

Palms to Pines Scenic Byway Workshop III Series

Transportation and Vision

Attendees

Between the three workshop locations, 25 members of the community joined representatives of the San Bernardino National Forest, the BLM Santa Rosa and San Jacinto National Monument, Caltrans, Forest Service Recreation Solutions and Dr. Emilyn Sheffield, professor with California State University, Chico.

General Thank Yous

Community participants express their gratitude that constructive conversations regarding improving safety of the roadway are occurring.

Thank you to Barbara Bergman for sharing her photography of the “Faces” in the rocks she has found at the Pinyon Pines workshop!

Agenda

Meeting objectives included:

- Review information from first two workshops
- Seek input on transportation, signage, and safety for the Corridor Management Plan (CMP)
- Identify gaps in the driver/visitor experience
- Continue getting participants’ ideas and insights into the Palms to Pines Scenic Highway

Meeting Notes

Emilyn discussed everything that has been accomplished at the previous workshops including the six draft goals that have been developed:

1. Preserving the historic character and uses of the corridor.
2. Enhancing the visitor and resident experience by providing desired opportunities, information, and services.
3. Developing infrastructure and information to reduce congestion and indirect visitors to areas that can best serve their needs.
4. Increasing the visibility of selected intrinsic features along the route.
5. Sharing the story of the place to engender a sense of caring and stewardship.
6. Helping visitors and residents to travel the roadway safely.

In all the previous workshops and discussions, participants have mentioned their frustration with visiting drivers being unaware and/or uneducated about driving the Palms to Pines route. The objectives of this workshop are to identify congestion “pinch points”, safety hazards, and maintenance needs along the byway and begin the development of potential implementation items for improving the driving experience both for residents and visitors. Regardless of scenic byway designations, increasing populations in the next decade will only exacerbate existing traffic issues.

Information gathered at the workshops will be included in the CMP. The CMP will describe desired improvements and list the communities’ priorities. This information can be used to pursue grant funding for specific safety improvements to enhance the resident and visitor driving experience.

Questions to consider and discuss during workshop:

- What roadway improvements are needed along the byway?
- How are roadside conditions? Consider things like the roadway shoulders, drainage, medians, guardrails, landscaping, vegetation, clearing for vistas and views, etc.
- Do rights-of-way and easements need to be modified? Is there a need for scenic easements, screening to block views that disrupt the traveler experience, byway maintenance facilities, etc?
- How can different kinds of users (campers, trucks, bicyclists, etc.) be accommodated? Should certain vehicles be prohibited, restricted, or offered special access?
- How should the byway relate to other transportation services in the corridor? Should there be more linkages? Are there opportunities for linkages to other scenic byways or attractions?
- Is there a signage plan for official and directional signs? Do you need to address signage with regard to view and vista points, interpretive information, traveler services, and tourism destination within the corridor?

Other items the Federal Highways Administration (FHWA) requires a CMP to document include lack of compliance with transportation design, lack of compliance with clean air standards, erosion, trash, signage, and off-premise billboards.

Specific Safety Concerns

Hwy 243 between Banning and Idyllwild:

Visitors pull off on unsafe locations to view the vista or take photographs. Consider additional viewpoint parking or signing telling visitors to park completely off the travel corridor.

SR 243 does not have any slow traffic lanes, very few turnouts, and only has two locations where passing is allowed. The two passing lanes are not optimal for safe passing. As local drivers become frustrated with slow-going visitors, they will pass in dangerous locations out of frustration.

Additional centerline rumble strips or Botts' dots to keep traffic to their own lane in the corners and curves. Where Botts' dots are installed up to the 2,000-foot elevation point drivers tend to stay in their lanes.

One section of route between mileposts 5.15 and 7.3 does not have recessed reflectors. Although that section of route is not scheduled for asphalt rehabilitation in the next 5 years, is it possible to have the recessed reflectors installed?

The fog lines along SR 243 are in disrepair.

