



Ramona Band of Cahuilla Strategic Transportation Safety Plan

Prepared by

Ramona Band of Cahuilla

Finalized on March 29, 2021

Submitted to

**Office of Tribal Transportation
Federal Highways Administration**

April 27, 2021

Ramona Band of Cahuilla

Strategic Transportation Safety Plan

Table of Contents	Page
Introduction	2
Vision	8
Safety Partners	9
Process	10
Existing Efforts	11
Data Summary	12
Emphasis Areas	14
Emphasis Area 1: Improve Table Mountain Truck Trail	14
Emphasis Area 2: Improve Access Drives to Existing Homes	16
Emphasis Area 3: Improve Motorist Expectancy	18
Emphasis Area 4: Improve Active Transportation Facilities	20
Emphasis Area 5: Improve Intersection Safety	22
Evaluation and Implementation	23
Conclusion	24

LIST OF FIGURES

FIGURE 1. Location of Ramona Indian Reservation	2
FIGURE 2. Ramona Indian Reservation	3
FIGURE 3. California 371 and Bautista Canyon Road	4
FIGURE 4. Hog Lake Road	5
FIGURE 5. Table Mountain Truck Trail	6
FIGURE 6. Traffic Collision Data 5-mile Radius around Ramona Reservation	12
FIGURE 7. Number of Collisions by Collision Severity	13
FIGURE 8. Number of Collisions by Type of Collision	13
FIGURE 9. Table Mountain Truck Trail Conditions show damage after storms	14
FIGURE 10. Table Mountain Truck Trail Segments	15
FIGURE 11. Existing Conditions at Home Access Road	16
FIGURE 12. Existing Conditions at Home Access Road	17
FIGURE 13. CA- 371 conditions showing no signage of upcoming curve	18
FIGURE 14. Hog Lake Road showing no signage of upcoming curve	19
FIGURE 15. Lack of pedestrian and active transportation facilities- Bautista	20
FIGURE 16. Lack of pedestrian and active transportation facilities- Hog Lake	21

INTRODUCTION

The Ramona Band of Cahuilla (“Ramona Band”) is a federally recognized tribe located in southern California approximately thirty miles east of Temecula and four miles north of the unincorporated town of Anza, off Highway 371 in Riverside County. The Ramona Band is one of the 12 federally recognized Indian Tribes in Riverside County and one of the three Mountain Cahuilla Tribes located in or around the San Bernardino National Forest. (See Figure 1).

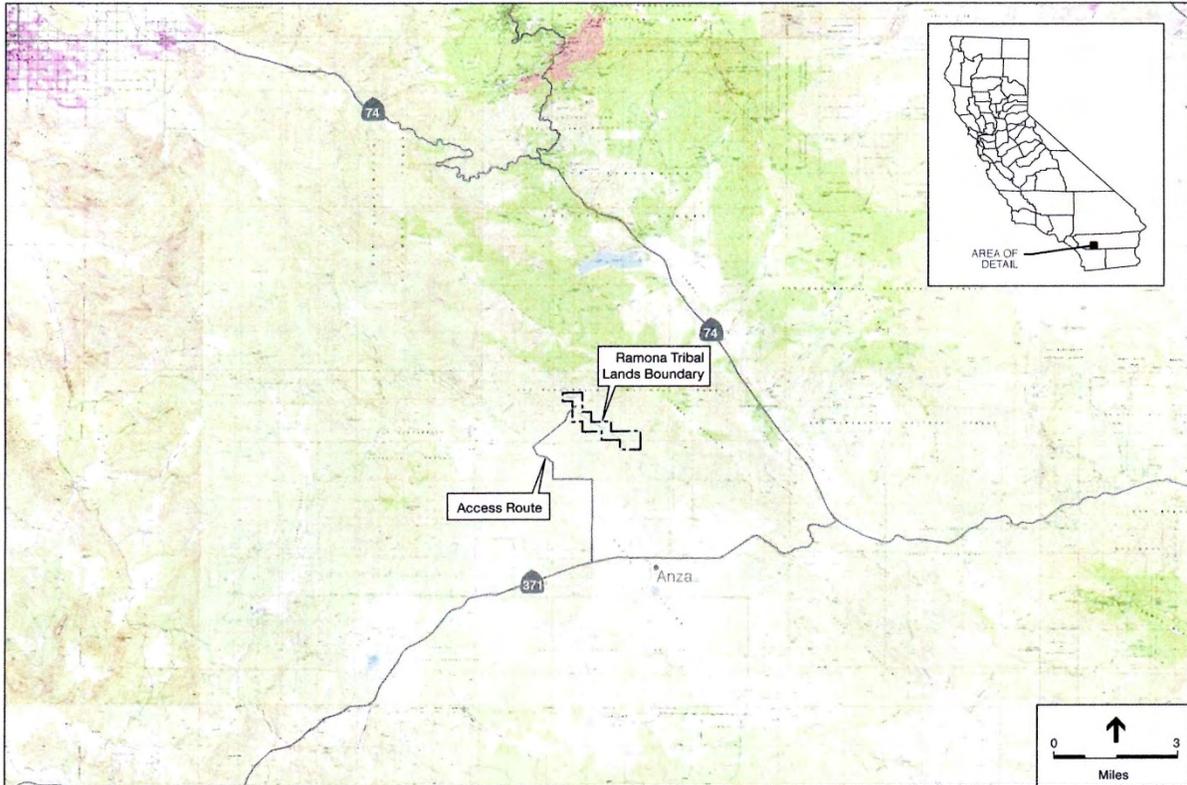


Figure 1

Regional geographic subdivisions of the town include Anza Valley and Cave Rocks (Central); Tripp Flats, Chandler Heights and Cahuilla (West) as well as Oak Spring, Burnt Spring and Heller Spring (East). The Anza Valley in which the town is nestled is bordered by three significant mountains- Cahuilla Mountain to the West, Thomas Mountain to the northeast and Beauty Mountain to the southwest. The Ramona Reservation sits on the westward slope of Thomas Mountain.

