

# 5. Environmental Analysis

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## 5.14 TRANSPORTATION AND TRAFFIC

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Town of Yucca Valley General Plan Update to result in transportation and traffic impacts in the Town of Yucca Valley. This section presents the existing transportation conditions in the Town, including the roadway network, bicycle and pedestrian network, transit network, aviation facilities, and current intersection and roadway segment operations. This section also discusses the methodology used to evaluate impacts. The analysis in this section is based in part on the following technical report:

- Town of Yucca Valley Traffic Study, Fehr and Peers, June 2013

A complete copy of this study is included in the Appendix H of this Draft EIR

### 5.14.1 Environmental Setting

#### 5.14.1.1 *Regulatory Setting*

##### **Vehicular Conditions**

The traffic study analyzed the operation of the roadway system, including roadway segments and intersections. Operations for these facilities are expressed in terms of level of service (LOS), which is a general measure of traffic operating conditions where a letter grade, from LOS A (no congestion) to F (high levels of congestion), is assigned. LOS E represents “at capacity” operations. LOS qualitatively measures the operating conditions within a traffic system and how drivers and passengers perceive these conditions.

The flow of vehicles without significant impediments is considered “stable,” but when traffic encounters interference that limits the capacity acutely, the flow becomes “unstable.” These grades represent the perspective of drivers only and are an indication of the comfort and convenience associated with driving, as well as speed, travel time, traffic interruptions, and freedom to maneuver.

##### **Roadway Levels of Service**

A roadway operations analysis was performed at the study roadway segments to provide an evaluation of how the roadway network will perform. It also provides an idea of the amount of traffic that will utilize each roadway and if the existing or proposed lane configurations can adequately handle the volumes.

The levels of service for roadway segments were calculated for key roadway segments in Yucca Valley’s regional roadway system to evaluate existing traffic conditions. Daily capacity thresholds in accordance with the Town of Yucca Valley General Plan Circulation Element are shown in Table 5.14-1. This table establishes the maximum daily roadway capacities by street classifications. According to the Town’s General Plan criteria, LOS D is the maximum acceptable level of congestion on Town’s roadways on a daily basis.



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**Table 5.14-1**  
**Maximum Daily Roadway Capacities**

Classification	Typical Lane Configuration	Daily Volume Thresholds				
		LOS A	LOS B	LOS C	LOS D	LOS E
Unpaved Road	2 Lanes Undivided and Unpaved	-	-	-	500	-
Local Road	2 Lanes Undivided	-	-	-	1,500	2,000
Collector	2 Lanes Undivided	900	2,000	6,800	14,100	17,400
Industrial	2 Lanes Undivided	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: Fehr and Peers 2013.

### Intersection Levels of Service

Intersection operations are evaluated with the Synchro 6 level of service software, which is consistent with the methodologies identified in the *Highway Capacity Manual* (Transportation Research Board 2000). The level of service for roadway segments were calculated for key roadway segments in Yucca Valley's regional roadway system to evaluate existing traffic conditions. All study area intersections evaluated in the traffic study are signalized. Table 5.14-2 summarizes how the level of service corresponds to intersection delay at the signalized study intersections.

**Table 5.14-2**  
**Intersection LOS Criteria for Signalized Intersections**

Level of Service	Description	Delay (seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	< 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	>10.0 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	>20.0 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	>35.0 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	>55.0 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	>80.0

Source: Fehr and Peers 2013.

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According to the Town’s General Plan criteria, LOS D is the maximum acceptable level of congestion that should be maintained on Town’s intersections on a daily basis.

## Applicable Plans and Regulations

The regulatory framework is used to inform decision makers about the regulatory agencies/policies that affect transportation in the Town. This enables them to make informed decisions about planning improvements to transportation systems in the Town. Major policy documents impacting the transportation system in the Town of Yucca Valley include laws at the state level and planning documents at a regional level.

### State

#### *AB 1358 California Complete Streets Act*

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, Assembly Bill 1358 (AB 1358) required 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 all modes of transportation where appropriate—including walking, biking, car travel, and transit.

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.

### Regional

#### *San Bernardino County Congestion Management Program*

The Congestion Management Program (CMP) defines a network of state highways and arterials, level of service standards and related procedures, and provides technical justification for the approach. The CMP for San Bernardino County was originally adopted in 1992 and updated most recently in 2007. For consistency with the CMP, CMP designated roadways in the Town (State Route 62 [SR-62] and State Route 247 [SR-247]) should operate at “the middle of LOS D or better.” Additionally, during the CMP monitoring process, if any CMP facility is identified as operating at a deficient level, a deficiency plan would be required to restore operations back to an acceptable level.

