent with MUTCD standards.
- Install 15,821' of 12' width paved asphalt sidepath along Two Mile Road (east) from Encelia Avenue to Lear Avenue with two 2' shoulders. Install signage and pavement markings consistent with MUTCD standards.

Constraints/Notes:

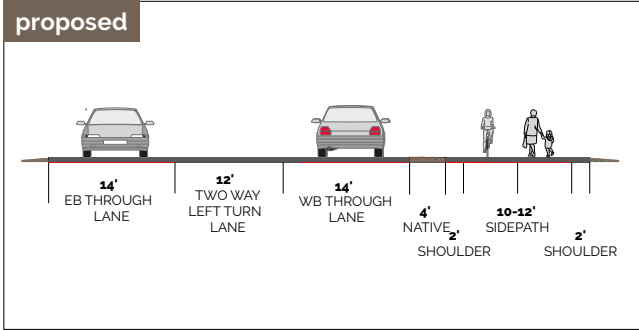
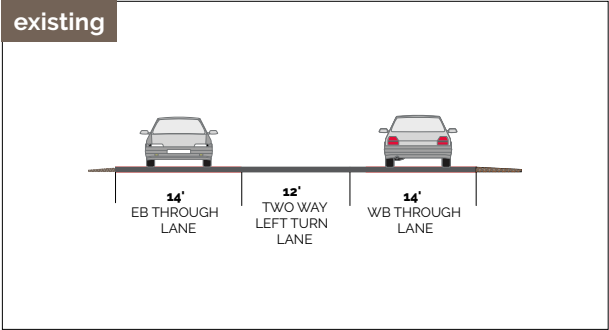
- Existing paved shoulder width is variable and not suitable for recommendation implementation.
- Existing unpaved shoulder is cleared adjacent to both travel lanes.
- Choke point at bridge 5,880' E/O Lear Avenue.

Length: 4.5 miles

Total Cost: \$3,944,213



TYPICAL CROSS SECTION



Utah Trail

REGIONAL CORRIDOR PROJECT

Utah Trail consists of 2.75 miles of class II - bike lanes along Utah Trail, contained within the **City of Twentynine Palms** and oriented N/S. The extents of the corridor are bound in the north by Valle Vista Road and SR-62 in the south. The corridor provides access to rural residential housing pockets, Twentynine Palms Junior and Elementary School, District facilities, and recreational park/facilities.

Recommendations:

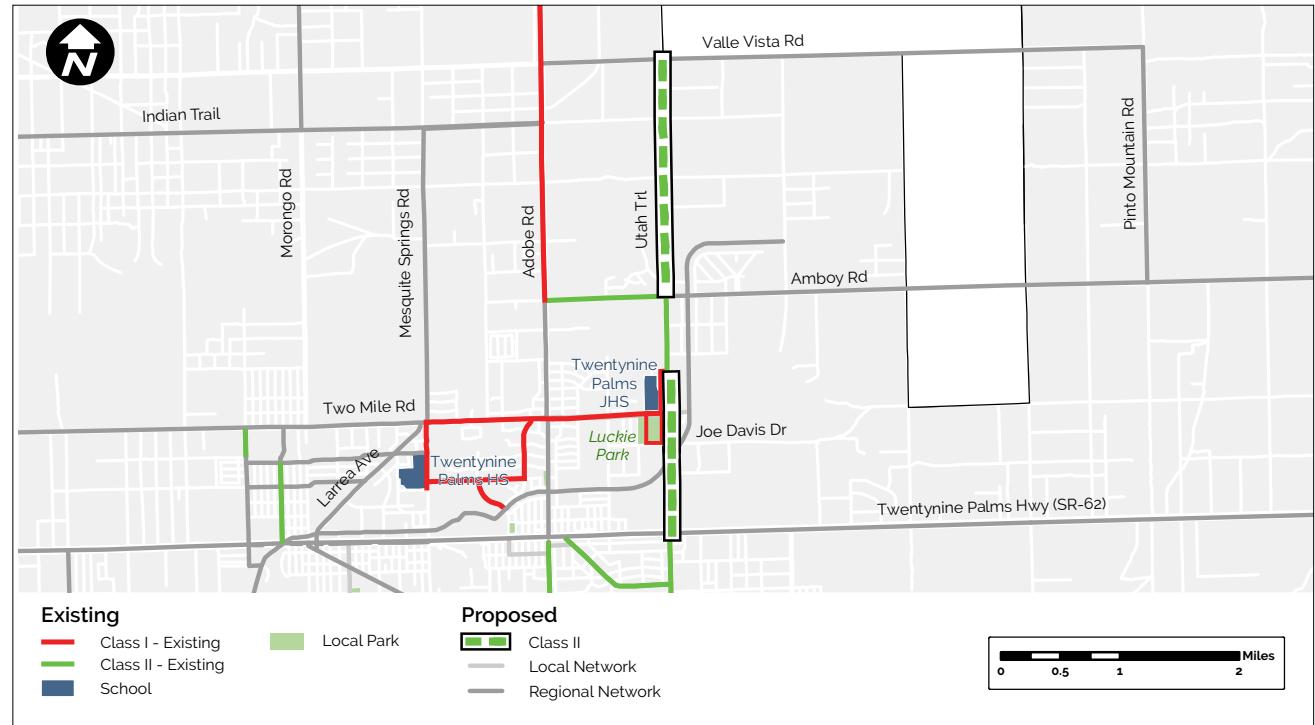
- Install Class II - bike lanes for 0.75 miles (3,977') between SR - 62 to Joe Davis Drive and for 2.0 miles (10,586') between Amboy Road to Valle Vista Road that is 6' wide at minimum from edge of travel lane.
- Install signage and pavement markings consistent with MUTCD standards.
- Install 8' paved shoulder asphalt pavement where current right-of-way on eastside of Utah Trail is not sufficient.

Constraints/Notes:

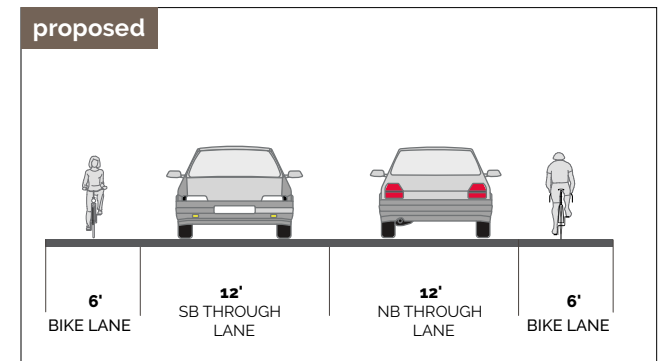
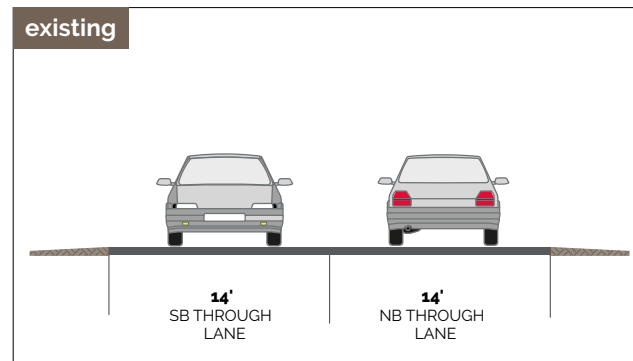
- While there is an existing Class I (sidepath) facility on the westside of Utah Trail between Aztec Avenue and Joe Davis Drive, City may consider eliminating two-way left-turn lane / left-turn pockets to accommodate a continuous Class II - bike lane facility.
- To keep the two-way left-turn lane / left-turn pockets and still accommodate the Class II - bike lane recommendation at Aztec Avenue - Joe Davis Drive, roadway shoulder expansion may be necessary pending right-of-way allocations.

