4. CIRCULATION

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4 CIRCULATION ELEMENT

The Town of Yucca Valley is committed to providing its residents, visitors, and workers with an efficient and effective circulation system. The Circulation Element addresses the location and extent of existing and proposed major infrastructure, including thoroughfares, transportation routes, multimodal transportation options, air transportation, and the availability of utilities. It also provides guidance for the provision of other infrastructure needed to serve the Town.

A view of SR-247.

The goals and policies of this Element affect the Town's physical, social, and economic environment because they impact the settlement pattern of residents and areas for economic activity. The Circulation Element is not solely a transportation plan; it also addresses the adequacy and related infrastructure for public and quasi-public utilities.

Purpose of the Circulation Element

The state mandates that the Circulation Element identify and plan for the circulation needs of the Town. The intent of its goals and policies are to safely move people, goods, and utilities throughout Town.

The Circulation Element is complementary to the Land Use Element. It provides for a transportation network and utilities framework that supports the uses identified in the Land Use Plan, Figure LU-1 of the Land Use Element. This element recognizes the Town's priority to balance growth with the preservation of the desert environment by providing a plan that maintains and strengthens current infrastructure while expanding proportionately to the Town's growth.

Because mobile sources (e.g., vehicles) contribute to air pollution and greenhouse gas emissions and consume energy resources, the Circulation Element also corresponds to the Open Space and Conservation Element.

Relationship to Other Documents

The Circulation Element is informed by several documents that guide federal, state, regional planning in this area:

Surface Transportation Assistance Act (STAA)
National act that identifies STAA-designated truck routes throughout the nation.

Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS)
Lays out a plan to meet the region's transportation, housing, economic, and environmental needs while lowering greenhouse gas

emissions. Additionally, this document guides investment of regional transportation dollars toward circulation infrastructure.

San Bernardino County Congestion Management Program
Program that monitors congestion and guides transportation impact requirements within the county.

San Bernardino County Non-Motorized Transportation Plan
Identifies connectivity and facilities to facilitate nonmotorized travel within the county.

Airport Comprehensive Land Use Plan (ACLUP)
The Yucca Valley Airport is a major transportation facility and geographic feature in Town. The ACLU specifies a plan for the orderly growth of the airport and the surrounding area.

4.1 Roadway Classifications

Constraints Based Planning: Evaluative process that considers funding availability and environmental and political constraints in order to make recommendations for the transportation plan. Choices must be made that balance these constraints with the values and vision of the Town. Constraints based planning will allow Yucca Valley to plan for infrastructure transportation that can be implemented and maintained in the future.

Using a constraints-based planning process, five roadway classifications were developed that will serve the mobility needs of the Town. The Yucca Valley Circulation Element Roadway Classifications are shown on Figure C-1. Characteristics of these roadway classifications are described below.

Arterial Roadways / Highways (Two, Four, or Six Lanes)

Paved roadways that are designed to move large volumes of traffic and provide a high level of mobility between major residential, employment, and activity centers. These facilities also provide regional mobility, connecting different portions of the region to each other through the Town of Yucca Valley. These roadways may or may not include Class II bicycle lanes.

Collector Roadways (Two Lanes)

Paved roadways intended to “collect” traffic and people from local roadways and carry them to arterial roadways and highways. These roadways may or may not include Class II bicycle lanes.

Industrial Roadways

Industrial Roadways function similarly to Collector Roadways, but they serve industrial areas. As such, they need to be paved and designed to accommodate larger vehicles and larger vehicle turning radii.

Local Streets

Local Streets serve predominantly residential adjacent properties and should enhance community livability. Speeds should be low and these facilities should discourage through traffic use. Local streets can be either paved or unpaved, depending on the type of

development they serve, the amount of development they serve, and the total traffic volumes expected on these facilities.

Although local streets are not specifically identified on Figure C-1, they provide additional connectivity throughout Town and can provide local parallel access to regional routes in the Town. One primary example of this is the Blue Skies Country Club area, where local streets provide access to the north, east, west, and south without using highway facilities.

Unpaved (Rural Local) Roadways

Low volume roadways that serve limited development in rural areas of the Town.

4.2 Levels of Service

Level of service (LOS) is a general measure of traffic operating conditions where a letter grade, from A (no congestion) to F (high levels of congestion), is assigned. LOS E represents "at capacity" operations.

These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving as well as speed, travel time, traffic interruptions, and freedom to maneuver. The level of service grades are generally defined as follows:

- **LOS A** represents free flow travel for vehicles. Individual users are virtually unaffected by others in the traffic stream.
- **LOS B** represents stable flow, but the presence of other users in the traffic stream begins to be noticeable.
- **LOS C** represents a range in which the influence of traffic density on operations becomes noticeable. The ability to maneuver within the traffic stream and to select an operating speed is now clearly affected by the presence of other vehicles.
- **LOS D** borders on unstable flow. Speeds and ability to maneuver are severely restricted because of traffic congestion.
- **LOS E** represents unstable operating conditions at or near the capacity level where maneuverability is severely limited.
- **LOS F** is used to define forced or a breakdown traffic flow where unsignalized and signalized intersections exceed 50 and 80 seconds of delay, respectively.

