

Comments on the Draft General Plan

Submitted by: Twentynine Palms Community Trails Master Plan team:

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The following are proposed revisions to the goals and implementation policies.

| Page Number | Goal/ Policy Number | Comments/Proposed Changes |
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| Land Use Element | | |
| LU-53 | Goal LU-4 | Adequately address the potential impacts of new development on the existing community and the City's infrastructure system. <u>A robust infrastructure system that accommodates the needs of the existing community, new development and redevelopment.</u> |
| LU-53 | Implementation Policy LU-4.6 | <u>Incentivize or reward</u> Encourage development that complements the circulation and infrastructure network, meets the circulation demand of residents and businesses, and provides opportunities for non-automobile circulation. <u>Provide density bonuses or reduction in development fees for development proposals that integrate with transit and trail systems.</u> |
| LU-77 | Goal LU-7 | <u>A Twentynine Palms where</u> Protect and preserve Twentynine Palms natural resources <u>and quality of life are supported by</u> promote the existing quality of life and prepare for future residents and businesses by promoting superior sustainable development. <u>that provides for the needs of current and future residents and businesses.</u> |
| LU-77 | Implementation Policy LU-7.6 | Require new development to incorporate Encourage the use of development design and amenities that support <u>mass</u> transit and other alternative forms of transportation, including bicycling and walking. |
| Circulation Element | | |
| CI-29 | Goal CI-1 | A circulation network that safely and efficiently moves people and goods to, and through <u>from and within</u> the City. |
| CI-29 | Implementation Policy CI-1.2 | Ensure development of streets which <u>will</u> comply with the adopted Congestion Management Plan for San Bernardino County. |
| CI-30 | Implementation Policy CI-1.3 | Develop alternate transportation routes will where possible. <u>Integrate alternative transportation routes into future developments.</u> |
| CI-31 | Implementation Policy CI-1.10 | Based on the traffic study prepared for the General Plan, provide for the construction of traffic signals at the following intersections: <ul style="list-style-type: none"> • Lear Avenue and Two Mile Road • Lear Avenue and Twentynine Palms Highway |

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| | | <ul style="list-style-type: none"> • Morongo Road and Amboy Road • Larrea Avenue and Twentynine Palms Highway • Larrea Avenue and Two Mile Road • Mesquite Springs Road and Amboy Road • Mesquite Springs Road and Two Mile Road • Mesquite Springs Road and Twentynine Palms Highway • Split Rock Avenue and Twentynine Palms Highway • National Park Drive and Twentynine Palms Highway • Utah Trail and Twentynine Palms Highway • <u>Encelia and Twentynine Palms Highway (note: This intersection needs to be evaluated given the newer hotels)</u> <p>Construction of traffic signals shall be performed via collection of Development Impact Fees or direct construction by developments whose impacts to a particular intersection would be deemed significant.</p> |
| n/a | <u>Implementation Policy 1.xxx (NEW)</u> | <u>Where trails intersect roads at-grade, provide signalized crossings as warranted for safety.</u> |
| CI-32 | Implementation Policy CI-1.16 | Encourage new development within the City's central core to minimize circulation deficiencies and to <u>optimize use of</u> utilize <u>existing and new</u> transportation facilities more efficiently . |
| CI-32 | Implementation Policy CI-1.19 | Sustain the primary function of mobility for the circulation plan while fostering economic development, enhancing the environment, reducing energy consumption, promoting <u>multi-modal</u> , transportation-friendly development patterns, and encouraging fair and equitable access to all citizens. |
| CI-33 | GOAL CI-2 | A circulation system that is designed to <u>accommodates</u> visitors and community members and enhances and promotes recreational opportunities. |
| CI-33 | Implementation Policy CI-2.2 | Develop and <u>implement a wayfinding system</u> install directional signage to direct visitors <u>and community members</u> to key facilities in the city. |
| CI-33 | Implementation Policy CI-2.3 | Construct non-motorized transportation facilities near school sites, along major transportation corridors, in the downtown area, and along open space corridors. along major transportation and open space corridors, and near community assets such as school sites, downtown and retail hubs, parks and cultural and historic sites. |
| CI-33 | Implementation Policy CI-2.5 | Develop bicycle non-motorized transportation systems to enhance tourism and recreation opportunities. |
| CI-33 | <u>Implementation Policy CI-xxx (NEW)</u> | <u>Develop equestrian trail facilities that connect the Special Equestrian Overlay area #1 to riding opportunities and the trails system. Require new development in the Overlay area to accommodate access to the trails system.</u> |
| CI-33 | Goal CI-3 | Quality Local Streets to that serve all citizens <u>community members</u> and visitors. |
| CI-33 | Implementation Policy CI-3.2 | Construct streets pursuant to the standards established in the Circulation Plan <u>and the Trails Master Plan</u> |

