

## Technical Memorandum

April 21, 2022

**To:** Steven Leash, Cahuilla Band of Indians  
Garrett Pewe, Cahuilla Band of Indians

**From:** Dawn Wilson, Michael Baker International  
Jacob Swim, Michael Baker International

**CC:** Angela Medrano, Cahuilla Band of Indians, Economic Development Corporation  
Ronda Metcalf, Cahuilla Band of Indians, Tribal Administrator

### **Subject: Cahuilla Long-Range Transportation Plan – Field Review Summary Technical Memorandum**

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#### *Introduction*

Michael Baker International (Michael Baker) has prepared this technical memorandum summarizing the field survey conducted within Cahuilla's Reservation. The field survey was conducted on Tuesday, March 15, 2022 from 9 AM to noon. The purpose of the field survey was to:

- Review current roadway conditions,
- Confirm planned pavement conditions,
- Identify future internal roadway connections to improve circulation,
- Identify locations where signage and wayfinding could be beneficial,
- Discuss trail and multi-use path options for pedestrians,
- Evaluate traffic operations at SR-371/Homestead, SR-371/Cary Road, and SR-371/Cahuilla Way,
- Evaluate traffic operations associated with planned development and future growth areas,
- Identify existing and potential future bus stop locations, and
- Capture photos of existing conditions throughout the Reservation.

#### *Field Survey Participants*

The following staff members from Michael Baker and Cahuilla's Public Works Department participated in the field survey:

- Steven Leash (Cahuilla Public Works)
- Garrett Pewe (Cahuilla Public Works)
- Dawn Wilson (Michael Baker)
- Jacob Swim (Michael Baker)

**Sites Visited**

Field survey participants traveled throughout the Reservation in one vehicle and visited the sites listed in **Table 1** and identified in **Figure 1**:

**TABLE 1 – FIELD SURVEY LOCATIONS**

ID	Field Survey Location	ID	Field Survey Location
A	Health Clinic (currently under construction)	N	Homestead Road, south of gate
B	Cahuilla Way, south of SR-371	O	Homestead Road & Cienega Truck Trail
C	Softball Field at Cahuilla Way & Ball Park Way	P	Cienega Truck Trail, south of Homestead Road
D	Public Works Yard along Cahuilla Way	Q	Cienega Truck Trail & BIA Route 21 intersection
E	Cahuilla Way & Sukat Crossing intersection	R	Cienega Truck Trail & Bailey Road intersection
F	Ball Park Way & Ball Park Road intersection	S	SR-371 & Cary Road intersection
G	Ball Park Road & Tribal Route 19 intersection	T	Cary Road & Yucca Road intersection
H	Tribal Route 19 & Sukat Crossing intersection	U	Yucca Road, northwest of Cary Road
I	Sukat Crossing & East Pu’Uish Road intersection	V	SR-371 & Bautista Road intersection
J	East Pu’Uish Road & Future Road connection	W	Bautista Road & Homestead Road intersection
K	East Pu’Uish Road & Tribal Route 19 intersection	X	Bautista Road, south of Homestead Road
L	Tribal Route 19 & Homestead Road	Y	Driveway leading to Casino and Gas Station
M	SR-371 & Homestead Road intersection	Z	Warehouse (currently under construction)

**Site Photos**

	<p>The Health Clinic located south of SR-371 on the eastern side of the Reservation is currently under construction scheduled to be completed by Fall of 2022. This photo is looking eastbound from the driveway entrance to the Health Clinic.</p>
<p><b>Location A: Health Clinic Looking Eastbound</b></p>	



Looking northbound, this dirt driveway is Cahuilla Way providing access to SR-371. This driveway will be paved with one lane inbound and one lane outbound as part of the driveway improvements to the Health Clinic. In addition, SR-371 will be widened to provide one dedicated left-turn lane at the westbound approach and one dedicated right-turn lane at the eastbound approach to Cahuilla Way.

**Location A: SR-371 & Cahuilla Way Intersection Looking Northbound**



Looking eastbound from Cahuilla Way, West Pu'Uish Road is unpaved and generally not used on a regular basis by tribal members. West Pu'Uish Road connects Cahuilla Way to Tribal Road BIA Route 19.

**Location: West Pu'Uish Road Looking Eastbound**




Looking eastbound on SR-371, this photo depicts the existing intersection at the main entrance providing access to the Reservation, Casino, Gas Station and Hotel. The current intersection control is a one way stop control at the northbound approach. A traffic signal or one-lane roundabout is expected to improve access and safety for tribal members and visitors entering and exiting the Reservation. In addition, advanced signage notifying drivers of the main entrance to the Reservation would help drivers slow down as they turn left or right into the Reservation.