Avalon Avenue is a collector roadway with a level of service of C or better north of the intersection with SR-62.

Table C-1 identifies the LOS thresholds for each roadway classification for the Town of Yucca:

Table C-1
Daily Roadway Segment Capacity (Maximum Trips)

Facility Type	LOS A	LOS B	LOS C	LOS D	LOS E
Unpaved Road	-	-	-	500	-
Local Road	-	-	-	1,500	2,000
Collector	900	2,000	6,800	14,100	17,400
Industrial	900	2,000	6,800	14,100	17,400
Arterial (2-lanes, undivided)	-	-	9,700	17,600	18,700
Arterial / Highway (4-lanes, undivided)	-	-	17,500	27,400	28,900
Arterial / Highway (4-lanes, divided)	-	-	19,200	35,400	37,400
Arterial / Highway (6-lanes, divided)	-	-	27,100	53,200	56,000

Source: 2000 Highway Capacity Manual and FHWA guidelines for roadway paving.

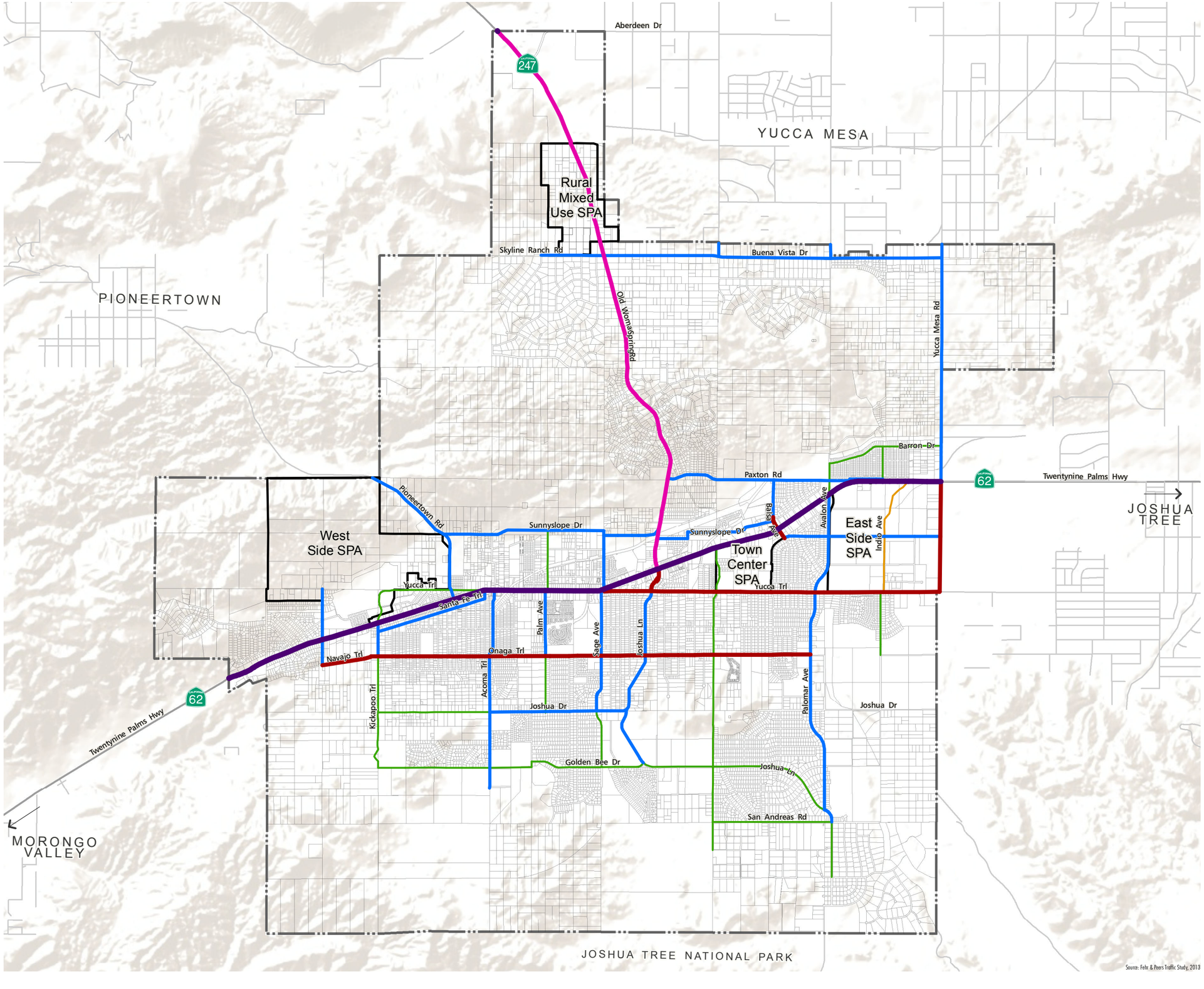
Levels of Service Exceptions

Right- of-Way (ROW): The land on which a roadway and/or utilities are located. Highway and utility right-of-ways are available to be implemented and maintained by the agency having jurisdiction over that specific roadway or utility.