#### *San Bernardino County Non-Motorized Transportation Plan*

SANBAG developed the Non-Motorized Transportation Plan (NMTP) in 2001, with the latest update in 2011. The plan is intended to be cohesive and integrated, with a comprehensive pedestrian and bicycle system. The 2011 update is also a response to California Senate Bill 375 (SB 375). The NMTP identifies several future facilities in Yucca Valley, as described in Impact Statement 5.14-4 in this section.

### Local

#### *General Plan Circulation Element*

The Circulation Element addresses the movement of people and goods throughout the Town’s transportation network. The Circulation Element for the existing General Plan was updated and adopted in 1995. It evaluates transportation circulation needs within the Town and recommends circulation improvements that would accommodate the future demand for transportation. The Town’s LOS policy, as stated in the Adopted General Plan, is to maintain a citywide level of service (LOS) not exceeding LOS "D" for roadways and intersections during the peak hours.



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## TRANSPORTATION AND TRAFFIC

### 5.14.1.2 Existing Setting

#### Existing Roadway Network

The Town of Yucca Valley is in San Bernardino County, approximately 30 miles north of Palm Springs, in the Mojave Desert. The Town of Yucca Valley's roadway system includes a range of facilities, including highways, arterials, collector streets, industrial streets, and local streets. Two major functions of a roadway are to serve through traffic and provide access to adjacent property. Different facilities are intended to serve these purposes differently. For instance, arterials generally prioritize the movement of traffic over access to individual properties, while local streets prioritize access to private properties over through traffic. Roadways are also intended to provide bicycle and pedestrian access and circulation and are the backbone of the bicycle and pedestrian network. SR-62 and SR 247 are the primary roadways providing regional accessibility to Yucca Valley. Figure 5.14-1, *Existing Lane Geometries*, identifies the Town's roadway network and existing lane geometries. Major regional facilities within the Town include:

- **State Route 62 (SR-62)**, also known as Twentynine Palms Highway, provides primary regional access to the town and the rest of the Morongo Basin, including Joshua Tree National Park, the Marine Corps Air Ground Combat Center, the Colorado River, and the Mojave Desert. SR-62 is currently classified as a highway within Town limits and serves as the main roadway through the Town. It runs east–west through the center of the Town and has two lanes in each direction, with a two-way left-turn lane.
- **State Route 247 (SR-247)**, also known as Old Woman Springs Road, is the second roadway providing regional access to Yucca Valley. Currently classified as a highway within Town limits, SR-247 is a north–south, undivided road with one to two travel lanes in each direction. SR-247 connects from the north to the center of town at SR-62, where it becomes Joshua Lane.