Length: 2.75 miles

Total Cost: \$1,800,343



TYPICAL CROSS SECTION



Valle Vista Road/Pinto Mountain Road

REGIONAL CORRIDOR PROJECT

Valle Vista Road/Pinto Mountain Road is a 7.0 mile long corridor that is located in the northern part of the **City of Twentynine Palms and parts of Wonder Valley**. The corridor consists of two roadways that are both two-lane: Valle Vista Road and Pinto Mountain Road. The corridor extends from Adobe Road in the west to Pinto Mountain Road in the east for Valle Vista Road; for Pinto Mountain Road, Valle Vista Road forms the northern extent and Amboy Road forms the southern extent.

Recommendations:

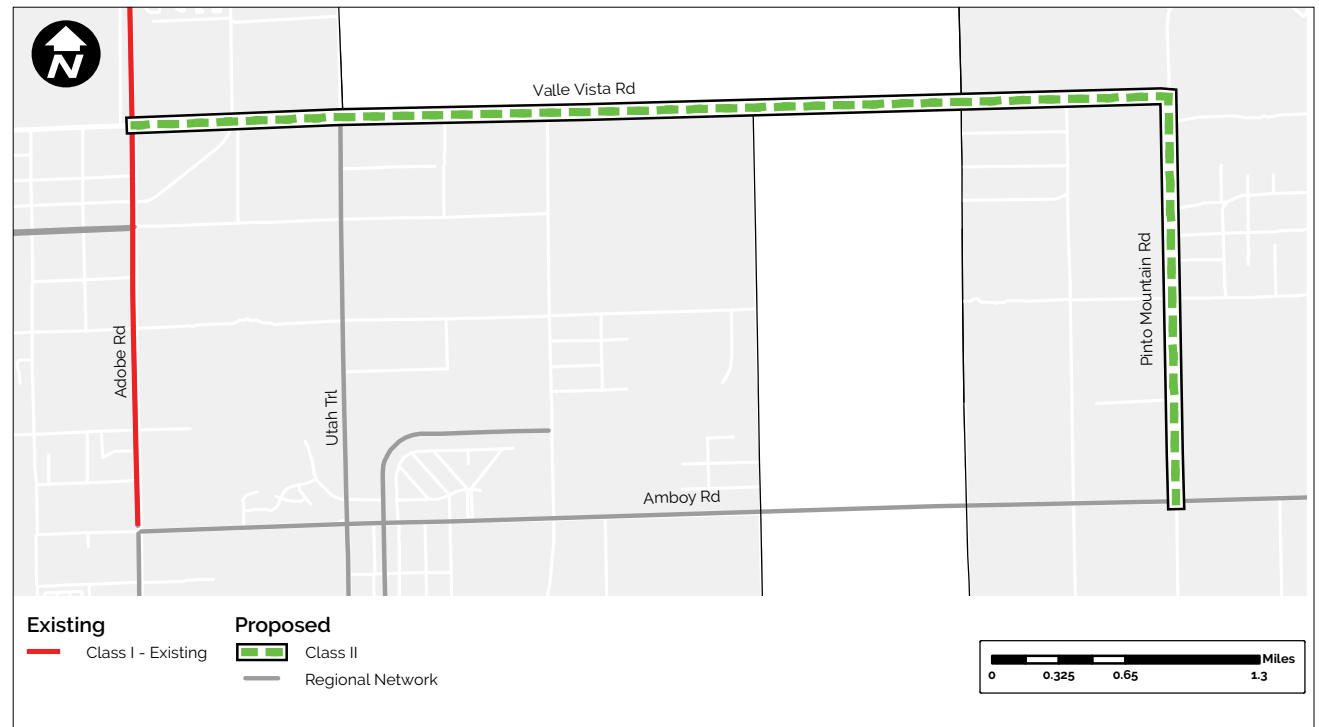
- Install Class II – bike lane along Valle Vista Road and Pinto Mountain Road for 7.0 miles that is a minimum of 6' wide from edge of travel lane.
- Install 8' paved shoulder asphalt pavement where current right-of-way is not sufficient to accommodate the proposed bicycle facilities.
- Install signage and pavement markings consistent with MUTCD standards
- Extents: along Valle Vista Road from Adobe Road – Pinot Mountain Road; along Pinto Mountain Road from Valle Vista Road – Amboy Road.