Since the Town does not have significant funding to implement extensive infrastructure, it will need flexibility in maintaining service levels. Using a constraints-based planning process the Town can create a list of "protected" intersections and roadway segments where it is infeasible to provide the service standards in this Element until appropriate funding is available. Additionally, flexible service level standards can be used when there is limited right-of-way, where a local plan may have more pressing needs, where there are environmental constraints, or when other factors make implementing infrastructure infeasible or undesirable.

Figure C-1

ROADWAY CLASSIFICATIONS AT GENERAL PLAN BUILDOUT



ROADWAY CLASSIFICATIONS
- Highway – 6 Lanes Divided – 134′
- Highway – 4 Lanes Divided – 92′
- Arterial – 4 Lanes Divided – 100′
- Arterial – 2 Lanes – 70′
- Industrial – 2 Lanes with Striped Median – 70′
- Collector – 2 Lanes – 66′
- SPA - Special Policy Area
- Town Limits

NOTE: Illustrates future roadway classifications needed to handle the vehicular trips generated as a result of the buildout of the General Plan and applicable regional plans. Assumes all roadways are operating at Level of Service D or better.

Source: Fehr & Peers Traffic Study, 2013

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4.3 Complete Streets

The California Complete Streets Act (AB 1358) of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must "meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan." Essentially, this bill requires a circulation element to plan for multimodal transportation accommodating all modes of transportation where appropriate, including walking, biking, car travel, and transit.

Complete Streets: According to the National Complete Streets Coalition, complete streets are a means by which, "… planners and engineers (can) build road networks that are safer, more livable, and welcoming to everyone…. Instituting a complete streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind – including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities."

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasks the Governor's Office of Planning and Research to release guidelines for compliance with this legislation by January 1, 2014.

Implementation of complete streets principles should be tailored to the individual jurisdiction and the individual roadway. For example, a complete street project that is similar in nature to the 3rd Street Promenade in Santa Monica is likely not appropriate or desirable in desert communities in the Morongo Basin. Therefore, the complete streets approach for Yucca Valley focuses on a network-based approach that has been tailored to the needs of the Town.

Network-Based Complete Streets: Combines individual travel mode networks into one multimodal transportation system, integrating infrastructure where appropriate, ultimately ensuring that all users can safely and efficiently access their destination.

As part of a network-based approach, the Town has identified (and will implement through Master Plan updates) a complete network for each travel mode and will work to deliver infrastructure to support these modes. Key implementation measures include:

- Implementing the Trails System identified in the Parks and Recreation Master Plan (2008);
- Developing a comprehensive bicycle network;
- Completing pedestrian infrastructure, as appropriate, and providing safe and accessible pedestrian facilities in high-use areas;
- Coordinating with Morongo Basin Transit Authority (MBTA) to provide safe and convenient transit service to the area.

Yucca Valley's complete streets network comprises four types of facilities—vehicular, pedestrian, bicycle, and public transit.

This complete streets approach will enable Yucca Valley residents to choose which travel mode best suits them. It also will ensure that streets are designed with the user in mind—accommodating for children, the elderly, bicyclists, and transit users.

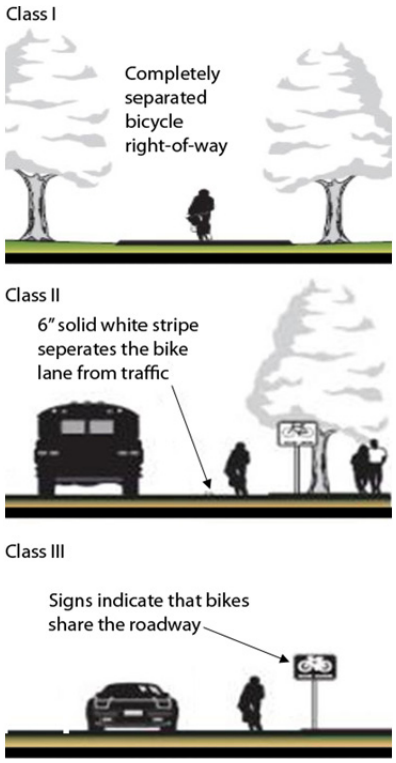
The graphic below is an example of how complete streets can be designed to incorporate multiple modes of transportation.

Complete Streets incorporate pedestrian, bicycle, and automobile amenities into a user friendly multimodal roadway.

Bicycle Facilities

Bicycle facilities consist of Class I, Class II, and Class III facilities. Currently, the Town only has Class III facilities, as summarized in the Fehr and Peers Existing Conditions Report: Yucca Valley General Plan Update (2012).

Proposed bicycle facilities are shown in Figure C-2, *Proposed Bicycle Facilities*.



Cross sections for typical Class I, II, and III bicycle facilities.