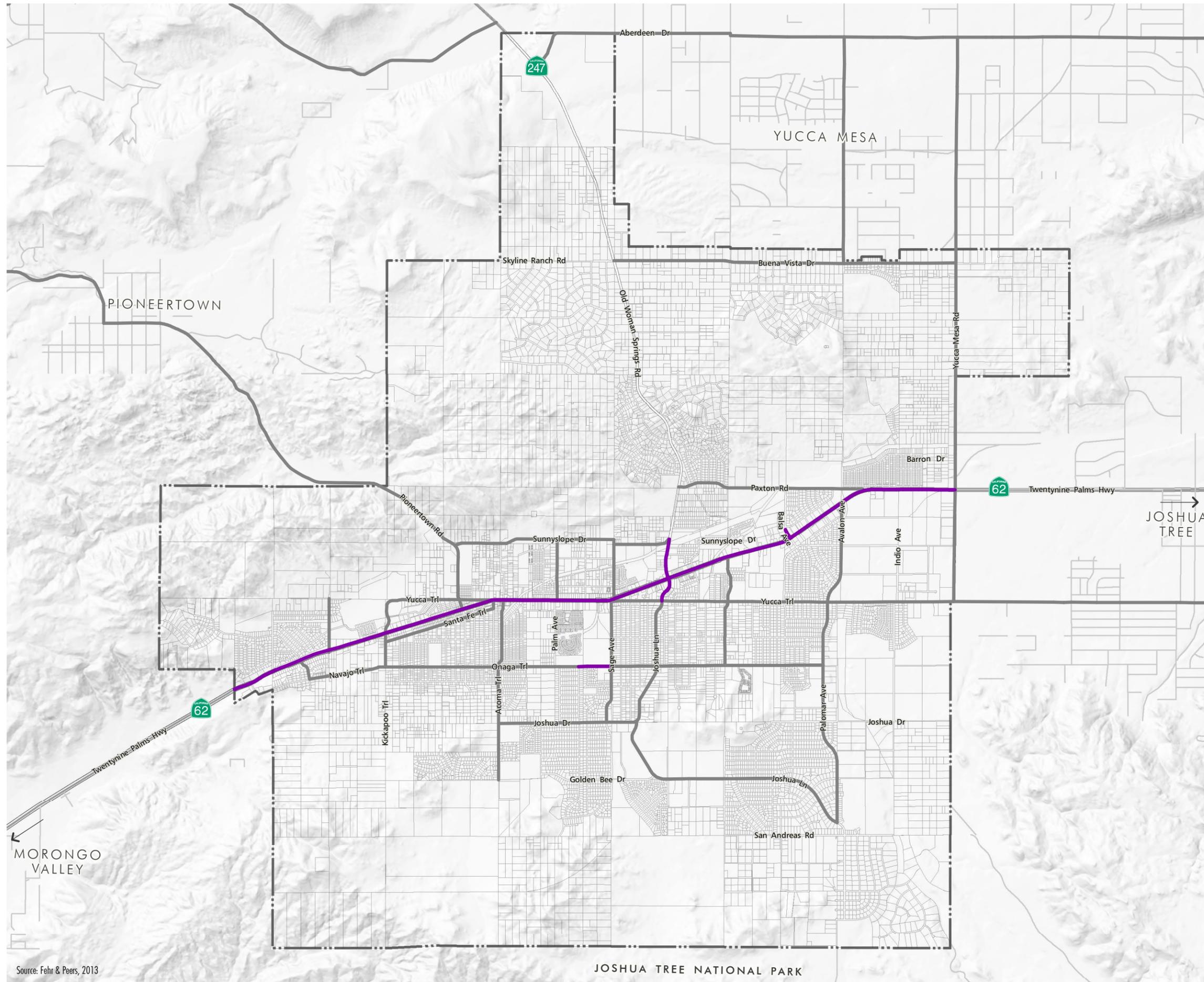
Major arterials within the Town include:

- **Joshua Lane** is currently classified as an arterial roadway that extends north–south in the Town of Yucca Valley. It becomes SR-247 north of SR-62. Between SR-62 and Yucca Trail, Joshua Lane is a divided 4-lane roadway with a two-way left-turn lane. This section of roadway has some discontinuous sidewalks. Between Yucca Trail and Onaga Trail, Joshua Lane is an undivided two-lane roadway with some discontinuous sidewalks. Joshua Lane is also designated a Class III bicycle route between Onaga Trail and Palomar Avenue, as discussed later in this report. The posted speed limit on Joshua Lane is 40 to 45 miles per hour.
- **Onaga Trail** between Kickapoo Trail and Palomar Avenue is an east–west roadway half a mile south of SR-62 and is currently classified an arterial roadway. This roadway contains discontinuous sidewalks. A bike route is designated throughout the length of Onaga Trail. The most developed section of Onaga Trail lies west of Sage Avenue adjacent to Yucca Valley High School. The posted speed limit on Onaga Trail is 40 to 45 miles per hour.
- **Yucca Trail** is currently classified an arterial roadway that extends east–west between SR-62 eastbound to the eastern town limits, where it becomes Alta Loma Drive. This roadway contains discontinuous sidewalks. Yucca Trail is designated a Class III bicycle route between Palomar Avenue and Yucca Mesa Road. The posted speed limit along Yucca Trail varies from 40 to 55 miles per hour.