The Ramona Indian Reservation

The Ramona Band’s home is the Ramona Indian Reservation (“Ramona Reservation”) which encompasses 560 acres. The Ramona Reservation is located on the Idyllwild, CA series USGS quadrangle and is “situated at the southwestern base of Thomas Mountain in the southern San Jacinto Mountains.” The Ramona Reservation is nearly surrounded by U.S. Forest Service and Bureau of Land Management (“BLM”) lands. (See Figure 2). The Ramona Band owns an additional 80+ acres of fee land with 6+ acres in Anza, the site of its government offices.

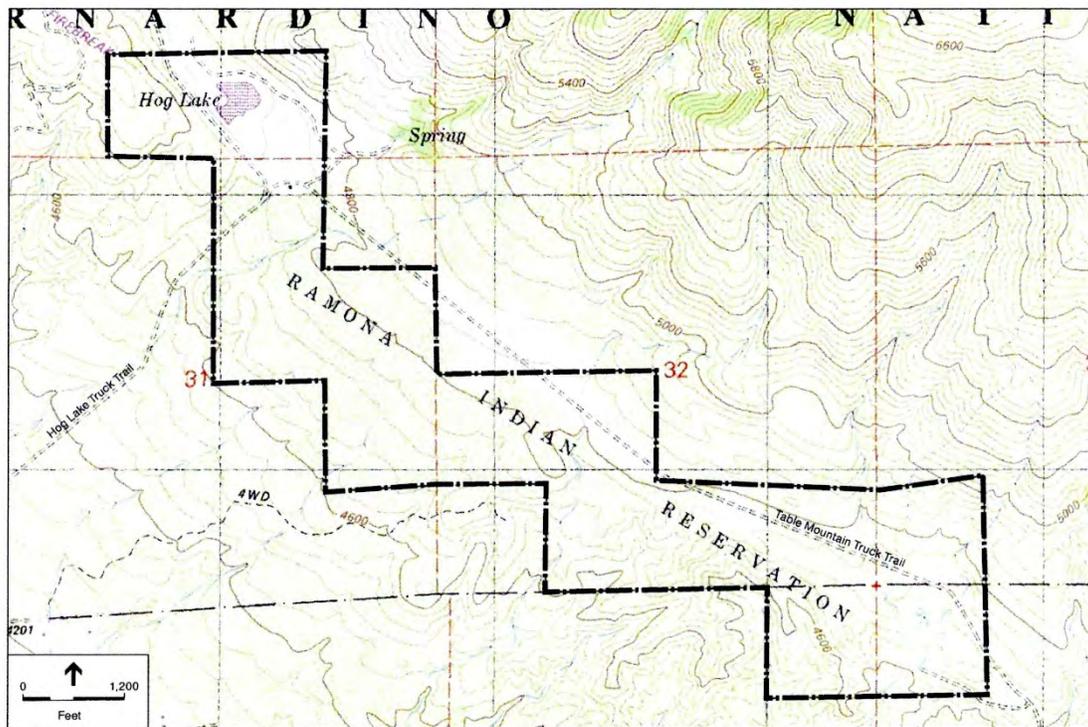


Figure 2

The Ramona Band of Cahuilla and the Ramona Reservation are integral parts of the Anza Valley area which is characterized as high desert. High desert areas experience somewhat stronger temperature variations than those of coastal cities, including sudden dips of temperature, even on summer evenings, due to the high elevation.

While the center of Anza sits at about 4100 feet above sea level, the Ramona Reservation is situated at approximately 4700 feet above sea level and experiences accumulation of snow (up to 4 inches or more) several times a year.

The California 371 is the main corridor in the area. The California 371 connects California 79 at Aguanga with California 74 in the San Bernardino National Forest via the Cahuilla Indian Reservation, Lake Riverside and Anza. It is part of an east-west corridor formed by parts of California 79, California 371, and California 74 between Temecula and the Palm Springs-Coachella Valley area. The California 371 is a two-lane road from Aguanga thru Anza. Posted speeds range from 35 mph to 55 mph throughout the corridor with several passing lane pull outs for slower traffic. However, motorists often travel at speeds above the posted speed limits and crossing over double yellow lines to pass slower cars is common.

The California 371 is used by pedestrians and cyclists throughout the day and night to travel between the Cahuilla Reservation and Anza. Unfortunately, the corridor lacks active transportation facilities such as bike lanes and sidewalks, which creates an undesirable and unsafe environment for people to bike or walk. Additionally, the lack of necessary acceleration/deceleration lanes and traffic signals at intersections lead to unsafe merges, substandard pull outs, and high-speed collisions. All of this contributes to unsafe travel conditions for all users.

Bautista Canyon Road (“Bautista”) intersects California 371 about 1 mile before entering Anza. (See Figure 3). Bautista travels north into the San Bernardino National Forest and drops back down into the community of Valle Vista near the City of Hemet. Bautista is a two-lane road from the California 371 to Valle Vista. A large segment of Bautista is a dirt, unmarked, and unimproved roadway. Posted speeds range from 25 mph to 45 mph and there are no traffic lights along the segment which provides access to the Ramona Reservation. Bautista also lacks active transportation facilities, such as bike lanes and sidewalks, which creates an undesirable and unsafe environment for people to bike or walk.