**Location M: SR-371 at Homestead Road (Main Entrance)  
Looking Eastbound**



Looking westbound on SR-371, this photo shows the deceleration lane provided to drivers approaching the main entrance from the west at the SR-371 and Homestead Road intersection. Advanced signage notifying drivers of the main entrance does not exist today and would improve safety at this location.

**Location M: SR-371 at Homestead Road (Main Entrance)  
Looking Westbound**

	<p>This photo is looking southbound from the intersection of SR-371 and Homestead Road i.e. the main entrance to the Reservation. Visitors to the Casino and Hotel use this short connection to access the internal roadway leading to the Casino, Gas Station and Hotel. Tribal members living on the Reservation use this roadway to continue on Homestead Road to access their homes. On-site wayfinding, signage, pavement markings, and/or raised medians are recommended at this junction to better direct motorists to their intended destinations.</p>
<p><b>Location M: Homestead Road Looking Southbound</b></p>	

**Recommendations**

Based on observations in the field, Michael Baker recommends potential improvements listed in **Table 2**.

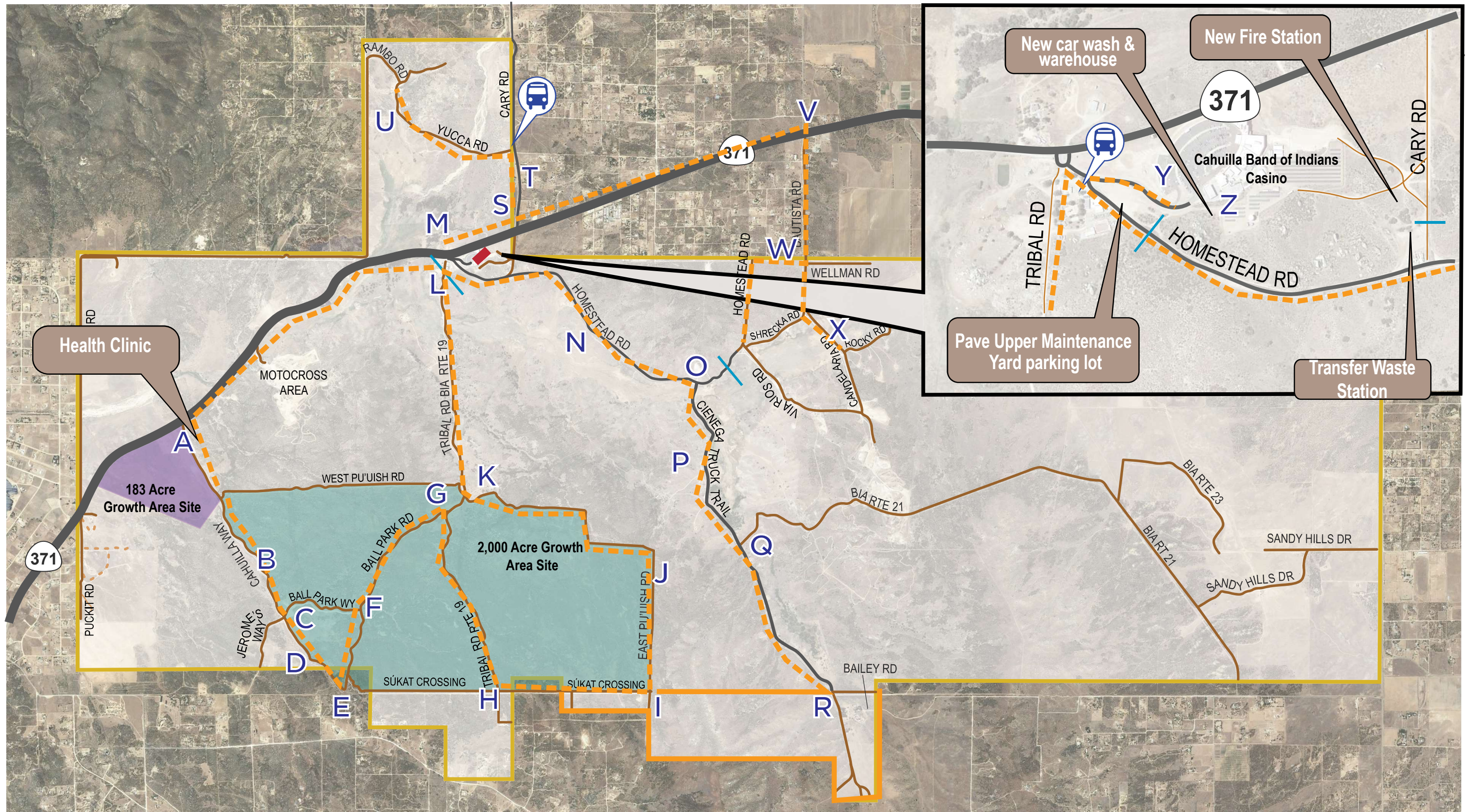
**TABLE 2 – RECOMMENDED IMPROVEMENTS**

#	Location	Recommendation
<i>Potential Bicycle and Pedestrian Improvements</i>		
1	Health Clinic to Ball Park Way	Construct trail loop (8 to 10 feet wide) with wood posts/rails for trail barriers for tribal members. Refer to Trail “A” depicted in <b>Figure 2</b> .
2	2,000-Acre Growth Area Loop	Construct trail loop (8 to 10 feet wide) with wood posts/rails for trail barriers for tribal members. Refer to Trail “B” depicted in <b>Figure 2</b> .
3	Homestead Road to Cienega Truck Trail to Tribal Road BIA Route 19 Loop	Construct trail loop (8 to 10 feet wide) with wood posts/rails for trail barriers for tribal members. Refer to Trail “C” depicted in <b>Figure 2</b> .
4	Casino/Hotel Access Road	Construct a publicly accessible trail (8 to 10 feet wide) with wood posts/rails for trail barriers. Refer to Trail “D” depicted in <b>Figure 2</b> .
5	Yucca Road to Cary Road to Homestead Road	Construct a publicly accessible trail (8 to 10 feet wide) with wood posts/rails for trail barriers. Refer to Trail “E” depicted in <b>Figure 2</b> .