# 5.14 - TRANSPORTATION AND TRAFFIC

Figure 5.14-1  
EXISTING LANE GEOMETRIES

-  4 Lane Road
-  All Other Roads: 2 Lane
-  Town Limits



Source: Fehr & Peers, 2013

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Major collector roadways within the Town include:

- **Sage Avenue** is currently as a collector roadway that extends from San Andreas Road north to Sunnyslope Drive. Sage Avenue is predominantly an undivided two-lane roadway with discontinuous sidewalks. The posted speed limit on Sage Avenue is 40 miles per hour.
- **Sunnyslope Drive** is a collector roadway that extends from Shawnee Trail east to SR-247. Sunnyslope Drive is an undivided two-lane roadway with no pedestrian facilities. It is a designated Class III bicycle route between Pioneertown Road and SR-247. The posted speed limit on Sage Avenue is 45 miles per hour.
- **Palomar Avenue/Avalon Avenue** is currently classified a collector roadway that extends from Joshua Lane north to Nelson Avenue, where it becomes Hacienda Drive. The roadway is named Palomar Avenue south of Lenox Avenue, and Avalon Avenue north of Lenox Avenue. South of Barron Drive, Palomar Avenue is a two-lane undivided roadway with no pedestrian facilities and a posted speed limit of 45 to 50 miles per hour. It is a designated Class III bicycle route between Joshua Lane and Yucca Trail.
- **Pioneertown Road** is currently classified a collector roadway that extends from SR-62 north to the unincorporated community of Pioneertown. Pioneertown Road is a two-lane undivided roadway with limited pedestrian facilities. It is a Class III bicycle route from the Town limits to Sunnyslope Drive. The posted speed limit along Pioneertown Road is 40 to 50 miles per hour. South of SR-62, Pioneertown Road turns into Deer Trail.
- **Acoma Trail** is currently classified a collector roadway that extends from Golden Bee Drive north to SR-62. Acoma Trail is a two-lane undivided roadway with limited pedestrian facilities. It is a Class III bicycle route between Onaga Trail and SR-62. The posted speed limit along Acoma Trail is 40 miles per hour.
- **Santa Fe Trail** is currently classified a collector roadway that extends from Kickapoo Trail east to Apache Trail. It is a two-lane undivided roadway with a posted speed limit of 35 miles per hour. There are no pedestrian facilities along Santa Fe Trail.
- **Joshua Drive** is currently classified a collector roadway that extends from Acoma Trail east to Joshua Lane. It is a two-lane undivided roadway with a posted speed limit of 45-50 miles per hour. There are no pedestrian facilities along Joshua Drive. There are other unconnected sections of Joshua Drive, including one section running east-west from Palomar Avenue, one section west of La Contenta Road, and various small sections west of Acoma Trail.
- **Paxton Road** is currently classified a collector roadway that extends from SR-247 east to Avalon Avenue. Paxton Road is a two-lane undivided roadway with no pedestrian facilities; it is a Class III bicycle route. The posted speed limit along Paxton Drive is 40 miles per hour.
- **Buena Vista Drive** is currently classified a collector roadway that extends from SR-247 east to Yucca Mesa Road. Buena Vista Drive is a two-lane undivided roadway without pedestrian facilities. The posted speed limit along Buena Vista Drive is 40 to 55 miles per hour.
- **Yucca Mesa Road** is currently classified a collector roadway that extends from SR-62 north to the Town's northern boundary. South of SR-62, Yucca Mesa Road is named La Contenta Road, which lies just east of the Town's eastern boundary. Yucca Mesa Road is a two-lane undivided roadway with no pedestrian facilities. It is classified a Class III bicycle route from Yucca Trail to Buena Vista Drive. Yucca Mesa Road has a posted speed limit of 55 miles per hour.



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- **Kickapoo Trail** is currently classified a collector roadway that extends from Hoopa Trail north to Yucca Trail. Kickapoo Trail, north of Navajo Trail, is a two-lane undivided roadway with discontinuous pedestrian facilities. Kickapoo Trail has a 40 mile per hour posted speed limit.

### Exiting Traffic Conditions

#### Roadway Segments

The roadway segment volume to capacity (V/C) ratios are approximate figures only and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet projected traffic demands. Average daily traffic (ADT) counts were obtained within the Town of Yucca Valley in 2011. The existing daily traffic volumes were used in conjunction with existing lane configurations to determine the current traffic operating conditions at the 50 existing study area roadway segments. Table 5.14-3 provides a summary of the base year conditions LOS. As shown below, all of the existing roadway segments currently operate at acceptable levels of service.

