



**Twentynine Palms Community Trails  
City Council Workshop Meeting Notes  
June 22, 2010**

5:00 – 6:00 PM Twentynine Palms City Hall

**Presenting:** Randy Councill, City of Twentynine Palms; Anne Dove, Rivers, Trails and Conservation Assistance Program, National Park Service; Stephanie Weigel, Sonoran Institute, Morongo Basin Open Space Group

**1. Introductions.** Randy Councill introduced Anne and Stephanie. Randy provided context for the presentation and discussed the current RFP by the County for a feasibility study looking at OHV Park and Trails in and near the City of Twentynine Palms.

**2. Presentation.** Anne Dove presented a review of the work that has been undertaken since the Fall of 2008. The slide presentation (see below for text) ended with 3 maps – one showing Safe Routes to Schools, one showing proposed Multipurpose Trails, and the last showing the multipurpose trails with suggested connector routes.

~~~~~SLIDES~~~~~

**Twentynine Palms  
Community Trails Plan Update**  
City of Twentynine Palms  
City Council Study Session  
June 22, 2010

**Outline**

- Planning process to date
- Review of planning framework, trail routes & priorities
- Proposed next steps

**Planning Process to Date**

- Form project team (City, Morongo Basin Open Space Group, NPS-RTCA)
- Consult with key stakeholders (County, USMC, Joshua Tree Nat'l Park, BLM) to inform about project/gather preliminary input (Fall '08)

- Conduct public workshop to get input on key issues/concerns, where people use trails now, and where they would like to see them in the future (Feb '09)
- Convene trail user-based work group meetings & field trips (Apr-May '09)
- Set-up table at street fair & car show to gather public input (Jun '09)
- Draft vision statement and goals for plan (Jul '09)
- Synthesize/field check trail routes based on public input (Jul-Aug '09)
- Check-in with key stakeholders to get feedback (Sep-Nov '09)
- Conduct public workshop to present draft framework, trail routes and to get input on OHV use (Feb '10)
- Provide workshop questions online to solicit additional input (thru Mar 12 '10)
- Review and incorporate comments (Apr-May '10)
- Refine proposed trail route maps (Apr-May '10)
- Provide an overview of process to date
- Obtain feedback on draft planning framework, trail routes, and priorities
- Solicit direction regarding next steps

### What We Heard Most Often

- **Diverse trail uses:** people like to recreate and use trails in many different ways
- **Safety:** particularly near streets and Hwy 62 is a key concern
- **Trail use conflicts:** managing multiple types of trail use within the same trail corridors