Class I

Bike path providing completely separated right-of-way designated for the exclusive use of bicycles and pedestrians.

In Yucca Valley, Class I facilities will primarily be implemented through the Parks and Recreation Master Plan (2008). Future bicycle facilities have also been identified through the San Bernardino Count Non-Motorized Transportation Plan (2011).

Class II

Bikeway that provides designated lanes for the use of bicycles through the use of striping on the roadway and signage designations for the facility.

In Yucca Valley, this General Plan and the San Bernardino County Non-Motorized Transportation Plan envision a system of bicycle lanes on roadways that will connect the activity centers of the Town to the Town's residents, as shown on Figure C-2, *Proposed Bicycle Facilities*.

Class III

Bikeway providing route designation by signage. Roadways are shared between bicyclists and motorists.

In Yucca Valley, Class III facilities are envisioned to be implemented on small segments of roadway that bridge gaps in the Class II and Class I roadway network. This includes Class III facilities on Yucca Trail, Baron Drive, and several other roadways, as shown on Figure C-2, *Proposed Bicycle Facilities*.

In addition to the future expansion of bicycle connectivity shown on Figure C-2, there is a desire to better connect the northern plateau area of the Town to the center of Town. However, SR-247 is the only connecting facility between the two areas. The Town will continue to look for opportunities to provide more direct bicycle connectivity in this area.

Pedestrian Paths and Sidewalks

Pedestrian paths are primarily developed as part of the roadway and trail systems of a town and reflect the interconnected nature of circulation and transportation systems as a whole. Constructing wide streets increases the distance a pedestrian must travel to cross a street, thereby making it inconvenient for public use and inhibiting pedestrian circulation in the Town. Currently, limited continuous sidewalks are provided along major routes in the Town. Sections of discontinuous sidewalks exist, but most roads throughout Yucca Valley lack sidewalks.

The Parks and Recreation Master Plan (2008) identifies future recreational and bike trails within the Town that would not only provide recreation opportunities but could also be used to connect the pedestrian network throughout Town. In addition to connecting available pedestrian resources, the Town should also prioritize the completion of sidewalks along commercial retail areas to provide better access for pedestrians. Enhanced pedestrian crossings and sidewalks should also be considered in areas where high pedestrian demand occurs (such as schools) and in the Old Town Specific Plan Area.

Multiuse Trails

Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. The Town currently has one multiuse trail along San Andreas Road. Due to the recreational nature of the trail and its connection to other riding trails throughout Town, this trail is also discussed in Open Space and Conservation Element Section 5.2 and is shown on Figures OSC-2, *Parks and Recreational Trails,* and C-2, *Proposed Bicycle Facilities*. The Town's multiuse trails will be implemented through the Town's Trails Master Plan, which will address proposed section designs and recommended strategies to develop trails using a combination of both public right-of-way and private lands.

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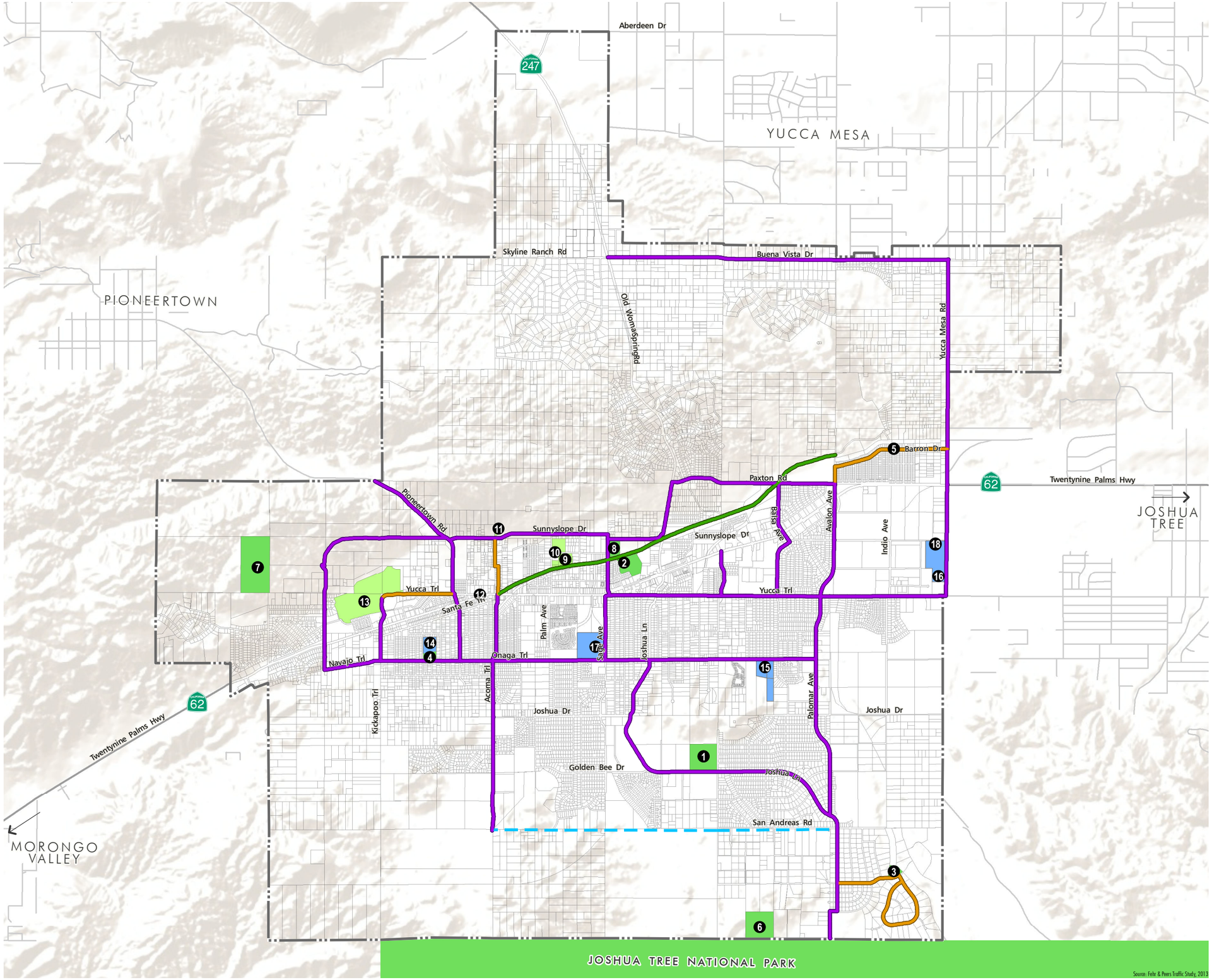
Figure C-2