Constraints/Notes:

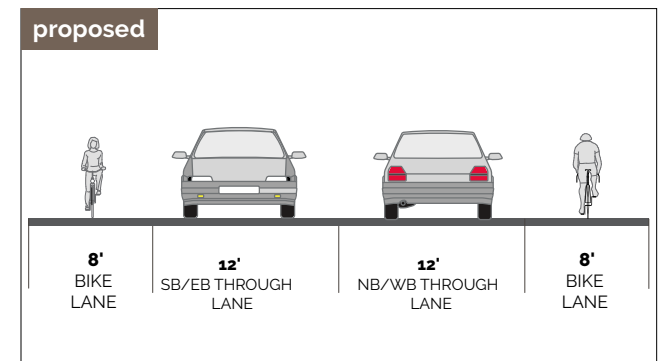
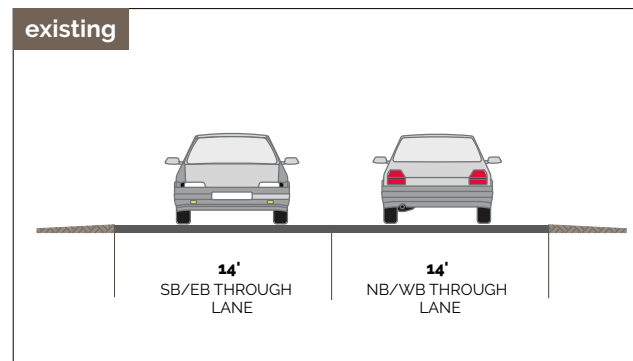
- Roadway width and shoulder width not sufficient for recommendation implementation.
- Unpaved shoulder is clear of vegetation along entirety of corridor.

Length: 7.0 miles

Total Cost: \$4,854,912



TYPICAL CROSS SECTION



Yucca Mesa Road/La Contenta Road

REGIONAL CORRIDOR PROJECT

Yucca Mesa Road/La Contenta Road

is a 5.0 mile long corridor that is oriented in a north/south fashion. The corridor intersects with SR-62 and extends from Aberdeen Drive in the north to Alta Loma Road in the south. The corridor provides access to education facilities (Black Rock High School and La Contenta Middle School) and rural residential areas of the Yucca Valley area.

Recommendations:

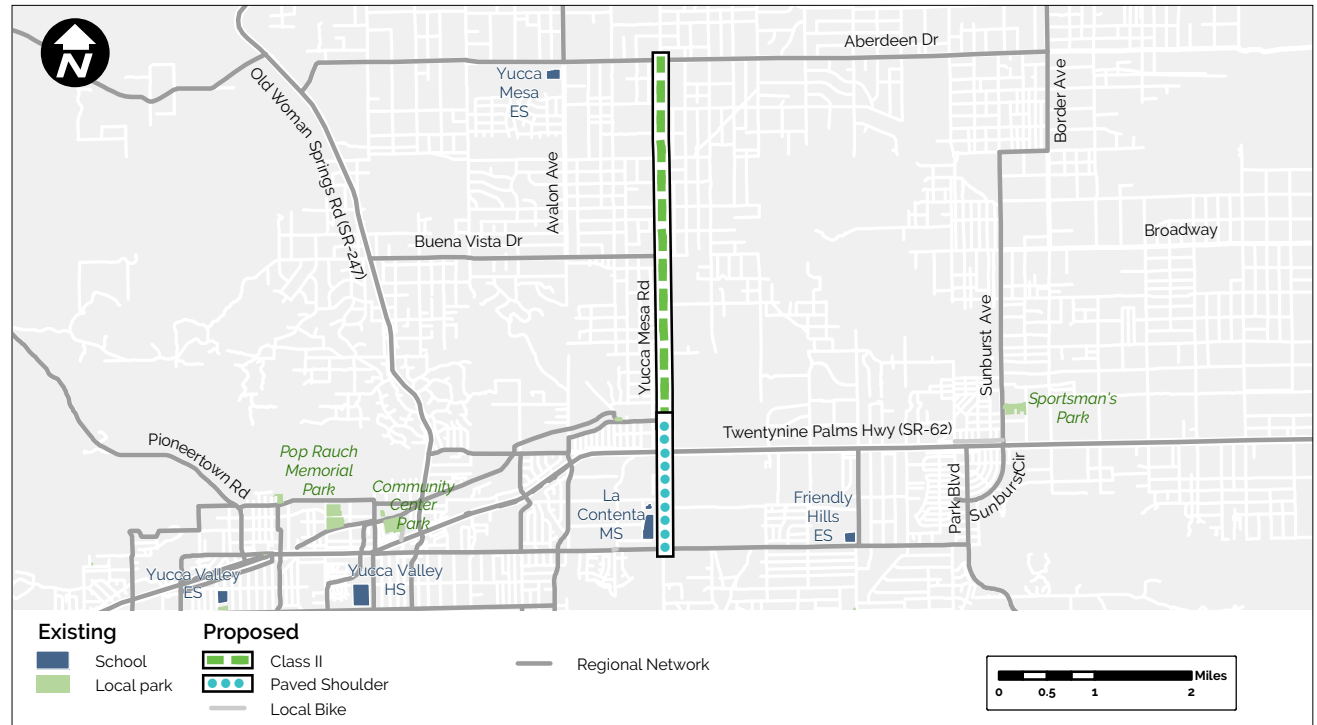
- Install paved shoulder and Class II – bike lane for 5.0 miles (26,371') that is 6' in width from edge of travel lane at a minimum.
- Install 8' paved shoulder asphalt pavement where current right-of-way is not sufficient to accommodate the proposed joint bike-ped facilities.
- Install pavement markings and signage consistent with MUTCD standards.
- Extents: along Yucca Mesa Road/La Contenta Road from Aberdeen Drive to Alta Loma Road.

Constraints/Notes:

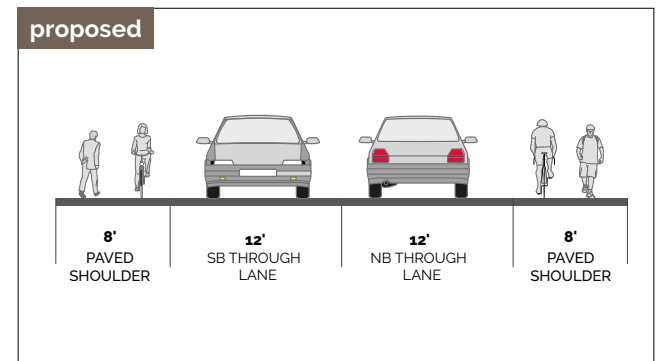
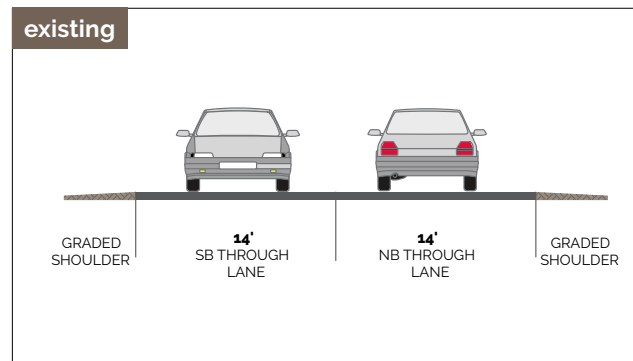
- Roadway and shoulder width is not sufficient for recommendation implementation.
- Unpaved shoulder is clear of vegetation from SR-62 – Aberdeen Drive.
- Multi-jurisdictional corridor: Town of Yucca Valley and Unincorporated San Bernardino coordination required for implementation.