6	SR-371 & Homestead Road	Install a crosswalk across SR-371 with signal or roundabout as shown in <b>Figure 2</b> .

#	Location	Recommendation
<b>Potential Roadway Improvements</b>		
7	Cahuilla Way, Ball Park Way, Ball Park Road, Tribal Road BIA Route 19 (north of West Pu’Uish Road), Cienega Truck Trail, Shrecka Road, Via Rios Road, Candelaria Road	The recommended roadway surface is asphalt, refer to <b>Figure 3</b> .
8	West Pu’Uish Road, Tribal Road BIA Route 19 (south of West Pu’Uish Road), and Candelaria Road south of Via Rios Road	Maintain and/or regrade earth roadway surface, refer to <b>Figure 3</b> .
9	Throughout Reservation	Add street signs primarily at intersections as shown in <b>Figure 3</b> .
10	Three Future Roadways within Reservation	Three new roadways are recommended to improve on-site circulation as shown in <b>Figure 3</b> . An east-west roadway on the southern border of the Reservation would extend Sukat Crossing to Bailey Road/Cienega Truck Trail. A second potential roadway would connect East Pu’Uish Road to Cienega Truck Trail. The third potential future roadway would connect Tribal Road to Homestead Road south of the Tribal Administration Buildings with a gate to restrict access and for security purposes.
11	SR-371 & Homestead Road	Intersection control should be a roundabout or traffic signal
12	SR-371 & Cahuilla Way and SR-371 & Homestead Road	Install advanced signage 1,000 to 2,000 feet in advance of intersections. Widen road to provide turn lanes and modify driveways in accordance with Caltrans standards.
13	SR-371 & Cary Road	Improve sight distance for vehicles entering SR-371 from Cary Road by removing the existing mound of earth on the southwest corner of the intersection.

### Conclusion

The field survey was beneficial to the Michael Baker team to better understand existing conditions and concerns addressed by the tribal members at the community meetings. Traveling through the Reservation and observing traffic operations at the main entrance (SR-371/Homestead Rd) helped our team identify improvements that would benefit both tribal members and visitors at the Reservation.