As traffic has increased, the turning in/out of the Nature Center has gotten more dangerous (existing left turn lane). There may be an opportunity to provide information at the Nature Center about safe driving along the scenic byway.

SR 74 between Idyllwild and Pinyon:

Additional signage indicating the Hurkey Creek Campground turnoff is approaching (congested area or traffic exiting ahead) for southbound traffic is needed.

The asphalt has broken away at the edge of the road within the traffic lane near the Garner Valley Ranch. This forces bicycle traffic into the lane of motor vehicle traffic. A

local bicycle group will work to identify other locations with similar maintenance and bike safety issues (mileposts or GPS).

The new turning lane for the junction of SR 371 and SR 74 has improved that location.

The location and angle of approach at the Reservation entrance and SR 74 junction has limited sight distance making turning traffic dangerous both entering and exiting the drive. The Tribe has asked Caltrans for additional signage but none has been installed yet. A left hand turning lane for northbound traffic to enter the Reservation route would also be beneficial.

Another issue the Tribe contends with is snow-play visitors blocking the entrance to the Santa Rosa Reservation. Caltrans clears and piles snow right at the Reservation gate where uninformed visitors then park to play in the snow, blocking the uphill approach for Tribal members to access their route. "Emergency parking only" signs have been asked for but have not been installed.

Caltrans has improved the sharpest curve north of Mountain Center with a double center line and center rumble strips, but it is still an area of concern.

"Crotch-rocket" riders will drive and then post their speed/time travelled on the Web.

SR 74 between Pinyon and Palm Desert:

There are several persistent locations above the 2,000-foot and 4,000-foot elevation signs where cars go over the edge of the road. Guardrails are needed in these locations.

The section of SR 74 between the Monument Visitors' Center and Sugarloaf is the windiest part of the road with the biggest combination of slow visitor, motorcycle, and commuter traffic. One resident recalls 16 fatalities occurring between Bighorn and Sugarloaf (approximately MP 80-90) last year. Reducing speed and installing guardrails along this section would be worth the investment and save lives. Communities are agreeable to guardrails because they are less expensive than other reconstruction projects and don't change the character of the road.

It is dangerous for traffic entering/exiting the Coachella Valley Vista Point. Uphill traffic must stop on a blind corner. There is a blinking light and pedestrian crossing sign but additional signage is needed. This is a place to look for innovation and improvement. Consider slowing traffic speeds to 35 mph or installing stop signs to bring traffic to a complete halt. Alternatively, eliminate the south-entrance (block and paint for parking) so there is only one entrance/exit in the location with additional sight distance. It appears that there is additional parking along the cutslope opposite the Vista Point (newly painted solid white line and pedestrian crossing signs) but foot traffic crossing the highway at this point is dangerous. There may be room for a left-turning lane if space from the shoulder is used.

Although most of the road surface may be dry and clear, there are portions of the route that remain in the shadow on winter mornings and are unexpectedly icy.

A regular travel corridor for peninsular sheep crosses the byway in a blind corner near the 3,000-foot elevation sign on the south side of SR 74. Additional wildlife crossing warning signs are needed. A larger project to consider could be a wildlife passage or wildlife bridge type crossing. The Bighorn Sheep Institute is a potential partner for funding. Consider possibility of project to address wildlife viewing and safe crossing installations for people and wildlife.

The Carrizo road intersection is dangerous. Traffic coming around corner at speed may not expect stopped traffic waiting to turn left. A turning lane is needed. Additional residential traffic/turning traffic signage is needed to warn through traffic of congestion ahead. There is a sign indicating the intersection is 400 feet ahead (although only 350 feet) but as an information sign it does not sufficiently warn visiting traffic of potential danger.

In addition, the intersection would make a good turnout for uphill traffic except for the large holes in the portion of the lane you would use to merge back to the traffic lane.

All route locations:

Better signage and direction as to the “safe” pullout locations is needed. Drivers unfamiliar with the route are unsure of the locations of upcoming turnouts and may miss them or use an unsafe pullout location in their haste to move out of the way of traffic behind them.

