

TWENTYNINE PALMS AREA (Unincorporated)



Twentynine Palms Area is an unincorporated community located adjacent to the incorporated town of Yucca Valley. It is comprised of rural residential and single family land uses.

4,643

Total Population

\$27,317

Median Household Income

28.5%

Vulnerable Population
(population < 15 and 65+)

14.3%

School-Aged Population
(students enrolled in 12th grade or under)

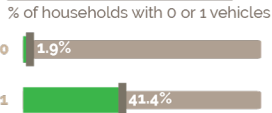
MEANS OF TRANSPORTATION TO WORK Note: 1.9% (other)

- 24.4%** walk
- 0.9%** bike
- 47.7%** drive
- 15.0%** carpool
- 0.0%** transit
- 10.2%** works from home

TRAVEL TIME TO WORK

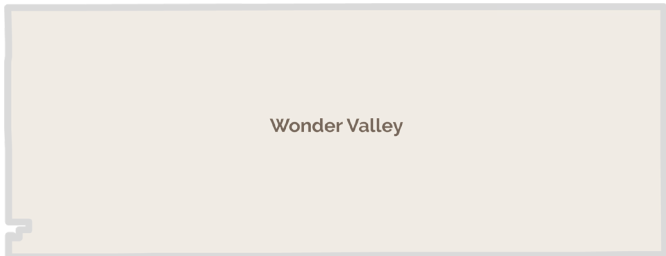


LOW VEHICLE OWNERSHIP



WONDER VALLEY (Unincorporated)

Wonder Valley is located east of Twentynine Palms. It is sparsely settled and populated with rural residential living spaces.



1,352

Total Population

\$19,710

Median Household Income

34.0%

Vulnerable Population
(population < 15 and 65+)

7.7%

School-Aged Population
(students enrolled in 12th grade or under)

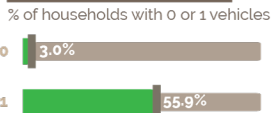
MEANS OF TRANSPORTATION TO WORK Note: 1.1% (other)

- 0.0%** walk
- 0.0%** bike
- 79.1%** drive
- 2.2%** carpool
- 0.0%** transit
- 17.6%** works from home

TRAVEL TIME TO WORK



LOW VEHICLE OWNERSHIP



1.3. PLACEMAKING & PUBLIC ART IN THE MORONGO BASIN

Placemaking, a term often used by planners and artists, has been one of the most inventive and creative elements to be included within transportation projects across the country.

The inclusion of local artists and public art initiatives help create unique destinations and tell a story about place and community. In its simplicity, placemaking is a reflection of community identity and the shared values of those that make up the community.

This collaboration between planners and artists in the placemaking practice has occurred for many decades in the U.S.

As a unique aspect of this Plan, the Project Team included the County's designated non-profit arts council, Arts Connection, and public art consultant Elwood & Associates (EA). By doing so, the project tapped into their knowledge and experience with the thriving local arts community, cultural destinations within the region, and best practices currently

in use by transportation agencies throughout the United States regarding the inclusion of public art-related elements.

The inclusion of artists in re-imagining the visual landscape for transportation users enhances the experience we have of places that are often crowded and filled with delays. In the past, many large national transportation programs included art as a decorative element; today, they are embracing a more holistic approach. Artists are being recognized for bringing a different perspective into focus, and their creative efforts work to enhance important visual cues related to safety and wayfinding. Additionally, public engagement and outreach activities designed by arts organizations and artists for their local communities can help break down historical barriers in the planning process and bring new voices into the conversation.

The Project Team built upon their existing organizational and artistic networks in order to increase opportunities for local residents to share their perspectives

on how the Morongo Basin Active Transportation Plan can serve the community. Placing an emphasis on the inclusion of the local creative community in plan recommendations acknowledges their role in the region. The creative community represents important values shared by many residents who identify as stewards of the land, support land reclamation, are concerned about the type and impact of development, and seek to balance issues related to tourism and quality of life.

As the designated County arts council, Arts Connection has the resources and expertise to oversee the solicitation of and collaboration with individual artists to make impactful art projects that support the goals of the Morongo Basin Active Transportation Plan. The following pages provide a snapshot of the public art-related outreach that was conducted as part of the Plan.



1.4. GOALS & OBJECTIVES

This Plan envisions a future where residents and visitors will find walking and biking opportunities that meet their needs and enhance their lifestyles. The following goals and objectives serve to guide the planning and implementation of active transportation improvements in the Morongo Basin.

1. IMPROVE SAFETY

Walking and biking can be dangerous, especially in rural areas where many roads are unpaved and lack paved shoulders or sidewalks. The Plan will strive to implement cost-efficient infrastructure that addresses the most urgent safety hazards, responds appropriately to the current environment, and makes residents and visitors more comfortable walking and biking in the region.