PROPOSED BICYCLE FACILITIES



- Future Class I Bike Path
- Future Class II Bike Lane
- Future Class III Bike Route
- Multi-Use Trail
- Town Limits

PARKS

1. Essig Park
2. Community Park
3. Machris Park
4. Jacobs Park
5. Paradise Park
6. South Park
7. North Park
8. Sunnyslope Park BMX Track

OTHER OPEN SPACE

9. Pop Rauch Park (Tri Valley Little League)
10. Brehm Youth Park/ Boys and Girls Club
11. Desert Christ Park (Desert Christ Park Foundation)
12. Remembrance Park
13. Blue Skies Country Club (Semi-Private)

PUBLIC SCHOOL

14. Yucca Valley Elementary School
15. Onaga Elementary School
16. La Contenta Middle School
17. Yucca Valley High School
18. Black Rock High School

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Transit Facilities

Transit options give users the ability to get to a destination without relying on the automobile. This also provides other community benefits, including reduced vehicle miles traveled (VMT). Reducing VMT will help the Town to achieve their greenhouse gas reduction target as discussed in the Open Space and Conservation Element, Section 5.9.

Public transportation services and facilities in Yucca Valley consist of public bus service, paratransit service, and park-and-ride locations. Existing transit facilities include the Yucca Valley Transit Center and Park-and-Ride lot.

Public Bus Service

Public bus service is provided by the Morongo Basin Transit Authority, which enables commuters to travel within the Town and adjacent cities with minimal transfers. Currently, MBTA operates buses on five routes. All transit routes within Yucca Valley have a transfer point at the intermodal Yucca Valley Transit Center near the intersection of Yucca Trail and Valley Vista.

Additionally, MBTA has provided guidance for including transit within facilities development, as outlined in *Transit Guidelines in Project Development* (MBTA, 2005). These guidelines should be applied when considering new development to ensure appropriate connectivity and design features to support bus service.

Paratransit Service

Paratransit is an alternative mode of passenger transportation that does not follow fixed routes or schedules. Typically, vans or mini-buses are used to provide paratransit service. Paratransit services vary considerably on the degree of flexibility they provide their customers. The most flexible systems offer on-demand, call-up, door-to-door service from any origin to any destination in a service area. Private local service providers and MBTA offer door-to-door service.

Park-and-Ride Lots

Park-and-ride lots provide places for people to meet up and carpool to areas outside of the Town. The Yucca Valley Park-and-Ride facility is a lighted parking lot at the corner of SR-62 and Kickapoo Trail. This facility also provides a compressed natural gas refueling station. As the Town's population grows, additional park-and-ride locations would be best sited near the boundaries of Town or adjacent to the Transit Center.

Yucca Valley Transit Center is the transfer point for Morongo Basin Transit Authority's bus routes within Town.

Vehicle Miles Traveled (VMT): Vehicle miles traveled is the metric that identifies the total distance traveled in a car per driver. VMT drives roadway needs (the more people who drive, the more capacity and maintenance is needed on the roadway system).

Carpoolers who commute using shared vans often meet at the Yucca Valley Park-and-Ride lot.

4.4 Efficient Goods and Services Movement

The goods or freight movement system in Yucca Valley consists of designated truck routes. Additionally, the local airport provides opportunities for additional services to be accommodated. The operation and service of these facilities are described below.