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| CI-33 | Implementation Policy CI-xxx (NEW) | <u>Require on-site facilities at commercial, institutional, and public locations that encourage and accommodate non-motorized transportation use.</u> |
| CI-34 | Implementation Policy CI-4.11: | Develop a system of trails, paths and other rights-of-way for the use of non-motorized transportation, including <u>walking, equestrians and bicycles and walking.</u> |
| CI-34 | Goal CI-5 | Quality Local Streets to <u>that</u> serve all citizens <u>community members</u> and visitors. <i>(NOTE: This is the same as Goal CI-3. It appears there was supposed to be a goal related to safety here)</i> |
| CI-36 | Implementation Policy CI-6.5 | Require developers to incorporate facilities for transit and other alternative modes of transportation, such as park-and-ride lots, bus terminals, and bus turnouts <u>and trail facilities</u> in the design of major developments, where appropriate. |
| CI-35 & CI-37 | Goal CI-6 and CI-7 | <i>NOTE: The text of these goals is the same.</i> |
| CI-37 | Goal CI-7 | A public <u>non-motorized</u> transportation system that provides effective transportation alternatives to the automobile. |
| CI-37 | <u>Implementation Policy CI-7.xxx NEW</u> | <u>Develop and implement a Trails Master Plan that guides the development of a comprehensive trails system to provide viable alternatives to motorized transportation.</u> |
| CI-38 | Implementation Policy CI-8.3 | Seek opportunities to create public open space areas and <u>trail corridors</u> with scenic vistas that all can enjoy. |
| Open Space & Conservation Element | | |
| CO-29 | Implementation Policy: CO-1.6 | <u>Protect sensitive habitat areas when accessed</u> Provide for appropriate access into sensitive habitat areas to allow residents and tourists use for educational and passive recreational uses: <u>by implementing best practices.</u> |
| CO-58 | Goal: CO-4 | <u>A city that benefits from</u> Develop regulations and policies <u>that improve local</u> which reduce pollutants responsible for lowering the <u>air quality and mitigate negative impacts to</u> within the City and for adding to the global climate change problem. |
| CO-59 | Implementation Policy: CO-4.11 | Develop a safe system of trails, paths and other rights-of-way for the use of non-motorized transportation, including <u>walking, equestrians and bicycles and walking.</u> |
| n/a | <u>Implementation Policy CO-4.xxx NEW</u> | <u>Partner with the County of San Bernardino, Joshua Tree National Park and the Marine Corps Ground Air Combat Center to coordinate the development of a seamless non-motorized trail network to reduce motorized transportation use.</u> |
| Recreation Element | | |
| RE-34 | Goal RE-2 | Create a <u>A</u> comprehensive multi-use trail system that connects users to <u>everday destinations, recreational, cultural and historic amenities</u> , community gathering spaces, and natural open spaces. |
| RE-34 | Implementation Policy RE-2.1 | Implement a multi-use trail system as described in the Trails Master Plan the bikeways and off-street trails as proposed in the Circulation Plan. |
| RE-34 | Implementation Policy RE-2.2 | <u>Provide trail signage throughout the system and include signage in parks directing park users to the trail system.</u> |