Figure 3

Prior to entering the San Bernardino National Forest, Bautista is intersected by Hog Lake Road. Hog Lake road travels approximately 1.6 miles from Bautista through the San Bernardino National Forest before entering the Ramona Reservation. Hog Lake Road is a paved two-lane road with posted speed limit of 25 mph. As stated above, Hog Lake Road provides the sole access into and out of the Ramona Reservation. (See Figure 4).

There is infrequent pedestrian and/or cyclist use of Hog Lake Road.



Figure 4

Hog Lake Road evolves into Table Mountain Truck Trail about 1/10 of a mile on the Ramona Reservation. Unlike Hog Lake Road, which is a paved road segment, Table Mountain Truck Trail is an unimproved and unpaved roadway segment that travels from the northern part of the Ramona Reservation south towards the current homes. (See Figure 5).

The alignment of Table Mountain Truck Trail travels through both the Ramona Reservation and the San Bernardino National Forest before exiting the southern portion of the Ramona Reservation and entering a parcel of land under the jurisdiction of the Bureau of Land Management. All the homes, buildings, and infrastructure located on the Ramona Reservation are located along or accessed via Table Mountain Truck Trail.

Pedestrian use of Table Mountain Road is most frequent during the school year, from Monday thru Friday. Students walk about a mile and a half along Table Mountain Truck Trail and Hog

Lake Road to and from their homes in the southern part of the Ramona Reservation to the entrance gate on Hog Lake Road to catch the school bus. Residents also walk along Table Mountain Truck Trail to go from home to home or to access other parts of the Ramona Reservation.



Figure 5

The Ramona Band is committed to improving transportation safety within its transportation system, both on and off the Ramona Reservation. The Ramona Band’s commitment includes improving roads in the current transportation system which are unpaved and/or which require additional enhancements to make them safer for all who utilize the transportation system. To date, the Ramona Band has not developed nor implemented a safety plan for any portion of its transportation system.

This plan- the Ramona Band of Cahuilla’s Strategic Transportation Safety Plan (“Safety Plan”)- will describe the issues and concerns the Ramona Band has identified within its transportation system and set forth proposals to address the identified safety needs. Implementation of the Safety Plan will improve transportation safety for the Ramona Band, their people, their visitors,

and the surrounding community. The Safety Plan was developed with input from tribal leadership, community members, and established transportation safety partners.

The Ramona Band continues to establish working partnerships within the community and outside agencies to better serve existing transportation safety needs. The Ramona Band also actively participates in the California Inter Tribal Transportation Alliance (“CITTA”) which addresses issues concerning roads within tribal communities in the BIA’s Pacific Region. Additionally, the Ramona Band continues to be an active stakeholder in the community by working with the County of Riverside to propose design projects, make roadway improvements, and provide funding or other assistance for road improvements along Bautista and other County maintained roads in the immediate area. These efforts have resulted in the paving of a critical segment of Bautista that would wash out or become impassable during rain and/or snowstorms and repairs to area roads by the County using material and supplies provided by the Ramona Band. This Safety Plan is a continuation of these safety efforts.

The roadways do become dangerous to traverse during and immediately following rain and snow events, and the lack of signage, traffic lights, and other active transportation facilities create an undesirable and unsafe environment for all who utilize the identified transportation corridors.

It is the Ramona Band’s desire to implement projects or programs which will improve the roads, and, as a result, create a safer transportation system. While there is very little historical data with regards to accidents or deaths within the identified sections of the transportation system covered in this Safety Plan, the Ramona Band has relied on and will continue to rely on community knowledge to record specific crashes. Additionally, the Ramona Band has agreed to enter a Memorandum of Understanding (MOU) with the California Highway Patrol regarding future reporting and recording of crashes or other motor vehicle involved incidents within the boundaries of the Ramona Reservation.

VISION

The Ramona Band believes that a key component to providing for the health, safety and welfare of its tribal members; residents of the Ramona Reservation; its staff; visitors to the Ramona Reservation; and service providers, including first responders, is the existence of a reliable and safe transportation system to and on the Ramona Reservation.

Safer and more reliable roads provide security during inclement weather or storm events so that those who use the roads to get to and from home or work, or to provide critical services to those who live or work on the Ramona Reservation, will be able to do so. Moreover, roads that are safer for motorists, cyclists, and pedestrians, and more reliable in all weather conditions, contribute to fewer accidents and reduce concern that they may become impassable.

The Ramona Band believes that “Safer Roads mean a safer environment for all”.

SAFETY PARTNERS

The Ramona Band's transportation system includes roads under the jurisdiction of numerous local, state, and federal agencies; therefore, it is incumbent on the Ramona Band to continue to partner with the various agencies to address the identified issues and concerns.

Specifically, the Ramona Band has determined it will continue to work with the following:

- Bureau of Indian Affairs ("BIA")
- Bureau of Land Management ("BLM")
- County of Riverside ("County")
- California Highway Patrol ("CHP")
- CalTrans
- United States Forest Service ("USFS")
- CalFire
- Tribal members and Tribal leadership
- Community Members

The Ramona Band has a history of working with the agencies listed above to address safety and transportation issues. In fact, the Ramona Band has successfully implemented and completed a road re-construction project for Hog Lake Road, a road within its transportation system and which ties into Table Mountain Truck Trail. The Ramona Band worked extensively with the USFS and BIA to develop the environmental documents; design documents; appropriate permit and right-of-way documents; and other safety documents. Additionally, the Ramona Band worked with the BIA to finish the full-depth reclamation of the project prior to the final installation of asphalt.

The Ramona Band is currently meeting with the BLM to discuss improvements to the portions of Table Mountain Truck Trail which lie within BLM land to the southeast of the Ramona Reservation. The Ramona Band and the BLM entered a Memorandum of Understanding in 2011 to co-manage the resources on said property, and the Ramona Band is currently exploring ways to improve the existing road segment which had previously provided an alternative access route to the Ramona Reservation.