There is no official “snow play” area. Visitors come unprepared without appropriate tires/chains or winter mountain driving experience. They engage in dangerous activities like sledding on to the highway corridor and obstruct local resident’s access to their properties. The Idyllwild Nature Center has volunteered to serve as designated snow play area. Increased education and signage would be needed to direct visitors to their location.

Specific Signing Needs

All three communities concur there is need for a comprehensive signing plan. Current signing is inadequate and appears primarily designed for residential traffic. Additional signage specifically geared toward visitor traffic would improve many safety issues. A comprehensive study of sign and safety needs along the route is one potential implementation item for the CMP. There is also a desire for additional interpretation signing to educate visitors about conserving and protecting this special place.

SR 243 toward Banning:

Better signing indicating the trailhead parking for the PCT is close (e.g. “PCT trailhead parking ahead x miles”). The turnoff is located following a bend in the road and many travelers unfamiliar with the location come upon it unexpectedly.

Better signing indicating slow drivers “MUST” use turnouts and better signing that turnouts are located ahead.

Traffic entering/exiting the highway near the Cedar Glen area is dangerous due to limited sight distance. Need a reduced speed limit and/or signage regarding residential traffic.

SR 74 between Pinyon and Palm Desert:

There is insufficient signage indicating the approach to the Cahuilla Vista point from the south. (Signage is better approaching from the north.) A left turning lane would also improve the safety for turning and through traffic. Suggested signing includes “Downhill Traffic Doesn’t Stop” or stop signs on either side of vista point to halt traffic

Some thought additional speed limit signs are needed. Many drivers appear to think it’s a 65 mph route. Caltrans will soon be installing five new 55 MPH regulatory signs. Some thought this speed is excessive for this portion of the route.

All route locations:

Be prepared for “mountain driving” signing and education.

Identify the route and give the visitor confidence off Interstate 10 they are following the scenic highway into mountains. This could include National Forest Scenic Byway signing.

Educate visitors at visitors’ centers (Nature Center, Monument visitor center) on how to navigate the scenic route. Describe mountain driving conditions and instruct drivers to use turnouts if they have traffic behind them. Need to create/nurture relationships in Anza, Hemet and Banning for consistent messaging at access points along the route. Strategically located wayfinding kiosks with similar messaging could be helpful too.

Paddle marker maintenance is needed. In particular, the MP 83 paddle is bent over perpendicular to the road.

Trash

The 4-mile stretch from the Monument Visitor’s Center to the Coachella Valley Vista Point accumulates considerable trash, including alcoholic beverage containers jettisoned before reaching the city limits. Locating trash receptacles at the vista point is unsuccessful because some locals/commuters will use those instead of local garbage transfer stations. Trash then accumulates faster than Caltrans or Monument staff can handle.

Trash accumulates at Cahuilla Tewanet Overlook too.

Although community members are not allowed to conduct community clean-up efforts along the route because of safety concerns, Caltrans does not have the staffing to remove roadside trash on a regular basis. There is a need to identify methods to manage the trash along the route, particularly at the Coachella Valley Vista Point.

The existing signage at the vista point is confusing. It is supposed to indicate visitors should “pack it out” but that meaning is unclear.

Vehicle accident trash is often left along the side or over the edge of the route.

Steve Harris described a trash solution a County park in southern Illinois uses successfully. They had several “Alley Cat” trash trailer receptacles that included bins for trash and recyclables. As they were filled, they could be removed/replaced with a trailer hitch equipped vehicle. Compartments for recycling are available. These may be available through recycling grants. Look for something that will work along various locations along the route.

Graffiti is a problem in a few locations including near the vista point and along SR 243 outside of Banning.

Other Traffic Discussions

Participants feel this beautiful scenic byway should be driven slowly and enjoyed. Many drive too fast on a route with little room for correction. There are rock walls along the cutslope and sheer drop-offs at the outslope. Some local community members have expressed concerns regarding Caltrans’ prioritization of road projects. For example, recent improvement projects have dealt with the straightest portion of the route, while other windier locations appear to have much higher fatality and accident rates. It will be imperative to work closely with Caltrans in identifying implementation items in the CMP.