Furthermore, the Town is located near the Marine Corps Air Ground Combat Center, and military vehicles, goods, and equipment pass through town on a frequent basis.

Truck Routes

The Yucca Valley Municipal Code defines and regulates truck routes within the Town and specifies the ability of trucks to enter areas not designated as truck routes. State Routes 62 and 247 are designated truck routes that connect with commercial and industrial areas in Town. They are also important linkages for the movement of goods within the state and across the nation. Roadways in the system that are not designated truck routes are restricted to trucks under five tons, with the exception of vehicles making pickups or deliveries within the Town limits.

Surface Transportation Assistance Act (STAA): Overseen by the Federal Transit Administration and Federal Highway Administration, the act provides funds for highway and mass transit projects.

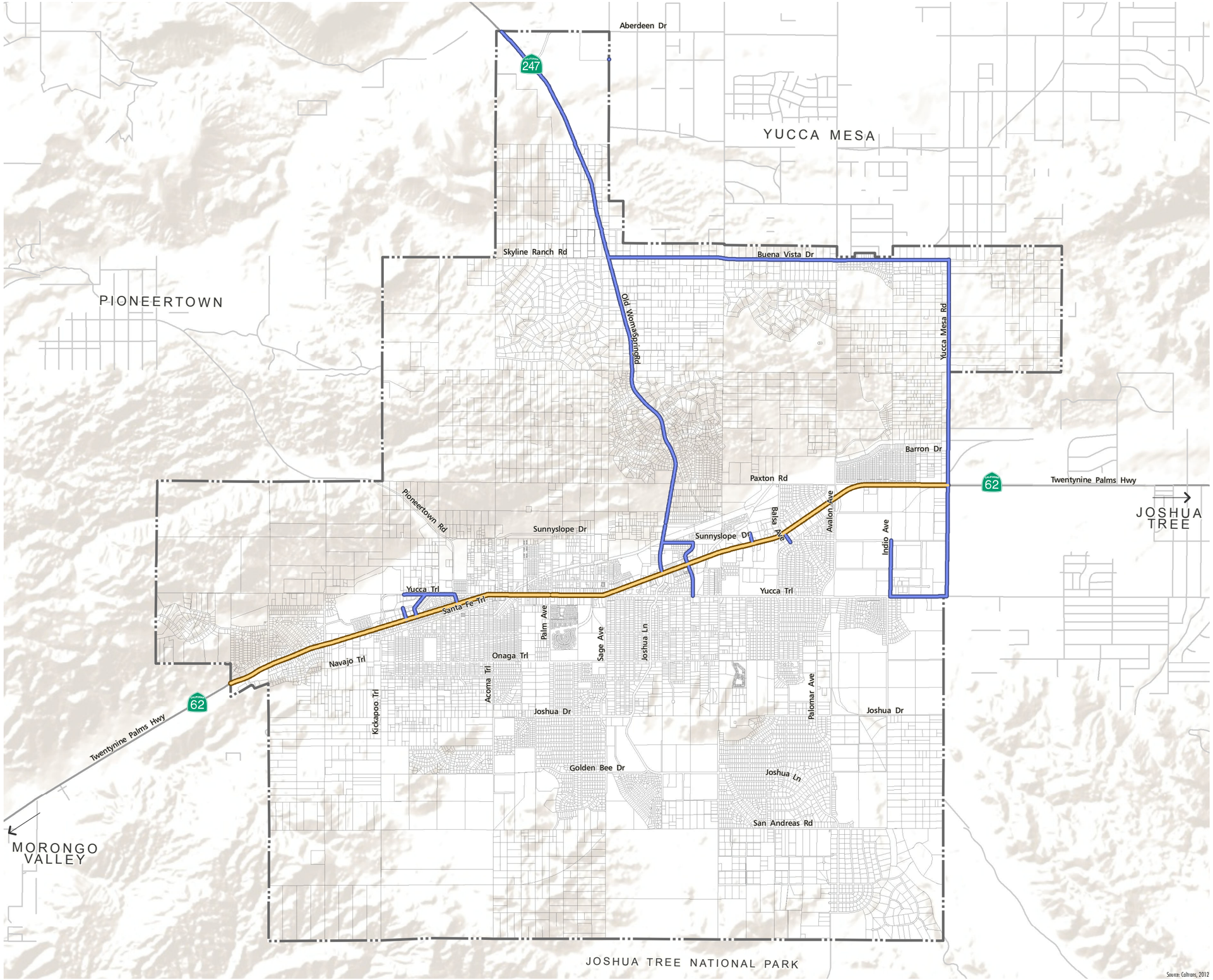
In addition, SR-62 is a designated STAA Route. This highway receives federal funding to maintain the roadway surface to accommodate STAA-specific vehicles that meet particular weight and truck size requirements. Designated truck and STAA routes in Town are shown on Figure C-3, *Truck Routes*.