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| | | Provide a comprehensive trail wayfinding system that guides prospective trail users to and through the trail system. |
| RE-34 | Implementation Policy RE-2.3: | Require dedication of rights-of-way for Class I off-street trails. Require trail dedications <u>of rights-of-way, trails, and improvements from new developments and redevelopment projects for Class I trails.</u> |
| RE-34 | Implementation Policy RE-2.4: | Encourage <u>Require</u> developers to provide pathways within their proposed developments to link with the Citywide pathway <u>trail</u> system. |
| RE-34 | Implementation Policy RE-2.5: | Locate and design trails to <u>accommodate a range of user abilities and skills.</u> provide a diversity of challenges. Enhance accessibility wherever possible, with high priority given to loop or destination opportunities on portions of trails near staging areas. |
| RE-34 | Implementation Policy RE-2.6: | Where routes use existing streets, design pathways <u>trails</u> to avoid minimize potential conflicts between motorists and trail users. |
| RE-34 | Implementation Policy RE-2.7: | Coordinate with other agencies to provide hiking and equestrian trail access from Twentynine Palms into desert areas and onto public lands. <u>The City will work with other local, regional, state and federal agencies to implement trail access within and beyond City limits by establishing a working group that includes County Regional Parks, County Flood Control, BLM, Copper Mountain College, Joshua Tree National Park, the Marine Corps Air Ground Combat Center and other local stakeholders to establish appropriate pedestrian, equestrian and bicycle trail access from Twentynine Palms into public lands.</u> |
| RE-34 | Implementation Policy RE-2.8: | Provide a comprehensive trails system that provides access, connectivity and circulation throughout the planning area, as well as providing a source for recreation activity. |
| RE-35 | Implementation Policy RE-2.9: | Develop a Trails Improvement Plan. <u>Develop and implement a Trails Master Plan that guides the development of a comprehensive trails system to provide recreation opportunities.</u> The plan shall identify trail locations within offset streets, provide trail section standards for each type of trail, and identify priority trails focused on routes connecting residential areas, schools, parks, and other recreational areas. |
| RE-35 | Implementation Policy RE-2.10: | Provide and preserve trail alignments within, adjacent to and that connect to conservation and open space areas. |
| RE-35 | Implementation Policy RE-2.11: | Explore the potential for utilizing existing and planned flood control facilities and utility corridors for trail use. Coordinate with San Bernardino County Flood Control Department, Southern California Edison and other agencies to develop trail opportunities. <u>The City will coordinate with San Bernardino County Flood Control Department, San Bernardino Regional Parks, Southern California Edison and other agencies to develop trail opportunities utilizing existing and planned flood control facilities and utility corridors.</u> |

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| RE-35 | Implementation Policy RE-2.12: | <u>Incentivize installation of</u> Require <u>trail user amenities, including bicycle parking facilities and storage for at commercial, institutional, and public locations</u> facilities along planned bikeway routes trails. |
| RE-35 | Implementation Policy RE-2.14: | Coordinate with CalTrans on the provision of non-motorized transportation routes, facilities, and enhancements within the Twentynine Palms Highway right-of-way. <u>Prioritize enhancements that allow non-motorized users to safely cross the highway and use the highway as a corridor.</u> |
| RE-35 | <u>Implementation Policy RE-2.xxx (NEW)</u> | <u>Create and implement effective strategies, including funding, for developing and maintaining the City trail system described in the Trails Master Plan.</u> |
| RE-35 | Implementation Policy RE-2.13 <u>3.xxx</u> | <u>Ensure equitable access to the trail system for people of all ages and abilities.</u> Require trail network accessible and consistent with the Americans with Disabilities Act. |