Some community participants are concerned that this road, built in another era, doesn’t meet the safety standards for the level of traffic it is currently receiving. They consider it troublesome to attempt to accommodate every form of traffic from residents, commuter, high-speed motorcycles, commercial truck traffic, and bicycles, and then consider encouraging additional

visitor traffic through a byway designation. It was suggested we consider either improving the roadway to safely accommodate the current use or limit some modes of traffic. (See attachment with additional information regarding this concern.)

There is no signage indicating weight/axle/length restrictions, need to identify regulations on commercial trucks/trailers permitted on route.

Some participants do not feel the road width/conditions are suitable to encourage bicycle use along the route. Although bicycle traffic is an allowed use under highway regulations, Caltrans is encouraging Share the Road campaigns. Local riders have the experience/knowledge of the road but many feel local route conditions are not conducive to encouraging cycling as an alternative transportation. Many believe it is not appropriate to market as an attraction. There is insufficient room for adding bike lanes.

Local residents share frustration with filming along the route that disrupts travel. Most residents realize it's an allowed activity under permit but would appreciate fair warning of upcoming traffic delays. Frustration can lead drivers to make unsafe decisions regarding speed and passing. (Permits are required from both Caltrans and Riverside County Economic Development Agency.)

Some additional vegetation maintenance along the route would improve the view along SR 243. Although the FS has had some recent thinning contracts, the brush has grown back quickly.

There are no regional transit options in this area. Some casino tour busses pass through.

Opportunities for Improving Safety

Bill Mosby, Caltrans Deputy District Director Chief, Division of Planning, discussed the potential for safety improvements along SR 243. He acknowledged the route would most likely never be a 3-lane road with full passing lanes. The right-of-way and construction costs would be prohibitive and local residents don't desire that level of change. However, there is potential to widen the shoulders in some locations and add additional turnouts. Many times, the less expensive, operational corrections are more effective than full route reconstruction projects. Additional well-placed signs, such as confidence markers, that "locate" the visitor on the route can be beneficial too.

Consider seeking designation as a "safety corridor". It is a CHP designation from the Office of Transportation Safety, funding increased patrols for speed limit and safe driving enforcement.

Communities could consider exercising zoning and permitting authorities. Public land management agencies and municipalities should work together to strengthen safety requirements during permitting process (cycling tours, filming, etc.).

Look at working with Caltrans to use the route in demonstrative test projects for new safety technologies. The elevation change along the route offers a unique opportunity for testing signage, information-messaging technology, or other safety innovations in various conditions within a short mileage range under varying conditions.

Explore methods to change the perception of the route as a transportation artery to a staged place. You have an incredible monument. Instead of just considering the highway as a corridor through, enfold it as part of the monument and educate visitors to treat it with respect.

Work with mapping entities (AAA or State map agencies) to include text that indicates route is steep, winding, and particularly treacherous in winter.

Educate visitors where photo opportunities exist so they pull off in safe locations. Developing a "Faces in the Rocks" education program with specific mile markers identified for safe stopping and viewing points.

Partner with ESRI in Redlands, CA for developing GIS/GPS/smart technology safety innovations along the route. Create an app that shows red pins for fatal accident locations along the route.

Set the stage for educating visitors about the mountain driving conditions ahead. Many scenic byways have gateways at the entrance points. Install signage with “Scenic Drivers Pull Over for More Information” and then provide education regarding the narrow, steep, winding road.

Communicate safety messages such as the need to slow down, use turnouts when traffic is following and point out unique hazards such as the potential for peninsular sheep crossing the route and incorporate with interpretive messages where possible. Use the Monument Visitor Center and the Nature Center the Idyllwild information center for intentional route messaging.