Length: 5.0 miles

Total Cost: \$1,144,956



TYPICAL CROSS SECTION



Yucca Trail/Kickapoo Trail/Santa Fe Trail

REGIONAL CORRIDOR PROJECT

Yucca Trail/Kickapoo Trail/Santa Fe Trail is a 2.6 mile long corridor that is oriented in a lasso shape and combines roadways into one corridor. The corridor contains the following roadway segments: Kickapoo Trail, Yucca Trail, and Santa Fe Trail. The corridor is contained within **Town of Yucca Valley** and provides service to recreation facilities, surrounds SR-62 and commercial corridors, and is proximal to education facilities (Yucca Valley).

Recommendations:

- Install paved shoulder and Class II – bike lane for 2.6 miles (12,701') that is 6' in width from edge of travel lane at a minimum.
- Install 8' paved shoulder asphalt pavement where current right-of-way is not sufficient to accommodate the proposed joint bike-ped facilities.
- Install pavement markings and signage consistent with MUTCD standards.
- Extents: Kickapoo Trail from Onaga Trail – SR-62; Yucca Trail from SR-62 – Apache Trail; Santa Fe Trail from Apache Trail – Kickapoo Trail

Constraints/Notes:

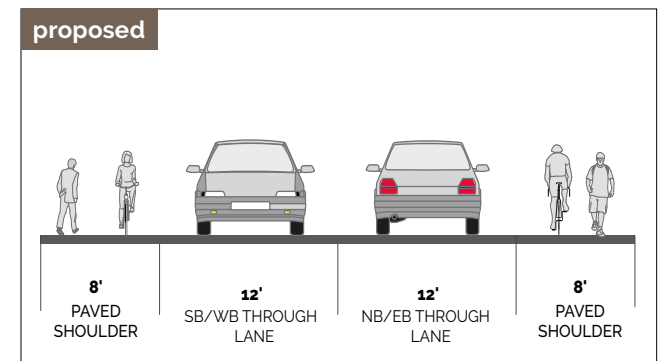
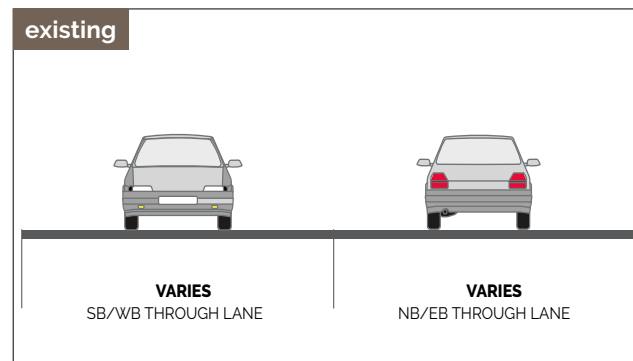
- Roadway width variable throughout corridor and is not sufficient for recommendation implementation; widening needed. Right-of-way variable on north side of Santa Fe Trail.
- Shoulder width is variable and not sufficient for recommendation implementation.

Length: 2.6 miles

Total Cost: \$1,497,471



TYPICAL CROSS SECTION



Yucca Creek Flood Channel

REGIONAL CORRIDOR PROJECT

Yucca Creek Flood Channel is a 5.0 mile long corridor that extends with the confines of **Town of Yucca Valley**. The corridor parallels SR-62 to the north, with some segments crossing over to the south. The corridor links multiple municipal amenities, park facilities, recreation facilities, residential pockets, and commercial corridors, and is proximal to SR-62 throughout.

Recommendations:

- Install 26,225' paved asphalt of shared path along the Yucca Valley Flood Channel; width should be 12' wide with two 2' shoulders.
- Install pavement markings and signage consistent with MUTCD standards.

Constraints/Notes:

- Bridge width N/O Cassia Drive narrow for shared path implementation.

Length: 5.0 miles

Total Cost: \$4,699,371



TYPICAL CROSS SECTION