The following are proposed revisions to text that relates to trails:

| Page Number | Document Section | Comments/Proposed Changes |
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| Recreation Element | | |
| RE-12 | Recreational Inventory | <p><i>Note: The placement of this entire section under "Recreational Inventory" is confusing as it talks more about proposed and future trails, not what is there now.</i></p> <p>Trails – The use of tTrails for recreation and travel provide the residents of Twentynine Palms a <u>with</u> sustainable alternative methods of transportation between important areas in the City <u>and beyond</u>. <u>In addition to being recreational amenities, T</u>trails provide <u>opportunities to access parks, open space a necessary connection between people and recreational facilities while facilitating active living and improved health and well-being, and areas of interest. They Trails also provide a range of other benefits, from attracting tourism to enhancing property values.</u> opportunities for passive recreational activities. Trails can be developed along travel corridors to establish <u>integrated into the City's fabric by providing</u> alternate modes of transportation: <u>along established routes such as roads, or by following natural corridors and features such as washes or foothills.</u> They can also be developed along rivers, streams, washes and similar open space amenities to promote passive recreation, and preserve and utilize natural scenic areas. The selection of A trails system should be developed as a cohesive network and used to that connects popular destinations people with the places they want and need to go. The network should allow for exercising as well as transportation and should take advantage of natural features in the City. Trail activities were identified as one of the more popular forms of recreation in the City by walkers, hikers, <u>joggers,</u></p> |

equestrians, joggers, and bicyclists. As such, the City has provided an integrated system of trails system comprising of multi-purpose, for pedestrian, equestrian and bicycle uses trails that will facilitate recreation and access to everyday destinations provides for a safe and convenient alternative mode of transportation around town (Exhibit RE-2). Identified on the trails plan are important connection routes used for commuting and other forms of recreational activity (Exhibit RE-2). These trails are significant and important everyday routes and corridors that are used to connect people to destinations. The proposed corridors provide a contiguous environment for recreational users to move from one destination to another. Exhibit RE-2 identifies five (5) significant connections in the City; priority connector routes:

- Base-Park Connection; This route provides a primary north-south connection that extends to the Base to the north, and Joshua Tree National Park to the south.
- Center City; Following the wash, this route crosses the center of Twentynine Palms from south of the terminus of Encelia Aveue below Sullivan Road, to where the wash crosses Utah Trail to the northeast. This route will provide connections to the downtown area, Luckie Park, and other central city destinations.
- Copper Mt College Connection; This primary east-west connection extends from Utah Trail to the east, to the west edge of the City where, long term, an additional trail connector will connect to Copper Mountain College.
- Foothill Connection; This is the southernmost east-west route in the City and follows the edge of the foothills. Long term, the trail could be extended to the west to provide a longer distance, regional trail.
- High School Connection; This priority route will facilitate non-motorized access to the high school.

The bicycling portion of this trail networksystem, which is also addressed in the Circulation Element of the General Plan, is divided categorized into three (3) types of bike path based upon the population and needs of the City. of bikeway facilities:

- Class One I Bikeway (Bike Path or Shared Use Path): bike paths are a dedicated bike path outside the street vehicular right-of-way. These are paths physically separated from motorized vehicular traffic by an open space or barrier and either within a road or highway right-of-way, or within an independent right-of-way. Sometimes called "shared use paths" or "multiuse paths or trails", these facilities typically serve a variety of non-motorized trail uses including pedestrian and sometimes

