

Community Focus Statement G: Improve traffic flow and vehicular safety.

Action Statement G.1: Install arterial roadway improvements with asphalt paving, curbs, gutters, and sidewalks.

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Benchmark: Prioritize roadway improvements, and coordinate funding for design and construction of the identified improvements.

Champion: Volunteer group or person or can be identified by the community

Estimated Cost: \$100,000–\$400,000 for corridor studies, additional costs for improvements dependent upon amount and extent

The existing roadway system in Phelan Piñon Hills is characterized by a combination of highways, major county roads, and arterials that allow ingress and egress locally and regionally via State Routes 2, 18, and 138, among others. Locally, however, residents travel mostly on unpaved roadways that can become flooded during the rainy season. Dirt road maintenance and improvements such as paving, curbs, gutters, and sidewalks can improve the community while maintaining the area’s rural character and scenic and natural resources.

Mockup of Potential Street Section for Phelan/Pinon Hills



Different options for creating more usable streets in Phelan/Pinon Hills including facilities for walking and cycling. Photo source: Michael Baker International/streetmix.net

Roadway improvements generally allow for safer travel conditions for all modes of transportation. In Phelan Piñon Hills, roadway paving, curbs, and gutters on arterial roads would not only improve traffic flow conditions at any given time of the year but would also allow emergency vehicles to traverse the community without necessarily encountering inaccessible flooded roadways. Sidewalks also add general health benefits, economic benefits, and connectivity benefits. An assessment study of roadway improvement needs would more accurately identify the opportunities and constraints in Phelan Piñon Hills regarding the implementation of arterial roadway improvements.

Table 1 lists potential options and possible typical costs per item or measure to be considered in a potential future study, planning, and any design and implementation measures. The costs do not necessarily include any right-of-way acquisition costs or long-term maintenance costs. The cost for the requested infrastructure will need to be raised through community taxes specific to the project or other grants. A Special District may need to be created.

Roadway Improvements and Estimated Typical Costs

Potential Improvement	Cost (typical or average per measure or item)
Roadway Improvement Study	\$100,000–\$200,000 per study
Asphalt/Paving	\$100 per square foot
Curb and Gutter	\$80 per linear feet
Sidewalk	\$20 per square foot

Action	Action Leader	Timeline	Resources
1. Hold a meeting to create a streets committee.	Champion	Month 1	San Bernardino County Public Works County Maintained Road System http://sbcountydpw.map.arcgis.com San Bernardino County Standard Plans http://cms.sbcounty.gov/lus/LandDevelopment/CountyStandards.aspx San Bernardino County Transportation Authority
2. Conduct initial coordination with the County Department of Public Works. Define project study area and prioritize arterial roadway improvements needed in the community.	Streets Committee	Years 1 – 3	
3. Identify potential funding options, including grants and funding through SBCTA and the State.	Streets Committee	Years 1 – 3	
4. Conduct a corridor study to determine existing conditions, future needs, and potential improvements. The study should include conceptual cost estimates for improvements.	Streets Committee with San Bernardino County Public Works	Years 1 – 3	
5. Coordinate with the County Department of Public Works to implement recommended improvements.	Streets Committee	Years 3 – 6	
6. Construct and implement corridor improvements.	San Bernardino County Public Works	Years 3 – 6	