2. SUPPLY HEALTHY OPTIONS

Walking and biking are great ways of getting exercise while moving about a daily routine. This Plan provides opportunities to help more people to realize the benefits of walking and biking while reinforcing these behaviors with appropriate programming.

3. CONNECT PEOPLE TO PLACES

Travel connects people together. The Plan recognizes a human connection is at stake in every trip, helping people get to the places they most want to travel, while also seeking creative opportunities to engage the community and develop a supportive culture for education, arts, and active transportation infrastructure.

4. ENHANCE THE LOCAL ENVIRONMENT

The Morongo Basin is known for its beautiful open terrain and clear skies. The Plan helps to maintain the natural environment for future generations while enhancing the ability of people to interact with their surroundings.

5. PROMOTE A VIBRANT ECONOMY

The Plan looks for projects that will make the Morongo Basin an attractive place to live and work. It looks to implement contextually-appropriate solutions that will revitalize and enhance the surrounding community.



SAFETY

GOAL: Improve the overall safety of pedestrians and bicyclists within the Morongo Basin region.

Objective 1.1. Reduce bicyclist and pedestrian fatalities and injuries resulting from collisions

Objective 1.2. Develop efficient procedures for maintaining pedestrian and bicycle facilities

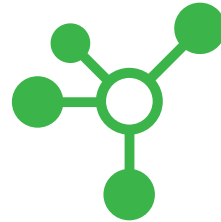


PUBLIC HEALTH

GOAL: Provide opportunities to help people to realize the benefits of walking and biking.

Objective 1.1. Encourage programs at schools and community centers to teach residents safe and healthy biking and walking habits

Objective 1.2. Invest in active transportation facilities that will provide opportunities for exercise and recreation



CONNECTIVITY

GOAL: Help people get to the places they most want to travel and develop a supportive culture for walking and biking.

Objective 1.1. Invest in active transportation infrastructure that links population centers to regional trails, parks, schools, and transit stations

Objective 1.2. Support public art-related projects, open streets events, and programming that encourage walking and biking within the Morongo Basin community



ENVIRONMENT

GOAL: Maintain the natural environment for future generations and enhance the ability of people to interact with their surroundings.

Objective 1.1. Reduce vehicle emissions and pollution by increasing the number of walking and biking trips

Objective 1.2. Maintain and enhance access to local destinations and Joshua Tree National Park

Objective 1.3. Utilize Mojave Desert Land Trust's Reading the Landscape when implementing creative placemaking projects and programs



ECONOMY

GOAL: Implement contextually-appropriate solutions that will revitalize and enhance the surrounding community.

Objective 1.1. Improve accessibility to jobs by walking and biking

Objective 1.2. Invest in active transportation facilities that will attract new businesses, promote tourism, and bring economic growth to the region

THE 6 E's of SRTS

The Plan also addresses walking and biking safety for schools within the region.

Specifically, the Plan evaluated conditions for the nine remaining Morongo Unified School District (MUSD) schools that were not a part of other San Bernardino Safe Routes to School efforts (SBCTA SRTS Plan, Phases I & II).

Safe Routes to School (SRTS) is supported by six key components, often referred to the six E's of SRTS. Together, these components provide a framework for all SRTS efforts and provide a guidance for participants on the type of improvements that can be a part of the project.

Chapter 4 expands on the different improvement tools and programs that fall under each component.

Chapter 5 and **Appendix B** details engineering recommendations for local focus area projects, including areas surrounding each school.



Education

Educational programs in the school community can have a lasting impact, particularly in addressing travel behavior and use of infrastructural improvements. More specifically, education itself can equip students and parents with the knowledge, skills, and confidence to bike and walk to school and other community destinations.



Encouragement

Encouragement strategies within the SRTS context are often used to foster positive thinking and perceptions towards active transportation trends. These can take place in the form of events, clubs, and activities that inspire walking, bicycling, or carpooling through fun activities or incentives.



Engineering

SRTS engineering tools are the physical and infrastructural improvements that are used to help create safer and more convenient environments for walking and biking. In particular, these improvement tools can be categorized as pedestrian, bicycle, and/or traffic calming improvements.



Enforcement

Enforcement efforts can help ensure that the community is creating safe and responsible behaviors on the road and building respect amongst all road users. Focused enforcement on traffic laws surrounding school sites should include controlling vehicle speed, yielding to pedestrians in crosswalks, and proper walking and biking behaviors.



Evaluation

Evaluation under the SRTS framework utilizes existing school area conditions as a baseline to monitor the progress of any implemented programming and engineering improvements. Continued program evaluation in the future allows for tracking of successes or the ability to modify the Plan in order to achieve desired results.



Equity

Efforts to support SRTS improvements within low-income communities, communities of color, and beyond should be incorporated throughout the other E's. In doing so, SRTS improvements can help address equity concerns and ensure safe and equitable outcomes for all users.