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| | | <p><u>equestrian uses.</u></p> <ul style="list-style-type: none"> • Class Two bike paths – <u>II Bikeway (Bike Lane): These are a dedicated painted bike lane in the vehicular right of way on the street, are bikeways that are located on a portion of roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.</u> • Class Three bike paths are signed for vehicles to share the road with bikes. <u>III (Bike Route): Typically, these bikeways are shared with motor vehicles and are identified with route signs.</u> <p>Exhibit RE-3 identifies a portion of the trails network <u>system</u> as part of the “Safe Routes to School” program. This program provides a safe and convenient paths of travel for students to walk or ride <u>bike</u> to and from school. These <u>routes</u> Safe Routes trails are located in center portion of the City and directly connect to Twentynine Palms High School and Oasis Elementary School, as well as <u>while also</u> serving the surrounding residential neighborhood.</p> |
| RE-31 | Recreational Needs | <p>Trails – The only existing <u>official City</u> trails <u>are those included on the bicycle trails map</u> plan outlined by the City is a bicycle trails map as part of the Circulation Element in the current General Plan. The <u>This bicycle trails system, network which consists primarily of Class II (bike lanes) and Class III (bike routes),</u> provides a limited service <u>mostly focused primarily</u> around the downtown area and parts <u>with routes</u> connecting the Marine Corps Base and Joshua Tree National Forest <u>Park</u>. The City has recently held public workshops to discuss the overall trails system, and in particular, the addition of <u>has been developing</u> a community Trails Master Plan that <u>integrates these bikeways into a trail system that will also include other non-motorized trail uses such as</u> offers designated routes for walking, hiking and equestrian riding.</p> <p>There is an opportunity to provide <u>an integrated network of</u> several community trails <u>within</u> the City, in particular, on Utah Trail that will work in tandem with the existing bicycle trail. <u>and regional connector routes that will provide trail access beyond city boundaries to destinations such as the Marine Corps Base at the north end of town, Joshua Tree National Park on the south end of town, and Copper Mountain Community College to the west.</u> This will provide a trail system for both bicyclists and pedestrians that connect the Marine Corps Base at the north end of town, to Joshua Tree National Park on the south end of town. This community path could also serve as a training route for Base related activities. The planning of these community trails should</p> |

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| | | <p>be integrated with the facilities already existing in the City such as parks, schools, Civic Center <u>City Hall</u> and other important facilities <u>destinations</u>. In addition, Exhibit RE-2 (Connection Routes), and Exhibit RE-3 (Safe Routes to School) shows proposed trails designed to help facilitate the movement of people <u>through via</u> non-motorized forms of transportation throughout the City.</p> |
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The following are general comments that do not necessarily relate to a specific page or section of the general plan:

- Consider establishing a quantitative standard or level of service for trails similar to the County of San Bernardino's.
- Where in the general plan will development impact fees and conditions of development be addressed? These concepts need to be included in the general plan and integrated into the appropriate elements/goals/policies with regard to trail implementation. Some specific issues that should be addressed include:
 - Protection of identified trail route corridors
 - A framework for exaction of trail rights-of-way through the Subdivision Map Act
 - Provisions for trails in development agreements
- The proposed trail routes include the potential use of flood control and utility easements. It is unclear where or how this should be addressed in the general plan.
- Originally, the Community Development Director advised that the trails master plan be tiered off of the Circulation Element. However, the Circulation Element references trail-related policies and proposed routes being in the Recreation Element, and vice-versa. This circular cross-referencing is confusing, so consider placing the majority of goals and policies related to trails in one element or the other with appropriate referencing to that element.
- Terminology:
 - Use "Transit" instead of "mass transit" to be more inclusive of all transit services (such as rides on demand for people with special needs)
 - When discussing "Trails" preface with "non-motorized" where this applies, or provide a definition that clarifies that unless otherwise specified, "trails" refer to non-motorized trails including pedestrian, equestrian and bicycle use. If discussing "motorized trails", use that full terminology.
 - Particularly in the Circulation Element, clarify that when terms such as "regional Transportation systems/infrastructure" are used, that this implicitly includes non-motorized modes and trails and trail-oriented infrastructure and facilities.
 - Instead of using the term "citizens", use alternative such as residents, community members, etc. Many people in the US legally are not technically "citizens" and use of this term could be interpreted as excluded segments of the population.

- Use “trail system” consistently (global search and replace of “trail network”, “pathway system”, etc.)