- **Access and connectivity:** how are trails accessed and how will trails in the city connect to key destinations
- **Illegal dumping:** how can this be reduced
- **Maintenance:** how will a trails system be maintained
- **Enforcement:** how will the rules for the trail system be enforced
- **Excitement:** people are excited about the possibility of a citywide trail system if their concerns can be addressed

### Vision

*The Twentynine Palms recreational trail system will provide opportunities for residents and visitors to enjoy the many resources and amenities of the city and surrounding areas while providing alternative access to peoples' everyday destinations. This network of trails will be integrated into the natural environment and contribute to healthy lifestyles, cleaner air, a sense of place, quality of life, and an overall more sustainable city.*

### Goals\*

1. Develop a premier trail network for diverse users including residents and visitors that is consistent with and contributes to the small town character of Twentynine Palms.
2. Provide and encourage safe, enjoyable, viable, trail-based alternatives to use of personal vehicles to get to schools, stores, and other local destinations to

f:\sonoraninstitute\morongobasin\rtca\_rivertrailsconservationassistance\trails planning 2010\29palmscommunitytrails\_cc workshop notes\_06-22-10.doc

- improve public health and wellness, reduce car trips, conserve energy and improve air quality.
3. Connect residents and visitors to key destinations and activity areas within Twentynine Palms while providing connections to regional destinations such as Joshua Tree National Park, the Marine Corps Air Ground Combat Center, and Copper Mountain Community College.
  4. Integrate the citywide trails system into the desert landscape while protecting key natural resources.
  5. Ensure equitable access to trail facilities for people of all ages and abilities.
  6. Identify and implement effective funding strategies for developing and maintaining trail facilities.

*\*Developed from public input gathered through the General Plan and trails plan process.*

### **Proposed Next Steps**

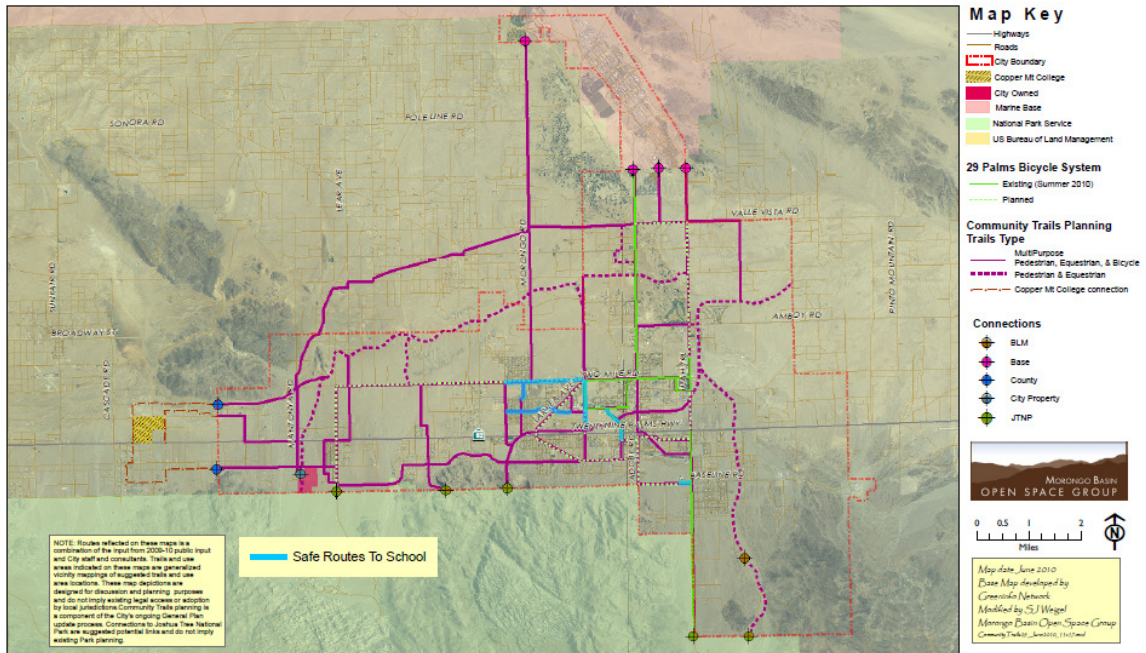
- Transmit vision, goals and trail route maps to General Plan team for incorporation into draft *General Plan* document
- Prepare draft *Community Trails Master Plan* document using vision, goals and trail routes (with priorities) as foundation. The *Master Plan* will serve to implement the *General Plan*
- Conduct an additional public workshop to obtain feedback on draft document
- Finalize draft for presentation to City decision-making bodies

### **Questions?**