Aviation Facilities

Yucca Valley is home to Yucca Valley Airport, a privately owned airport available to the public for private aircraft and aircraft maintenance and flight training. The closest airport offering commercial flights is the Palm Springs International Airport, approximately 30 miles south of Yucca Valley. This airport provides nonstop service primarily to the Western United States and Canada. MBTA maintains a few routes that stop at the Palm Springs International Airport. Yucca Valley Airport is also discussed in the Land Use Element, Section 2.3.

Figure C-3

TRUCK ROUTES



- Truck Routes
- Surface Transportation Assistance Act Route (Terminal Access)
- Town Limits

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4.5 Traffic Management

There are three common ways for cities and towns to better manage traffic:

- Traffic signal coordination;
- Traffic calming on neighborhood streets;
- Paving nonpaved roadways.

Currently, the Town has implemented signal timing improvements to improve the efficiency of its system. Signal timing improvements consists of retiming traffic signals to improve vehicle progression through the Town (e.g., drivers will encounter few stops and will experience a more consistent speed). However, the Town has limited traffic calming applications on public streets, and the Town has a significant amount of unpaved roadways that will require paving or other air quality mitigation measures when future development occurs.

Traffic Signal Coordination

One of the most cost-effective means to enhance traffic flow, improve safety, improve air quality, and manage traffic speeds is through signal coordination. This approach develops specific signal timings and implements appropriate signal control infrastructure to reduce the number of stops and improve vehicle progression through a corridor.

Traffic Calming

Traffic calming includes traffic education, enforcement, and engineering, in an effort to reduce vehicle speeds, improve safety, and enhance quality of life. Although traffic calming does include education and enforcement, most traffic calming applications focus on engineering measures to change driver behavior (such as encouraging vehicles to travel at a lower rate of speed).

Applications of traffic calming include:

- Improvements to the roadway, such as curb extensions (e.g. ,extending the curb at intersections to reduce the pedestrian crossing distance and narrow the roadway), chicanes (midblock curb extensions to narrow the roadway), raised crosswalks, raised or textured intersections, or other speed -reducing measures; and
- Modifying appropriate intersections to remove traffic signals or stop signs and construct roundabouts or traffic circles.

Traffic calming could be considered within the Town on local and paved neighborhood streets and other areas where high levels of pedestrian activity take place (such as the Civic Center, schools, parks, and Old Town). This will help improve the quality of life for residents by managing the speed of traffic in appropriate areas.

Paving Nonpaved Roadways

Public works staff paving a road in Town.

Residents and businesses in the Town of Yucca Valley are served by a combination of paved and unpaved roadways. Roughly half of the Town's roadways are paved. As the Town grows, new development will be encouraged to provide paved roadways.

Though paving roadways is an important part of improving mobility infrastructure, it is equally important to maintain the character of this desert community. With limited funding, the Town will need to work with future development to strike a balance between maintaining community character, accessibility, and new growth.

Using the capacities identified in Table C-1, the Town should work with future development to identify appropriate roadways to be paved. Paving roadways will reduce air particulates, reduce noise, and improve mobility for the Town.

GOAL C 1

A constraints-based circulation system that balances the needs of goods movement, nonautomotive use, and complete streets.

Roadway Classification Policies

Policy C 1-1 Utilize a constraints-based planning process to evaluate future transportation improvements.

Policy C 1-2 Pursue funding, including updating the transportation impact mitigation fee program, to assist in implementing the transportation system by expanding its roadway capacity, pedestrian sidewalk facilities, bicycle facilities, and trail facilities.

Policy C 1-3 Strive to maintain vehicle level of service (LOS) D on all roadways within the Town. Utilize the roadway capacities, as identified in Table C-1, to evaluate roadway operations.

Protected Intersection and Roadways: Intersections or roadways that have been approved to operate at a lesser level of service due to the inability to physically expand the right-of-way.

Policy C 1-4 Maintain protected intersections and roadways where vehicle capacity will remain less than the service goal outlined in Table C-1.

Policy C 1-5 Prioritize low-cost transportation enhancements, such as signal timing improvements, that maximize

the Town's return on infrastructure investment related to the efficiency of the transportation system.

Policy C 1-6 Protect right-of-ways for SR-62 and SR-247, major arterials, collectors, residential streets, and for all other planned infrastructure as shown on the figures above.

Policy C 1-7 Encourage development designs that integrate multiple modes of access, including pedestrian, bicycle, and public transportation.

Complete Streets Policies

Policy C 1-8 Apply complete street strategies that accommodate pedestrian, bicycle, and transit modes whenever practicable and feasible.

Policy C 1-9 Require sidewalk improvements concurrent with new development where commercial and school uses are planned and where residential densities exceed two units per acre, or as required by the Planning Commission.

Policy C 1-10 Encourage MBTA to provide enhanced bus service to employment areas outside of the Town, such as the Coachella Valley or other nearby areas in the County of San Bernardino.

Policy C 1-11 Encourage MBTA to work with area religious facilities or other sites where underutilized parking or hours of operation could provide opportunities for implementing shared park-and-ride facilities.