Obtain additional electronic messaging signs for the entry points. Drivers tend to note the additional safety messages provided with these. The San Jacinto Ranger District uses them for fire safety information. Look for opportunities to use these at other times or obtain some for route messaging.

Research smart technology, radio information messaging, or other opportunities to share route condition information.

Ask for an electronic speed measuring sign in locations with high accident data. This slows some drivers down, particularly if they believe their driving is being monitored.

This isn't a one-speed highway. Although there are locations 55 mph is appropriate, other areas should be driven at slower speeds. Reduce regulatory speeds in high congestion areas or in the particularly challenging areas of the route (locations with high traffic accident statistics).

Discourage use of the route from Anza through to Palm Desert by reducing speeds or requiring traffic stops at areas of congestion (e.g. Coachella Valley Vista).

Locals had praise for Caltrans maintenance but expressed frustration with lack of response to local desires and safety improvement requests.

Additional Data Needs

Anecdotal information indicates there are locations along the route with higher numbers of traffic related fatalities. Some community participants would like to narrow down the broad traffic accident data specific to these locations to highlight the need for safety improvements.

Are there limitations to where Caltrans will use rumble strips on routes that may require snowplowing?

Compare traffic count data Recreation Solutions found on Caltrans Website with information the Tribe received from Caltrans (2007 data inconsistent).

Ask Caltrans for accident statistics to several specific locations along the route including the hairpin corner north of Mountain Center and a 10-mile stretch of SR 74 south of Pinyon (MP 80-90).

Is Caltrans planning to install rumble strips from SR 371 to the Pinyon Fire Station or were they just putting in recess reflectors? Have they finished that project yet?

Other Sources of Information to Check

Officer Crandall, a CHP officer that lives in Idyllwild may have information regarding the number of accidents along the route.

A contact within Caltrans may have additional information about a 2008 study addressing traffic between Pinyon and Palm Desert.

Look at Riverside County's land use plan for commercial development information. It may show the areas Riverside County has considered as commercial nodes, the level of saturation potential and the traffic it may generate.

Newspapers such as the Desert Sun have searchable records to find accident information.

Do first-responders maintain records/data they can share?

Questions

How will CMP ensure there will not be an increase in trespass on private or Tribal properties?

A CMP is a planning document and cannot impose any prohibitions regarding private property trespass beyond existing state and federal laws. It can point out areas of concern and list potential implementation items such as interpretation or signing to encourage visitor respect, to education appropriate land uses and to direct visitor traffic to areas that are the desired visitation or recreation areas.

What are the economic development opportunities available from National Scenic Byway designation?

Although there is no statistical data specifically indicating that designation increases economic development along the route, the recognition as a National Scenic Byway could potentially draw additional visitation. Scenic driving is a popular form of recreation and the FHWA, through the Byway Resource Center, promotes National Scenic Byways and All-American Roads as America's premier driving routes.

Would Caltrans be willing to ride the route with residents to identify their greatest areas of concern?

We will forward the question to the Caltrans office.

Who would seek national designation if the communities are interested? Who would seek grant monies for safety improvements?

Any organization such as the FS, BLM, local government entity, chamber of commerce, community group, or non-profit organization could use the completed CMP for a basis to apply for grant funding from various sources, as well as seek the nomination for National Scenic Byway designation. Often times a community forms a local scenic byway organization specifically to be the coordinating group seeking nomination and associated grants or improvements. (The Ebbetts Pass Scenic Byway organization is a great example. Visit <http://scenic4.org/> for more information.) The Forest Service has indicated a willingness to help any interested community organization with the paperwork and process associated with nominating the Palms to Pines Scenic Highway for national designation.

The Friends of the Desert Mountain have expressed an interest in pursuing grant opportunities to improve interpretation, education and safety along the route within the National Monument.

Conclusion

Consider two date sets for the fourth workshop – either the week of May 9th or May 31st.

The fourth workshop will work on developing the message the communities would like to convey. This will include discussions regarding how to position the route, how to increase/decrease visibility of various intrinsic features, and how to direct visitors to specific places. How do we take community stories and themes (land, history, character) and “place” the byway. Discuss the messages concerning driving safety, preservation of character, the history, and environmental protection.