~~~~~

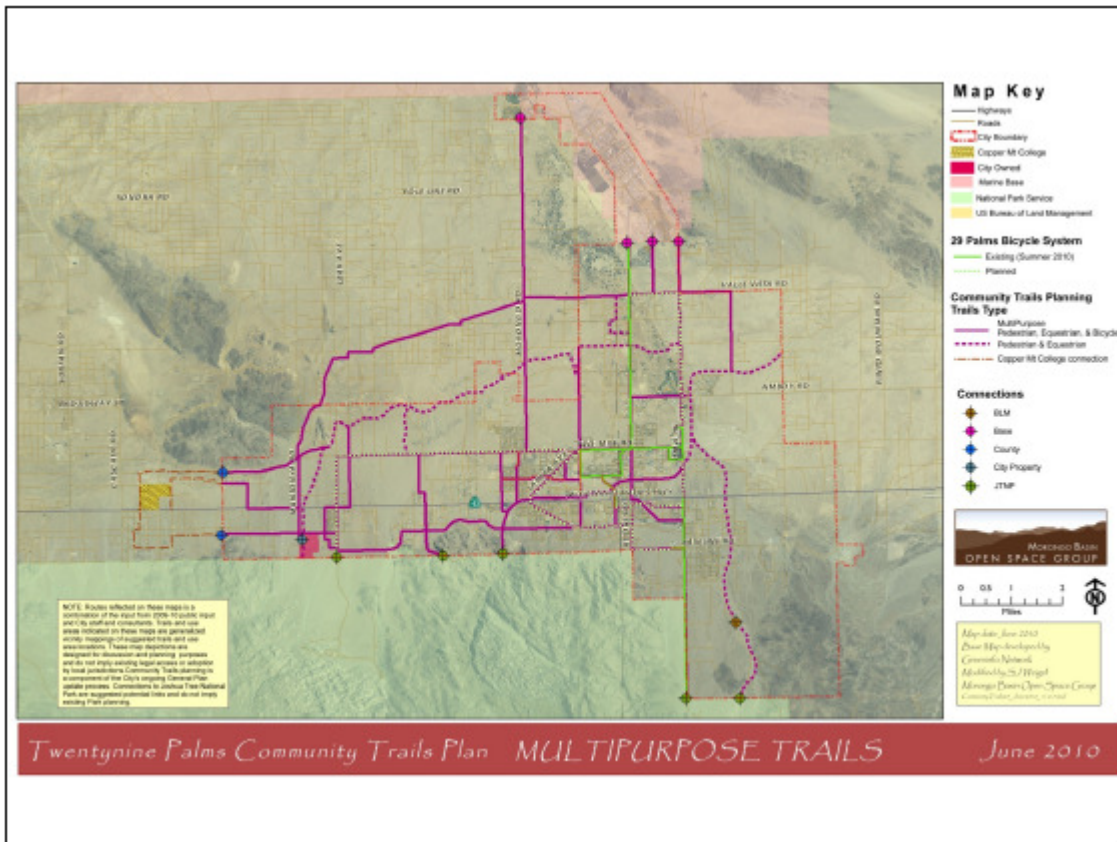
### **MAPS**

**3. Safe Routes to Schools Map.** A Safe Routes to Schools funding discussion is on the agenda for the City Council meeting following the workshop. Randy gave an update to the SRTS map in the council packet that includes an additional potential route for SRTS along 2 Mile Road between Mesquite Springs and Encilia (note: that change is reflected in the map version below).