Policy C 1-12 Encourage MBTA to implement regional transportation solutions that reduce vehicle miles traveled and greenhouse gas emissions.

Policy C 1-13 Work with new development to implement MBTA's *Transit Guidelines in Project Development* (MBTA, 2005) as appropriate.

Policy C 1-14 Encourage employers to support Transportation Demand Management techniques, such as bus transit passes or other measures that reduce reliance on the single-occupant vehicle.

Efficient Goods and Services Movement Policies

Policy C 1-15 Design designated truck routes such that the pavement, roadway width, and curb return radii support anticipated heavy vehicle use.

Policy C 1-16 Support and work with Caltrans to coordinate signals along SR-62 and SR-247 in Town.

Policy C 1-17 Ensure funding is available to implement and maintain signal coordination.

Policy C 1-18 Maintain truck route designations to support heavy vehicle use and connections to the Yucca Valley Airport as noted on Figure C-3.

Traffic Management Policies

Policy C 1-19 Require traffic calming techniques in residential neighborhoods and in Special Policy Areas to slow and manage traffic volumes as deemed appropriate by the Town Engineer.

Policy C 1-20 Require future development to pave roadways that will serve 500 or more daily trips as noted in Table C-1 unless paving of that facility is considered infeasible by the Town, there is no funding for the improvement, or when the majority of the residents on that facility desire it to be unpaved.

Policy C 1-21 Pursue funding to pave unpaved roadways where the traffic volume exceeds 500 daily trips unless paving of that facility is infeasible or when the majority of the residents on that facility desire it to be unpaved.

Policy C 1-22 Minimize dust emissions on existing and new unpaved roads where traffic volumes exceed 500 daily trips.

Policy C 1-23 Work with future development between Yucca Trail, Palomar Avenue, La Contenta Road, and Juarez Drive to implement appropriate roadway, bicycle, and pedestrian connectivity based on the proposed land uses.

Policy C 1-24 Work with the park service to the south of Town to appropriately provide connectivity to the Town's roadway network.

Policy C 1-25 Maintain truck routes through town for efficient freight transportation service to businesses and industry while limiting impacts to residents and visitors.

4.6 Utilities Infrastructure

Future land use patterns and rates of development will impact the infrastructure for the Town's utilities. As the population increases, the demand for these services will also increase. It is important to ensure that demand for these services does not exceed the supply and that the expansion of infrastructure is sufficiently addressed to accommodate future needs.

The Town of Yucca Valley is jointly responsible for coordinating with private and quasi-public agencies offering pubic services such as telephone, gas and electricity, in compliance with the General Plan. The Town's Capital Improvement Program prioritizes and provides annual funding for infrastructure improvements. California Government Code Sections 65302 (a), (b), and (e) require that the local planning agency "annually review the capital improvement program of the city or county and the local public works projects of other local agencies for their consistency with the General Plan."

Utility services in Yucca Valley include natural gas, electricity, solid waste disposal, water, and storm drains, as well as telecommunication providers. Water and wastewater are discussed in section 5.4 of the Open Space and Conservation Element. Storm drains are discussed in Section 6.3 of the Safety Element.

Gas Service

Natural gas service is provided by Southern California Gas Company. Transmission and distribution gas lines run throughout the community along many of the existing streets. Due to rough terrain major gas lines do not exist in the southwest and northwest portions of the Town. Propane tanks are used by residents in these areas to provide gas for heating and cooking.

Electrical Service

Electrical service is provided in the Yucca Valley area by Southern California Edison (SCE). SCE has adequate capacity to service the Town, but businesses and residents can help to maintain sustainable, cost effective service by conserving energy. SCE offers rebate and incentive programs to residents and businesses that encourage the conservation of energy through low consumption and solar partnerships. Energy resources are also discussed in the Open Space and Conservation Element, Section 5.7.

Solid Waste Disposal Service

Waste disposal service is mandatory in Yucca Valley. The Town contracts with Burrtec Waste Industries for waste removal for both residential and commercial properties. Regionally, the Town is a member of the Mojave Desert and Mountain Solid Waste Joint

Powers Authority and participates in the County Waste Disposal Agreement as a member of the Education and Outreach Committee. As discussed in the Safety Element, hazardous waste disposal is provided in Yucca Valley by the County of San Bernardino.

Telecommunications

Adequate telecommunication facilities are available to serve the needs of the Town. Time Warner Cable offers cable, telephone, and internet service to Yucca Valley. There are also several satellite and wireless providers that offer the same services to residents and businesses in the area.

GOAL C 2

A full range of public utilities and related services that provide for the immediate and long-term needs of the community.

Policies

Policy C 2-1	Work with utility providers in the planning, designing, and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.
Policy C 2-2	Work with utility providers to increase service capacity as demand increases.
Policy C 2-3	Coordinate public infrastructure improvements through the Town's Capital Improvement Program.
Policy C 2-4	Encourage the shared use of right-of-way, transmission corridors, and other appropriate measures to minimize the visual impact of utilities infrastructure throughout Town.
Policy C 2-5	Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.