Attachments (2): Additional information route safety issues provided via email by two community participants.

Ideas to increase Roadway Safety along Highway 74

In locations where multiple fatalities have occurred:

Suggestion:	Locations/Issue:
Install guardrails along roadway between mileposts 75 and 85.	Mileposts 75 to 85
Install more speed limit signs	
Increase warnings about crossing the double lines	
Increase signage about horse-crossings	
Reduce/remediate rock formations immediately adjacent to the roadway	

An overview of safety issues between mileposts 84 and 92 on SR 74

Caltrans 'inherited' Hwy 74 (built circa 1934) as a 20 foot wide two lane oil-mat roadway as a state highway now in the National Monument. This road was built to a standard 80 years before the National Monument was created and before cars had the capability of traveling 75 mph up these grades. Virtually all cars still had mechanical brakes, not the hydraulic brakes that all cars have today. Also the advent of disc brakes has given people more confidence in their braking power on these hills and curves. The prior (1934) drum brakes were applied with levers and cables. I think it is important to consider any "scenic designation" in the context of WHEN this road was built and the vehicles that were traveling it, i.e. there were still lots of Model T's (with 24 horsepower) going up and down this road. The basic geometrics of Highway 74 have not changed since it was built.

Now that the National Monument exists and the road is being considered for a "scenic by pass" designation it should be obvious that the road cannot meet all the various uses contemplated for it. If a new road was proposed in a National Monument today, the road would not be built to the Hwy 74 standard with a 55mph limit on it. In other words, it cannot accommodate all the tourists, through traffic, bicyclists, vacationers with campers and trailers, large truck traffic, local commuters, "road-hog" motor cycles, "crotch rockets" (the 100 mph crowd), and local delivery and emergency services. The point is that the road is not built (at 20 feet wide) to accommodate all this traffic at 55mph. Something has to give and apparently Caltrans does not have funds to make substantial improvements in the roadway to accommodate all these traffic modes. Here are some thoughts about this road after living here for 15 years.

Goals: One additional "Goal" might be to create a "Mission Statement" that might read something like: "Determine, through extensive inventory and public input, how many different transportation modes Highway 74 is capable of sustaining while insuring public health, safety and welfare and regional aesthetic and cultural values."

Specific comments: These comments are submitted in the context of the road being incapable of sustaining ALL of these modes of transportation at 55mph and meeting the goals and objectives of the CMP.

1. Consider making some substantial reductions in speed. The current 55mph (un-posted for the most part) is not sustainable. There are too many tourists, bikes, motorcycles and other modes of traffic that conflict with this. I think a 45 mph limit on the entire route would be appropriate and the least cost to implement and enforce. Keep it simple. Reducing the speed limit solves a lot of the problems of traffic safety and "pinch point" problems. (See below.)
2. Consider placing limitations on certain modes of transportation. For example, No motorcycles on Saturday or Sunday between the hours of 8am and 5pm; No truck traffic over 30,000 pounds or with more than 10 wheels; Limit the length of motor homes, campers, and trailers, such as a maximum "combined length" of 33 feet. These kinds of limits are placed on roads within other National Monuments and National Parks.

Some other problems and suggestions on the roadway:

1. Looking around the country one cannot help but observe that roads in many National Monuments, National Parks etc. do NOT have unpainted galvanized steel guardrails. Most of these areas have painted these steel rails brown to reduce their reflection and visual obtrusiveness. I suggest that Caltrans paint the guardrails brown. This brown also gives visual continuity to the guardrails so that the newly repaired sections do not stick out as shiny metal against the gray patina of the older guardrails. This painting should not be a big budget item.