The Ramona Band is also working with residents and the County to address improvements to unpaved portions of Bautista Canyon Road. A project to improve an approximate 1.7-mile section which provides a connection to Hog Lake was completed in early 2020. However, additional work along the section is needed to address remaining safety concerns.

PROCESS

Providing safe, sustainable, and efficient transportation for their tribal members and the greater tribal and non-tribal community is a primary goal for the Ramona Band and their safety partners. Through the development of the Safety Plan, the Tribe continued their collaboration with their safety partners to discuss issues within the Ramona Reservation, the region, and beyond. Data for areas around the Ramona Reservation were collected and organized to identify critical safety issues.

The Ramona Band held several meetings with the County, BIA, and local stakeholders to discuss the deteriorating condition of roads in the Ramona Band's transportation system. The Ramona Band has also had discussions with the BLM and the USFS to address co-management and cooperative maintenance of the roads which provide access to and from the Ramona Reservation as most of these roads are dirt roads first developed over 80 years ago, and each has slowly deteriorated over the decades and may soon become impassable.

Using collision analysis (where available), engineering evaluations, prior documents and information, and the ideas generated from the meetings and on-site evaluations, the Ramona Band of Cahuilla's Strategic Transportation Safety Plan was developed.

The Ramona Band's Safety Plan focuses on the five E's of safety: Engineering, Enforcement, Education, Emergency Response, and Everyone. The key components of the Safety Plan include emphasis areas with an evaluation and implementation plan for each.

EXISTING EFFORTS

The Ramona Band is committed to improving transportation safety to reduce the risk of accidents, death and serious injuries that may result from incidents on the transportation system. The Ramona Band has actively engaged with multiple decision and policy-making bodies to improve safety for all roadway users on the identified transportation corridors.

As stated above, the Ramona Band has previously improved an important section of its transportation system by paving Hog Lake Road (6S18) and providing a more reliable and safer transportation artery into the Ramona Reservation. This project was funded, in part, under a grant from the Federal Highways Administration and assistance from the BIA. The BIA and the USFS also acted as lead agencies for the project throughout the environmental review process, and the USFS provided the Ramona Band with an easement and permit to initiate and complete the project. The Ramona Band is currently responsible for maintenance and repairs to this road.

In June 2019, after communication between the Ramona Band and the U.S. Forest Service, the San Bernardino National Forest Supervisor transmitted a letter to the BIA PRO regarding Table Mountain Truck Trail (6S02) in which the U.S. Forest Service:

“agree(d) to accept regulation by the BIA, as a fellow federal agency, of the Tribe’s (Ramona Band) use and maintenance of those segments of Table Mountain Truck Trail wholly on (San Bernardino) NFS lands”.

The June 2019 letter also set forth parameters for inclusion of the road segments, also referred to as the “use areas”, in the Ramona Band’s *Strategic Transportation Safety Plan* and *Tribal Transportation Plan* and includes the inspection of the use areas for risks and hazards; the use of erosion control measures; the implementation of resource protection measures; and management of the use area utilizing Best Management Practices and maintenance standards acceptable to the Forest Service.

The Ramona Band has also developed ordinances regarding resource management which directly affect the maintenance and future development of the roads identified in its transportation system, and the Ramona Band is currently updating its long-term transportation plan for the roads in its system. This process includes identifying the road sections; evaluation of the road sections; determination of actions to address identified issues and concerns; ranking of actions; and planning and implementation of actions.

The Ramona Band has had meetings with the various agencies to discuss possible actions to address the identified issues and concerns. And the Ramona Band has utilized input from the various agencies listed above to determine what issues and concerns they have; their capabilities to address said issues and concerns; actions the Ramona Band can partner with the various agencies; and actions the Ramona Band will need to take on its own.

DATA SUMMARY

Outside of data for California 371, very little data exists for the other road segments identified as being within the Ramona Band’s transportation system identified as an Emphasis Area under this plan. There have been no previous studies of the area nor has the Ramona Band previously developed and/or implemented a safety plan for the emphasis area or the entirety of its transportation system.

The BIA nor the USFS possess data for the road sections under their jurisdiction which are identified as Emphasis Areas within this Safety Plan. Moreover, the Ramona Band has not implemented data gathering projects for the roads or road sections within the Ramona Reservation. The only “data” which exists for those road segments within the boundaries of the Ramona Reservation is contained within incident reports and/or communications between tribal leaders, residents, and staff regarding stranded vehicles, impassable conditions, and/or vehicles that have run-off the road surface during storm events.

Below is an overall summary and map of the number of collisions that occurred on California 371 and within a 5-mile radius from the Ramona Reservation from January 2015 thru December 2019. The information clearly indicates that many of the collisions occurred on California 371, including near the intersection with Bautista Road.