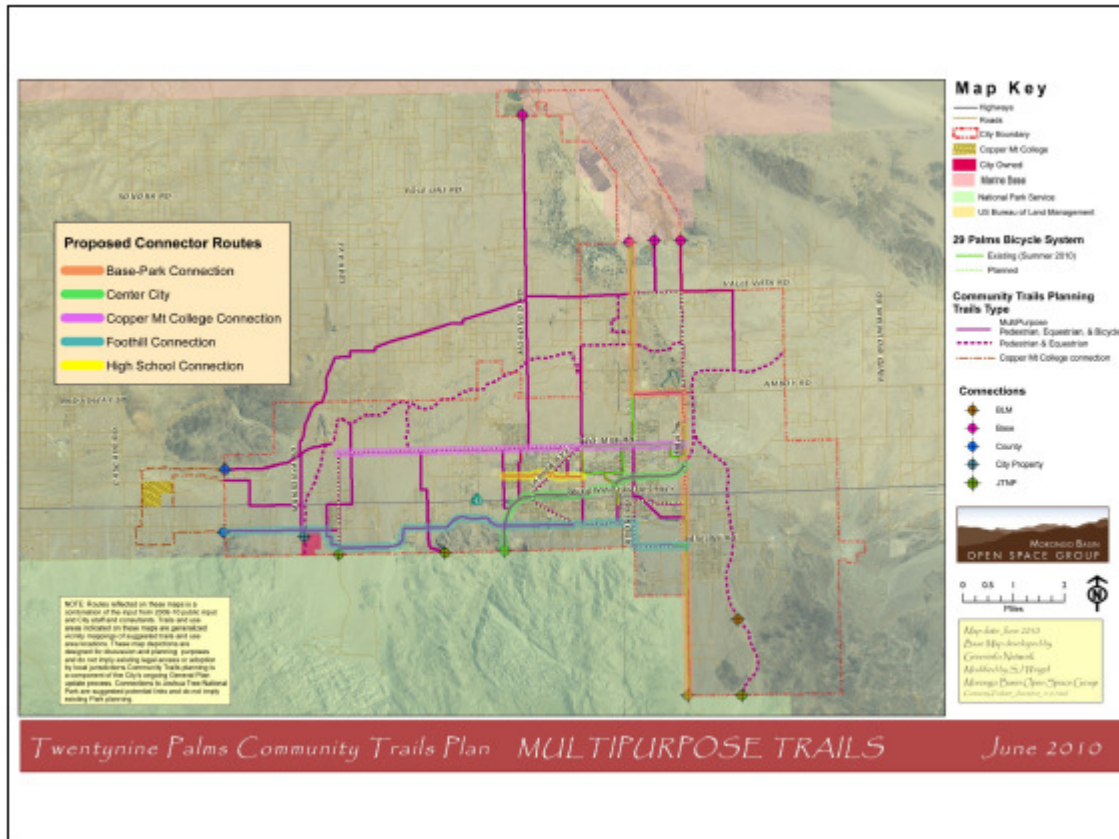


*Twenty-nine Palms Community Trails Plan SAFE ROUTES TO SCHOOL June 2010*

**4. Multipurpose Trails Map.** The Trails map showing multipurpose non-motorized trails.



**5. Proposed Connectors Map.** Randy reviewed the different connector routes and asked for direction from Council as to which route or routes they see as a priority for implementation.



**6. Public Hearing Comments**

- Trail routes do not consider proposed Indian Casino along Baseline Road. Concern regarding the dangers that could present from the proposed Indian Casino – trails along Baseline or Sullivan could be treacherous due to drug or alcohol induced behaviors of persons traveling those routes.
- Concerns about public’s ability to safely travel over Donnell Hill along Highway 62 (area between the AM PM gas station to Mesquite Springs). If you look along the north side of the highway there is a user created trail in the sand on that property. This is an area of concern for pedestrians and bicyclists traveling to Stater Brothers shopping center.
- The trails work that has been done thus far is appreciated. Want to make sure the OHV part of trails planning catches up with the work presented on multipurpose (non-motorized) trails. Need to consider both at the same time.
- Can’t plan non-motorized trails without planning motorized trails for OHV. The potential conflicts need to be considered. It is a waste of money to consider one without the other. The City receives money from OHV fees and should use these to study OHV trails.

- The Knotts Sky Park is a great asset to the city park system – make sure that any trails system is connected to Knotts Sky Park.
- Safe Routes to Schools and trails systems need to consider the speed limits on some of the roads, for example there is a 45 mph speed on Hatch Road that may not be compatible with trails routes.
- Need to plan for OHV and non-motorized trails at the same time.

## 7. Council Comments

- The proposed trails connect to the Base, Park and the County. We need to make sure that these entities are on board and in agreement with what we are proposing. The Park is undertaking its General Management Plan so the time frame of that process could impact trails implementation if there are issues.
- Opportunities to connect to the Park should be considered. For example, the Boy Scout Trail in the Park could be accessed through the City Property near Indian Cove.
- Many OHV riders are responsible. Any OHV trails overlapping with non-motorized trails should consider in their design the behavior of OHV riders and take into concern the safety of all users. Separation of uses may be appropriate.
- Need to identify conflicts for OHV trails. There may or may not be conflicts, but need to understand what they might be.
- The community trails input process included information on OHV trails and suggestions from potential users. Want to make sure that information is used in this process and in the County feasibility study process.
- When considering trail use and users, remember that it can be the *journey* as well as the *destination* that is important. Citizens and visitors may be interested in using parts of a trail, not the full connector route, so as implementation progresses there should be benefits from trails whether they are fully implemented or not.
- The County Flood control has two sides – where the North side has been seen as the best for non-motorized uses, could the South side then be used for motorized uses? Would this be a segregation that is effective?

## 8. Council Direction

- The Center City Connector is based in the core of the city and will allow the City to use the trails framework that exists in the City and build on that to implement new trails, so that can be a priority. Utah Trail (Base – Park Connection) has some existing routes, so we can develop that as funds and opportunities arise in the future.
- Existing Safe Routes to School – tie in to these trails and move outward from there.

Notes compiled by Stephanie Weigel, [sweigel@sonoraninstitute.org](mailto:sweigel@sonoraninstitute.org)