2. There are large piles of broken concrete rubble in the large gravel pullout area near the bottom of the passing lane at mile post 90.4. This broken concrete rubble was apparently dumped there by Caltrans and it has been sitting there for months. This is inconsistent and in conflict with the Scenic Byway objectives. Is this “fill” material for a future project? It really looks ‘tacky’ to find this rubble in the first available pullout. I suggest it be placed in a manner to enhance the grades of the pullout.
3. I suggest that all the “elevation signs” be maintained. People traveling in a National Monument in a mountainous area expect to see these signs and give value clues to snow levels.

Pinch Points:

1. Vista Point. (mile post 87.50)
 - A. Close the downhill access/egress. The sight lines are poor at that opening. Restrict access and egress to the uphill entrance/exit, which has better, but not good, sight lines.
 - B. Eliminate or re-stripe the wide shoulder in the uphill lane right across from the existing downhill entrance/exit to Vista Point. This wide area becomes a parking space sometimes and then pedestrians risk life and limb trying to cross, on foot, over to the Vista Point.
 - C. Reduce the speed limit at Vista Point to 30 mph and post signs 500 feet in advance for “reduced speed” and “Scenic View Point” ahead. This would have to be with yellow signs. Remove the existing “pedestrian” logo sign. It encourages people to park in the shoulder of item B. above and walk across the Highway to the Vista Point.
 - D. Remove the overly large “NO LITTERING” sign facing the highway in the planter at Vista Point. There are already smaller signs at the Vista Point with the “throw it away” icon, but there are no trash containers. It makes no sense to have Scenic View Point with the largest thing one sees is a eight wide “NO LITTERING” sign, and it is crooked anyway. This sign has NOT mitigated the littering.
2. General observation on road cuts: Essentially every road cut on Hwy 74 is a “pinch point” for people unfamiliar with Hwy 74. Caltrans has confirmed this by placing numerous large yellow “cautionary signs” at many of these cuts. These yellow signs are obtrusive to the National Monument aesthetic and could be removed if the speed limit were reduced to 45 mph along the entire route. (Very few people respect/observe the ‘cautionary’ speed limits posted on them.) Remove the existing yellow signs and place new black and white 45mph signs on the existing posts.
3. Existing driving behaviors: The existing “pull outs” often become a “pinch point” because people are going too fast and then slow way down to utilize the turn-out. Then many people anxious to pass cross over the double line to pass, even before the “lead” car has pulled into the pull-out. If the speed limit were lowered to 45mph this would dramatically reduce this problem with turnouts.
4. The gravel pullout at milepost 91.40 serves no safe purpose and only creates a traffic hazard as people try to make the transition from gravel to asphalt. Recommend that it be closed. The next one is about one mile uphill at milepost 90.40 (see item 3).
5. Just below the pullout referenced in item 4. There is an old dirt road at mile post 91.51 that people try to use as a pull-out and then park on it and then walk that road to the north for hiking. The road is not passable in passenger vehicles and the gate is locked. This is a dangerous ‘driveway’ because it is too small to make a practical turn-around so people back out onto Hwy 74. This “driveway” should be closed. There is a steel gate on the road about