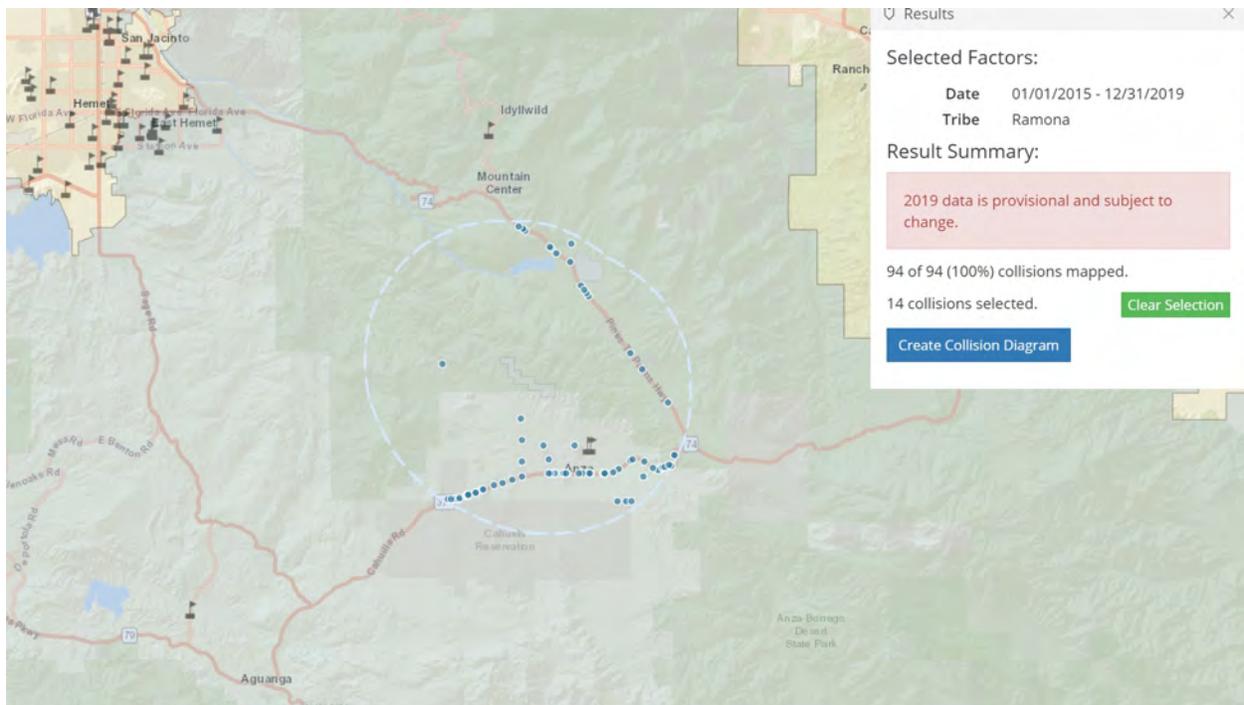


Figure 6

Number of Collisions by Collision Severity

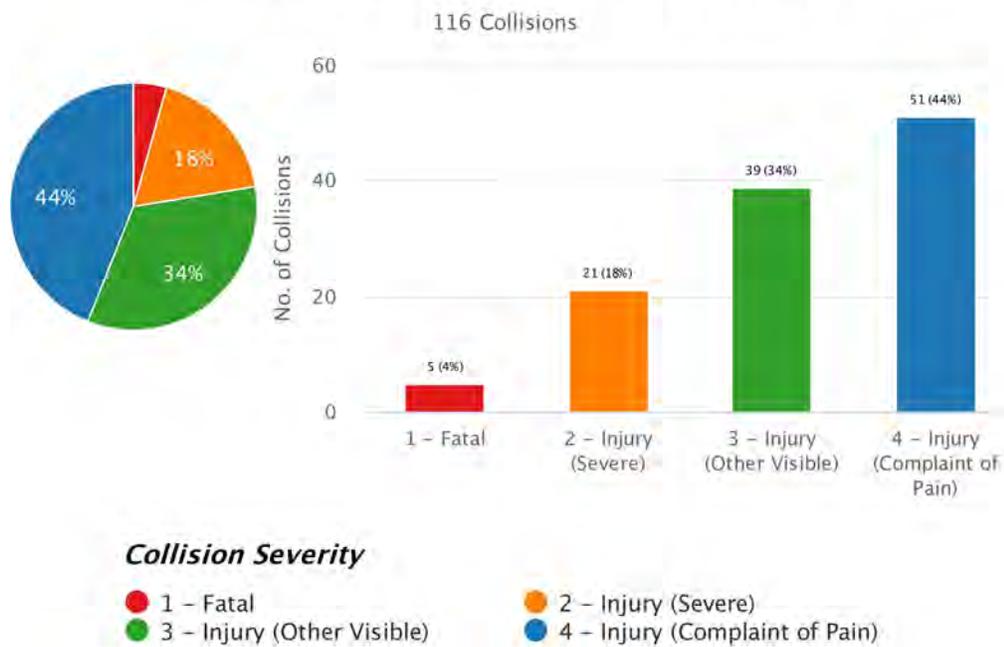


Figure 7

Number of Collisions by Type of Collision

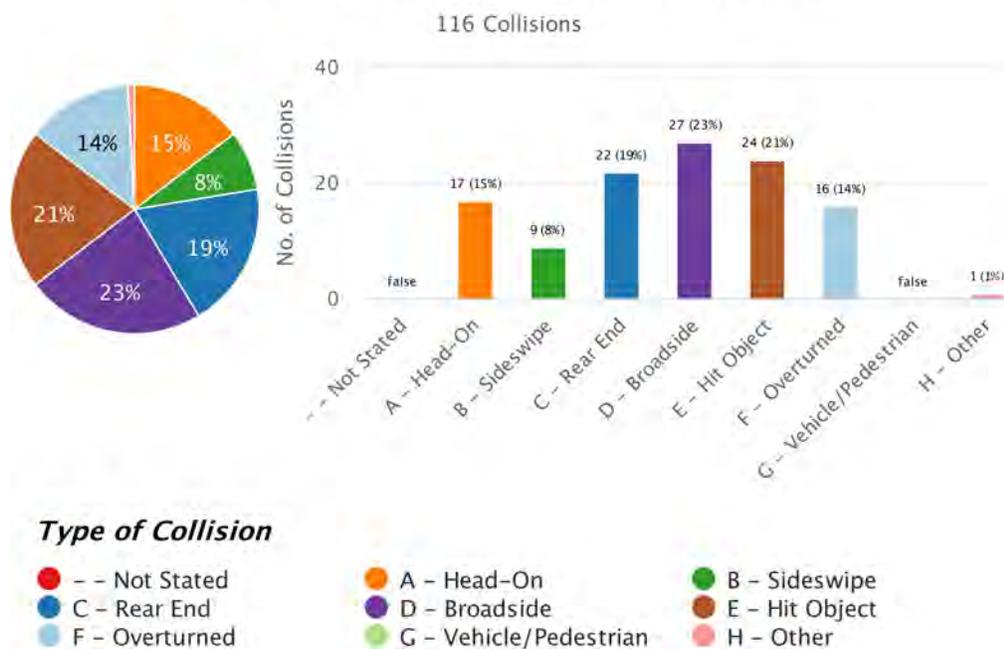


Figure 8

EMPHASIS AREAS

Emphasis Area 1: Improve Table Mountain Truck Trail

The Ramona Band has identified a priority emphasis area for its transportation system associated with the sections comprising Table Mountain Truck Trail. There are currently ten structures, including four homes, accessed via Table Mountain Truck Trail. An additional three to six homes will be constructed along this road over the next two years. Table Mountain Truck Trail also provides the sole access to critical public services and infrastructures, such as the community water system, well heads, and off-grid power generation systems.

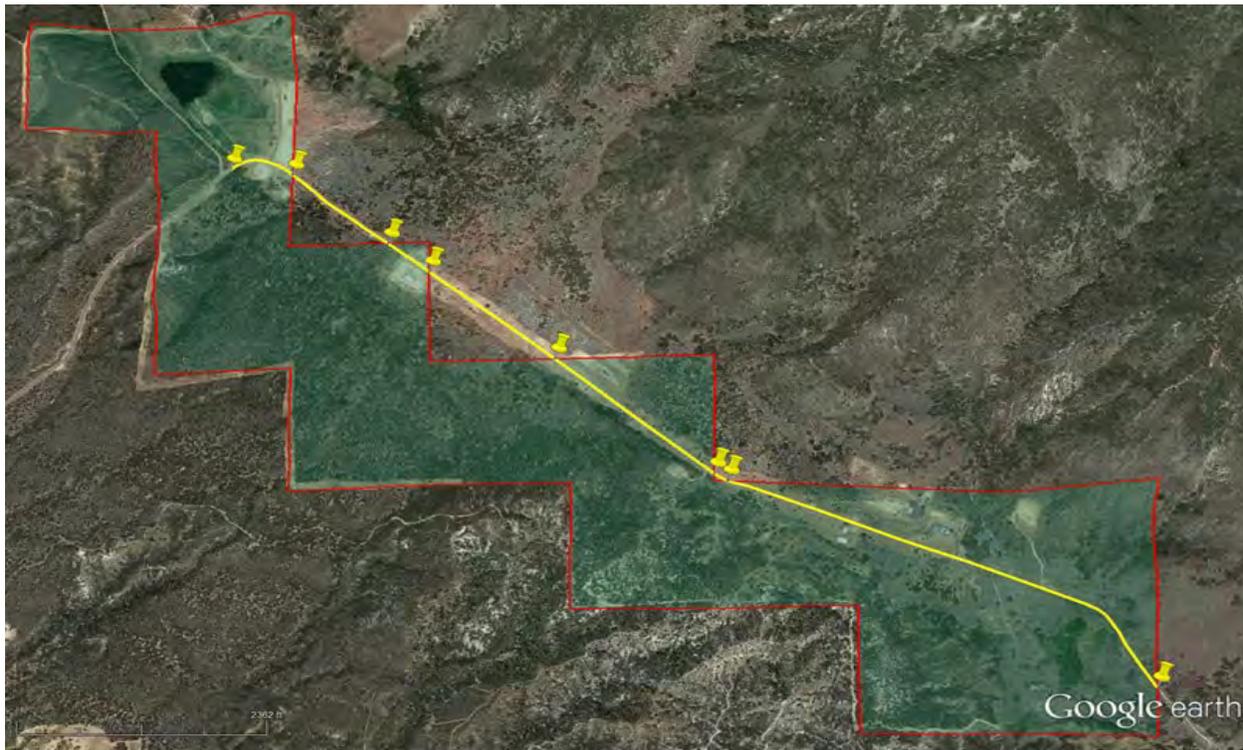
Table Mountain Truck Trail is and has been a dirt road since first developed by the USFS almost 80 years ago as a fire service road. Over the years, the road has deteriorated due to the elements and continued use. The road becomes nearly impassable during winter months and storm events. It is fortunate that no accidents have occurred on this road in the last fifteen years. However, an average of 7-10 residents, visitors, and/or vendors get stuck or stranded during inclement weather events each year. Additionally, some service providers, including propane delivery and garbage pick-up, have been delayed or cancelled due to impassable conditions. These events stretch the Ramona Band's resources as it must act to rescue stuck and/or stranded motorists, as well as find ways to meet the needs of residents and employees who rely on the cancelled service providers.



Figure 9

The Ramona Band would like to conduct a full-depth reclamation of the approximately 2.0 miles of the Table Mountain Truck Trail sections. The new road surface would be stabilized by mixing cement and water into the top 9-12 inches of the existing road base to provide a more reliable road surface.

The Ramona Band has been advised that full depth reclamation projects have been submitted to the TTP Safety Fund on several occasions, but the projects have not funded on the logic that improved surfaces result in higher speeds and therefore higher severity crashes. The Ramona Band believes the benefits of an improved road surface outweigh a possible increase in crashes and crash severity. Therefore, the Ramona Band will utilize other funding sources to initiate and complete the project.