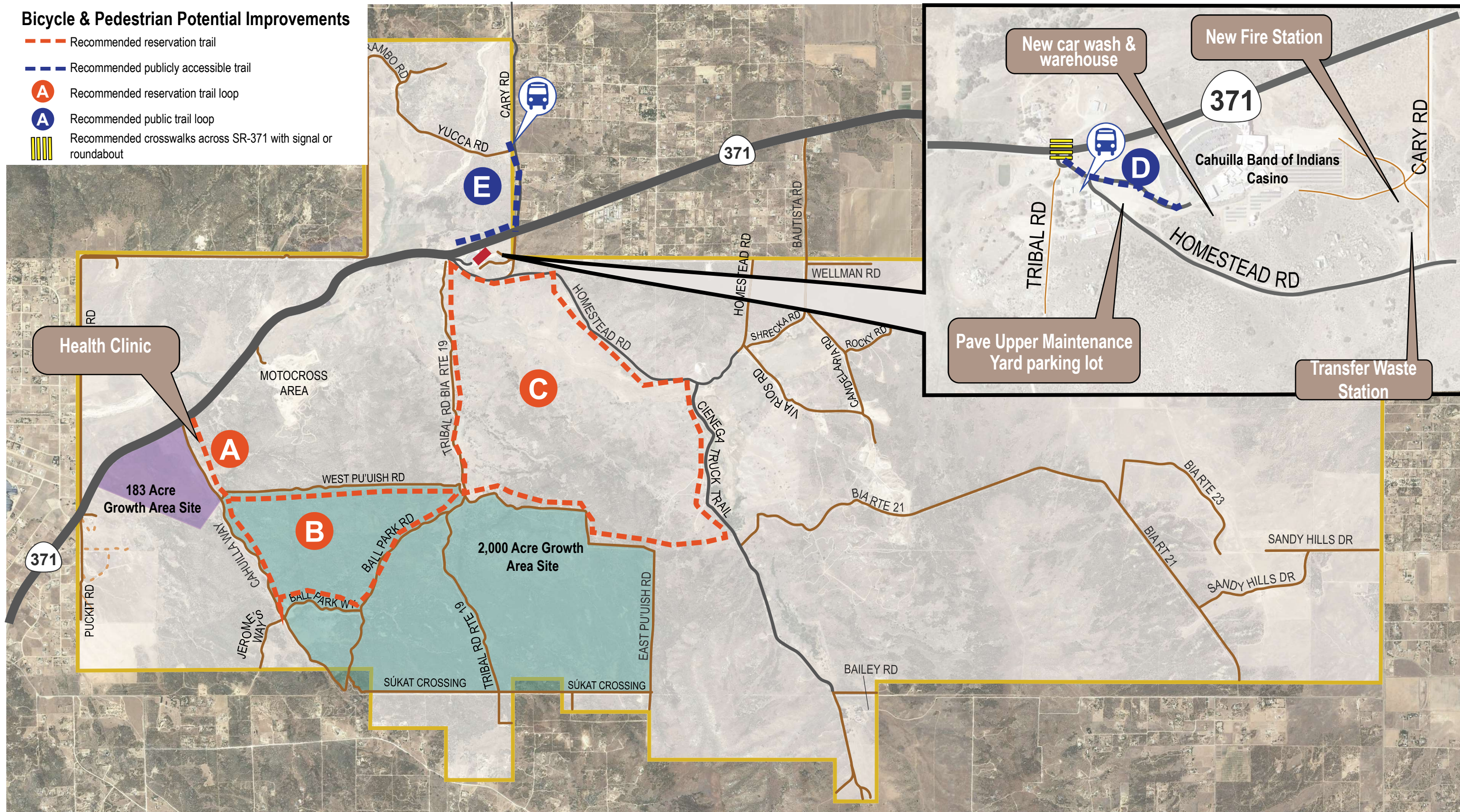
- LEGEND**
- Unpaved Road
  - Driveway
  - Reservation Boundary
  - A Field Survey Sites
  - A School Bus Stop
  - Gate
  - Paved Road
  - Near Term Development



**Figure 1**  
**FIELD SURVEY SITES & ROUTES**  
 CAHUILLA LONG RANGE TRANSPORTATION PLAN

### Bicycle & Pedestrian Potential Improvements

- - - Recommended reservation trail
- - - Recommended publicly accessible trail
- A Recommended reservation trail loop
- A Recommended public trail loop
- Recommended crosswalks across SR-371 with signal or roundabout