- 40 north of the oil-mat surface of Hwy 74. This road-end is in no way a safe or reasonable "pull-out".
6. There is a gravel "turn-out" at mile post 91.95 about 1/3rd mile below the pull-out in item 5 that should be closed.
 7. At mile post 86.23 there is another gravel pullout with some steel guardrails around it. Apparently The Deep Canyon Research Center uses it to park when they survey the Bighorn Sheep etc. in the area. But since it has no gate or lock other people use it too and since it is on a curve it has become a traffic hazard. It is near the uphill end of an actual paved pullout so there are sometimes three different traffic movements competing for same space to get back on Hwy 74 when someone is passing. I suggest either gate and lock this for exclusive use of the Deep Canyon Research center or pave it if it is to be available to the general public. (In the past a local resident used to place one-gallon plastic bottles on the top of the guardrail posts as a courtesy to people coming uphill with radiator overheating problems.)
 8. Turnouts generally should be paved or abandoned/closed. People get confused about which ones; either gravel or asphalt, to use so people can pass.
 9. Recent signs and continuity in the Monument: We notice most of the National Monument signs in other areas are Brown. Particularly signs designating a camp site, a change in direction, a community approaching, a visitor center or a "memorial highway" type sign. We observe that CalTrans and Riverside County recently installed four "memorial or scenic highway" signs starting just below the Vista point and ending near El Paseo. These signs are GREEN and they are confusing. Two signs say: "Roy Wilson Memorial Highway" and two signs say: "Supervisor - Councilman S. Roy Wilson Scenic Highway". So is it a "memorial highway" or is it a "Scenic highway"? (It is a State Scenic Highway.) As for continuity two of the signs are on dark brown wood posts and the other two are on galvanized steel posts. Is Roy Wilson also S. Roy Wilson? I researched it and determined that they are one in the same. It would seem appropriate to suggest that these signs should be the brown sign that assists in identifying an area as a National Monument. If they are changed maybe they can be made consistent with his name and choose between one nomenclature of either "memorial" or "scenic". Whatever happens in the CMP on signs I recommend that there be one standard, i.e. let's settle on brown signs on dark brown wood posts.
 10. At mile post 91.09 there is a small gravel "turnout" that is only large enough for one car. Again this is on the uphill side of the road, is not contiguous with any trails or view points and tends to promote pedestrians crossing Hwy 74 to the downhill side to view and photograph Ocotillo plants on the other side of the highway.
 11. At mile post 90.4 there is a large gravel turnout and parking area with several huge piles of broken concrete rubble. This large pullout has very poor sight lines when approaching from downhill due to the uphill road cut blocking a view of the turnout. People in cars come uphill at 60 - 65 mph and the "crotch rockets" zoom through at 80 mph plus. Again a reduction to 45 mph overall would assist in making this safer.
 12. At mile post 89.67 there is a small one-car turnout that is hazardous. It should be closed with the typical guardrail being installed contiguous with the existing guard rails either side of this turnout.
 13. At mile post 88.90 there is a small one-car turnout that should be closed with the typical guardrail being installed. This one is about two-thirds of the way up the passing lane where people are really in hurry. Notice that there is a big burn spot on the uphill traveling lane portion of the pavement from an accident there recently.

14. At Mile post 88.0 (Carrizo Canyon trailhead - locked gate) there is a large uphill-bound pullout that is often used as a pullout and a parking area. This creates a conflict for cars attempting to pull over to let other vehicles pass. The grades on this pullout make it difficult to make the transition back to Hwy 74. If this is intended to remain as a pullout for passing vehicles the grades need to be smoothed out.
15. At mile post 86.07 there is a small gravel pullout that should be closed or paved.
16. At mile post 85.0 is a large paved pullout and parking area near the entrance to Royal Carrizo. The Royal Carrizo main gate entrance is at the downhill end of this turnout. The obvious conflict is people slowing down to turn into Royal Carrizo. In addition people exiting Royal Carrizo have to compete with traffic trying to pass going uphill.
17. At milepost 87.26 (just uphill from Vista Point), there is a driveway to a dirt road that goes on up the hill. This 4-wheel drive road allows people to access the National Monument in violation of the intent of limiting vehicular access in these kinds of Big Horn Sheep areas in the Monument. In addition, people park in this driveway on what is a sharp curve in the road. Access in and out is hazardous. Recommend that a gate with a lock be installed so that BLM/FWS and Deep Canyon have exclusive use of this road.
18. At mile post 88.22 there is a "Roy Wilson Memorial Highway" sign and a dirt pullout. This pullout is an attractive nuisance and traffic hazard because this section of Hwy 74 is straight and people often attempt to pass despite the double line. This is the most frequent "pinch point" where this illegal and hazardous passing occurs on Hwy 74.
19. At milepost 88.93 (just above the large hairpin turn) there is a small gravel one-car pullout where people stop and take pictures. Very dangerous given the tight curves and limited sight lines. It should be closed with the typical guardrail being installed contiguous with the existing guardrails either side of this turnout.