Ramona Band of Cahuilla

Route Name: Table Mountain Truck Trail Rt #0004

Length: 2.0 Miles (10,585 Feet) Width: 17.0 Feet

Rt_0004 Sec_810 Length: 0.13 mi. (690 Ft) Begin: 33.612413°, -116.707741° End: 33.612188°, -116.705729°

Rt_0004 Sec_820 Length: 0.24 mi. (1,254 Ft) Beg: 33.612188°, -116.705729°, End: 33.609959°, -116.702584°

Rt_0004 Sec_830 Length: 0.10 mi. (514 Ft.) Beg: 33.609959°, -116.702584°, End: 33.609068°, -116.701274°

Rt_0004 Sec_840 Length: 0.29 mi. (1,521 Ft.) Beg: 33.609068°, -116.701274° End: 33.606435°, -116.697378°

Rt_0004 Sec_850 Length: 0.35 mi. (1,916 Ft.) Beg: 33.606435°, -116.697378° End: 33.603054°, -116.692572°

Rt_0004 Sec_860 Length: 0.03 mi. (147 Ft.) Beg: 33.603054°, -116.692572° End: 33.602840°, -116.692173°

Rt_0004 Sec_870 Length: 0.86 mi. (4,551 Ft.) Beg: 33.602840°, -116.692173° End: 33.596953°, -116.679602°

Figure 10

Goal: Improve the road surface and roadbed of Table Mountain Truck Trail to provide a reliable and safe transportation corridor under all conditions for all who travel the road.

Strategy: Full-Depth Reclamation of current dirt road and roadbed

Emphasis Area 2: Improve Access Driveways to Existing Homes

The access driveways to two existing homes require improvements in order to ensure safe and continued use by tribal residents, staff, service providers, and emergency responders.

Specifically, two of the existing homes have driveways which exit Table Mountain Truck Trail and provide access to the homes. Each of the driveways is a dirt path which rises 20 to 50 feet above Table Mountain Truck Trail. Each was constructed when the home sites were developed in 2004, and neither has been improved since originally constructed.

Each of the access driveways is approximately 10-12 feet in width and has drop offs on one or both sides. Each is susceptible to erosion caused by rain and snow due to their location and inadequate drainage.



Figure 11



Figure 12

Over the past 16 years, motorists have gotten their vehicles stuck attempting to use the driveways during rain or snowstorms. Motorists have also driven off the sides of the driveways due to erosion of the roadways during storms.

The Ramona Band would like to extend the full-depth reclamation work proposed for Table Mountain Truck Trail to include the identified access driveways. The new road surface would be stabilized through the placement of road base and cement mixed into the existing dirt surface to provide a more reliable road surface. The proposed action would also include collaboration with the BIA engineers to address drainage issues for each access driveway to minimize erosion.

Goal: Improve the access driveways to the existing homes to provide a reliable and safe transportation corridor under all conditions for all who travel the road.

Strategy: Engineer the identified access driveways to address drainage and erosion issues. Where possible, realign and increase width of the access driveways. Full-Depth Reclamation of identified dirt access driveways and installation of culverts.

Emphasis Area 3: Improve Motorist Expectancy

There are limited visual cues on the roadways along Bautista Canyon Road, Hog Lake Road, and Table Mountain Truck Trail. The result is an environment where motorists are unable to expect the tasks they may need to perform while driving. Visual cues help motorists understand what may come ahead and be able to adjust their driving in relation to the upcoming roadway conditions. Motorists must be given consistent and coherent information if they are to be expected to behave in a consistent and safe manner. This information comes from the road geometry, signs, and markings.

The local roadways are undivided two-lane facilities that lack the necessary signs and markings to help facilitate motorist's expectancy of the upcoming roadway conditions. California 371 is a winding road with limited signalized intersections, lighting, and occasional curves. There are limited to no acceleration/deceleration lanes to allow motorists the opportunity to speed up or slow down. Additionally, animals native to the area may enter the road, causing an unexpected situation for motorists especially when the road is lacking animal crossing signs. Due to the lack of lighting and advance-warning signs such as signs for merging traffic, winding road, and slow traffic ahead, motorists have difficulty preparing for potential hazards upcoming on the roadway.



Figure 13



Figure 14

Bautista Canyon Road, Hog Lake Road, and Table Mountain Truck Trail also lack lighting and signage which would provide motorists with advance warning as to road conditions.

As a result, the following are common occurrences which can contribute to road hazard issues:

1. Improper turning, possibly from inadequate signage.
2. Unexpected or inappropriate maneuvers or actions by road users (e.g., slow down of vehicles to make a turn onto an adjacent roadway or driveway).
3. Speeds that are inappropriate for the road conditions (e.g., high speeds on winding roadway, high speeds with upcoming curves, high speeds on wet or icy roads).

Goals: Reduce the frequency and severity of crashes at unsignalized intersections through the introduction of area-wide signage for road identification and traffic control. This will provide road users with sufficient visibility, advance signage, striping, and other traffic cues to safely reach their destination.

Strategies: The proposed actions include the following: (1) Improve sight distance; (2) Provide advance signing and wayfinding; (3) Add safety striping and rumble strips to centerlines and roadway edges; (4) Provide accessible shoulders; and (5) Install lighting.

Advanced signing and wayfinding will include signage improvements designed to increase motorist awareness.

Emphasis Area 4: Improve Active Transportation Facilities

The Ramona Reservation is situated in a rural, unincorporated area of Riverside County where many of the roads lack active transportation infrastructure such as sidewalks, crosswalks, bike paths, intersection control, and speed controls that help provide a safe and comfortable environment for people walking and biking. There are many within the community, including students and Ramona Reservation residents and employees that need appropriate and safe active transportation infrastructure to commute along Table Mountain Truck Trail, Hog Lake Road, and Bautista Canyon Road to access school bus stops, mailboxes, and the shops and businesses within Anza. The high speeds on roads, lack of crosswalks, and absence of designated pedestrian and bike pathways create unsafe conditions, especially for students walking and biking to school and the Ramona Reservation residents and employees who walk and bike to the reservation.