#### LEGEND

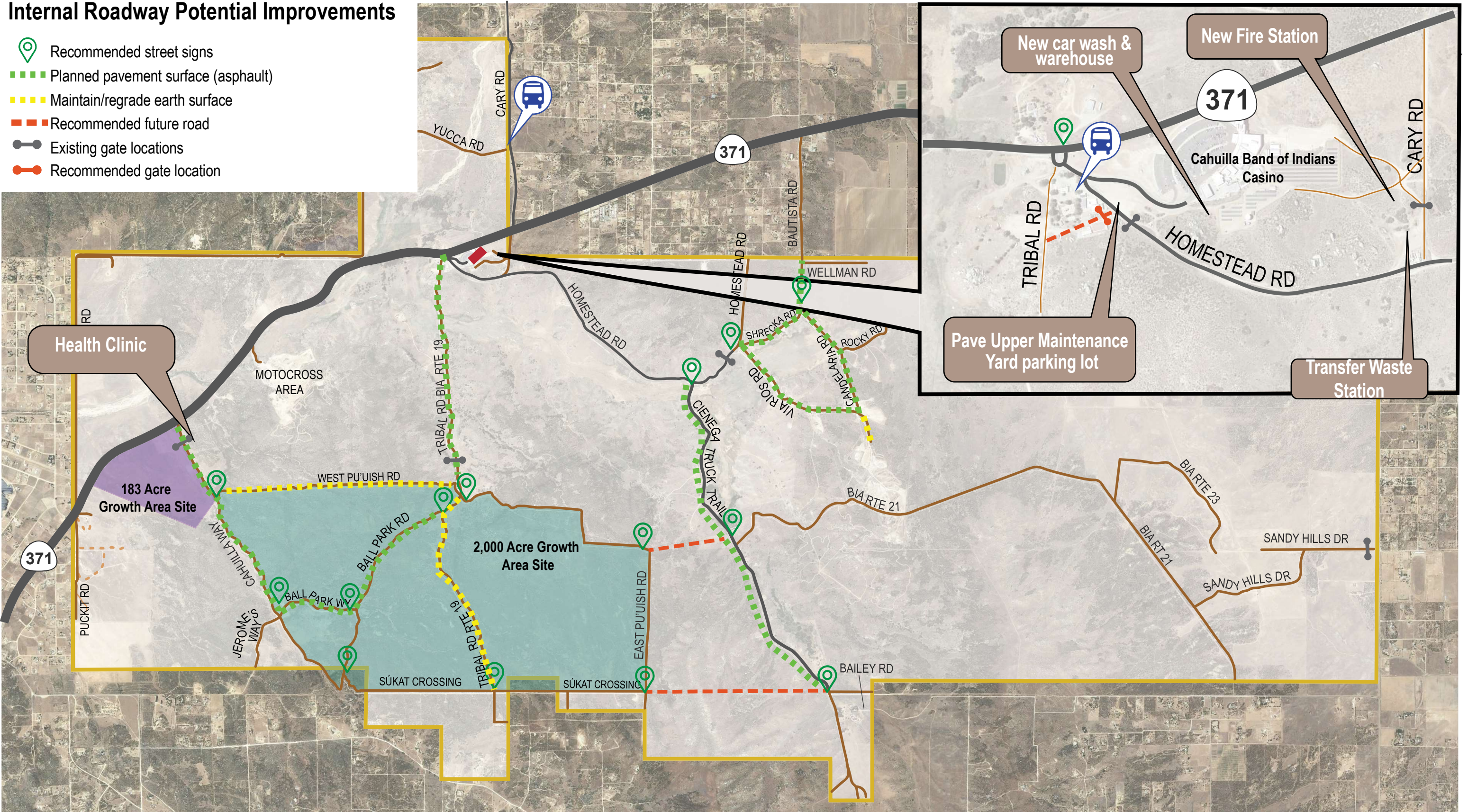
- |   |  |                       |
|---|--|-----------------------|
| <span style="color: brown;">—</span> Unpaved Road | <span style="color: brown;">- - -</span> Driveway          | School Bus Stop       |
| <span style="color: grey;">—</span> Paved Road    | <span style="color: yellow;">—</span> Reservation Boundary | Near Term Development |







**Figure 2**  
**PROPOSED FOCUS AREA IMPROVEMENTS**  
CAHUILLA LONG RANGE TRANSPORTATION PLAN



# Internal Roadway Potential Improvements

-  Recommended street signs
-  Planned pavement surface (asphalt)
-  Maintain/regrade earth surface
-  Recommended future road
-  Existing gate locations
-  Recommended gate location



- LEGEND**
-  Unpaved Road
  -  Driveway
  -  School Bus Stop
  -  Paved Road
  -  Reservation Boundary
  -  Near Term Development

**Figure 3**  
**PROPOSED FOCUS AREA IMPROVEMENTS**  
 CAHUILLA LONG RANGE TRANSPORTATION PLAN