Figure 15



Figure 16

Goals: Decrease the number of pedestrians walking along the highway and identified road segments by improvements to active transportation infrastructure via the addition of pedestrian facilities, bike lanes, and other amenities to make it safer for pedestrians and cyclists.

Strategies: Widen street shoulders, install adequate street lighting, and provide signage (e.g., pedestrian crossing ahead) to help motorists expect to slow down for pedestrians and cyclists. Additionally, where widening of shoulders is not feasible, install advance school and pedestrian signage, as well as high-visibility crosswalk markings at the intersection of key destinations or roads. And provide dedicated pedestrian and bicycle infrastructure to and from bus stops.

Emphasis Area 5: Improve Intersection Safety

The risks associated with unsignalized rural highway intersections are relatively high. Motorists often travel at high speeds on rural highways, not expecting to have to suddenly yield to a slowing vehicle, a crossing pedestrian, or bicyclist. While rural intersection collisions occur less frequently than urban intersection collisions due to lower traffic volume, the severity of injury and/or fatality tends to be higher in rural collisions due to the average vehicle speed.

A large portion of rural intersection fatalities occur at unsignalized intersections. Rural unsignalized intersections experience twice as many fatal crashes as urban unsignalized intersections. Many of the risks associated with unsignalized rural intersections occur along the California 371 which provides the main access artery for Ramona tribal members, residents, and staff to access the Ramona Reservation. The intersection of California 371 with Bautista is one such rural intersection that poses significant safety hazards which could be reduced through the construction of a traffic signal.

Goals: Reduce the number of pedestrian/vehicle conflicts by improving intersection design and incorporating safer crossings.

Strategies: Signalize intersections with low-visibility, heavy traffic flow, or high speeds; create high-visibility crosswalks to improve pedestrian safety; and add early-warning systems to alert motorists of approaching intersections

EVALUATION & IMPLEMENTATION

In order for this plan to be successful, it must be implemented and monitored. The success of the Safety Plan will be evaluated using the process outlined below. This process will be useful to ensure proper implementation of objectives and to determine when updates are required. The Tribal Council will manage the Ramona Band's staff and appropriate departments to insure implementation and completion of the Safety Plan and the proposed projects.

At a minimum, the following will occur:

- Quarterly progress meetings will be conducted to track the implementation of the plan. In addition, the success of the plan will be evaluated on an annual basis.
- Revisions will be considered after the first five years of this initial plan. After that, the plan will be reviewed every two to three years based on conditions of the project area and changes required due to decisions and/or actions of the Ramona Band and/or its safety partners to initiate and complete projects within the identified road segments and Emphasis Areas.
- Continued monitoring and recording of traffic incidents on tribal roadways by the Ramona Band. The Ramona Band will continue to meet and confer with the identified Safety Partners listed above to address safety issues associated with the Ramona Band's transportation system. Where the Ramona Band and their Safety Partners share a common concern for the safety of the roads within the area, the continued cooperation of all will be necessary for years to come.
- Maintain a list of focus areas where there are transportation safety concerns.
- Continued participation and leadership with the Safety Partners to learn regional safety best practices and facilitate regional partnerships.

Throughout the process, the Tribal Staff will meet with tribal leaders to evaluate progress to date. The Tribal Staff will also work with the identified agencies, especially the USFS and BIA, to develop the implementation plan and timetable, and the Tribal Staff will be responsible for keeping everyone on task. The Tribal Staff will provide updates via email as needed and prepare progress reports of all activities. The progress reports will track commencement of project, pending tasks, and an update as to progress in relation to the project timeline.

The development of this Safety Plan represents a continued effort to improve conditions of the transportation network in a strategic matter. The Safety Plan is intended to be a dynamic document that can and will adapt to roadway improvements, legislation changes, and technological innovations.

The Ramona Band will continue to meet and confer with the Safety Partners to address safety issues associated with the Ramona Band's transportation system. Whereas the Ramona Band and the listed agencies share a common concern for the safety of the roads within the area, the continued cooperation of all will be necessary for years to come.

CONCLUSION

The Ramona Band of Cahuilla understands that transportation safety- which includes ensuring access routes into and out of the Ramona Reservation may be used safely and in all sorts of weather conditions- is critical for the health, safety, and welfare of the tribe and community.

Due to the location of the Ramona Reservation and its distance from existing rural highways, the Ramona Band has relied on unimproved dirt roads to get to and from the Ramona Reservation and their homes. The circumstances and environment, as well as the lack of a cohesive plan amongst and between the various local, state, and federal agencies, created barriers to the improvement of existing roads leading to and on the Ramona Reservation.

However, a desire to provide safe, sustainable, and efficient transportation corridors that enhance the standard of living for the Ramona Band and its neighboring community and offers the ability to pursue new economic development opportunities, spurred the Ramona Band to develop this Strategic Transportation Safety Plan.

The Safety Plan is intended to be a dynamic document that can and will adapt to roadway improvements, legislation changes, and technological innovations. Moreover, the Safety Plan and its future iterations will allow the Ramona Band and its Safety Partners to strategize for the future and develop transportation safety projects on the transportation network within and surrounding the Ramona Reservation.

Appendix 1

June 2019 Letter

District Ranger, San Bernardino National Forest
To Bureau of Indian Affairs, Pacific Region Office

Appendix 2

Master Cost Estimator

Emphasis Area 1:

Full Depth Reclamation (FDR)
Of Table Mountain Truck Trail