**Table 5.14-3  
Existing Roadway Volume and LOS**

<b>Street Name and Segment</b>	<b>Current Roadway Classification</b>	<b>Traffic Volume (ADT)</b>	<b>V/C</b>	<b>LOS</b>
<b>Acoma Trail</b>				
South of SR-62	Collector	2,430	0.172	C or Better
North of Mountain View	Collector	2,357	0.167	C or Better
South of Joshua Drive	Collector	713	0.051	C or Better
<b>Avalon Avenue</b>				
North of Sunnyslope Drive	Collector	2,707	0.192	C or Better
North of SR-62	Collector	1,374	0.097	C or Better
<b>Balsa Avenue</b>				
North of Outer Highway	Collector	6,121	0.434	C or Better
South of SR-62	Collector	5,973	0.424	C or Better
<b>Buena Vista Drive</b>				
West of Yucca Mesa Road	Collector	2,332	0.165	C or Better
East of Balsa Avenue	Collector	3,469	0.246	C or Better
Between Roberts Road and Faith Lane	Collector	3,638	0.258	C or Better
Between Newton Lane and Rowell Road	Collector	3,643	0.258	C or Better
<b>Camino del Cielo Trail</b>				
North of SR-62	Collector	1,552	0.110	C or Better
<b>Joshua Drive</b>				
East of Acoma Trail	Collector	1,810	0.128	C or Better
West of Barberry Avenue	Collector	2,277	0.161	C or Better
East of Emerson Avenue	Collector	1,164	0.083	C or Better

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**Table 5.14-3  
Existing Roadway Volume and LOS**

<b>Street Name and Segment</b>	<b>Current Roadway Classification</b>	<b>Traffic Volume (ADT)</b>	<b>V/C</b>	<b>LOS</b>
<b>Joshua Lane</b>				
South of Joshua Drive	Collector	4,311	0.306	C or Better
North of Onaga Trail	2-Lane Arterial	4,953	0.281	C or Better
North of Pueblo Trail	2-Lane Arterial	5,090	0.289	C or Better
Between Yucca Trail and SR-62 Outer Highway	2-Lane Arterial	7,022	0.399	C or Better
<b>Kickapoo Trail</b>				
South of SR-62	Collector	2,790	0.198	C or Better
La Contenta Road				
South of SR-62	Collector	2,230	0.158	C or Better
North of Yucca Trail	Collector	2,170	0.154	C or Better
<b>Onaga Trail</b>				
East of Alaba Avenue	Collector	1,782	0.126	C or Better
East of Elata Avenue	Collector	2,966	0.210	C or Better
West of Joshua Lane	2-Lane Arterial	3,734	0.212	C or Better
West of Sage Avenue	2-Lane Arterial	4,765	0.271	C or Better
East of Acoma Trail	2-Lane Arterial	3,544	0.201	C or Better
East of Elk Trail	2-Lane Arterial	3,017	0.171	C or Better
West of Jemez Trail	2-Lane Arterial	1,620	0.092	C or Better
<b>Palm Avenue</b>				
North of Pueblo Trail	Collector	1,207	0.086	C or Better
<b>Palomar Avenue</b>				
South of Yucca Trail	Collector	4,423	0.314	C or Better
North of Joshua Lane	Collector	836	0.059	C or Better
<b>Paxton Road</b>				
East of SR-247	Collector	1,522	0.108	C or Better
<b>Pioneertown Road</b>				
North of SR-62	Collector	2,238	0.159	C or Better
South of Town Limits	Collector	981	0.070	C or Better
<b>Sage Avenue</b>				
North of SR-62	Collector	2,142	0.152	C or Better
South of SR-62	Collector	4,341	0.308	C or Better
North of Onaga Trail	Collector	4,122	0.292	C or Better
<b>Santa Fe Trail</b>				
West of Cherokee Trail	Collector	730	0.052	C or Better



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**Table 5.14-3  
Existing Roadway Volume and LOS**

<b>Street Name and Segment</b>	<b>Current Roadway Classification</b>	<b>Traffic Volume (ADT)</b>	<b>V/C</b>	<b>LOS</b>
East of Kickapoo Trail	Collector	505	0.036	C or Better
<b>Sunnyslope Avenue</b>				
West of SR-247	Collector	1,686	0.120	C or Better
<b>Warren Vista Avenue</b>				
South of SR-62	Collector	2,801	0.199	C or Better
<b>Yucca Trail</b>				
East of Cherokee Trail	Industrial	1,334	0.095	C or Better
East of Miami Trail	Industrial	1,921	0.136	C or Better
West of La Contenta Road	2-Lane Arterial	6,058	0.344	C or Better
East of Hanford Avenue	2-Lane Arterial	7,442	0.423	C or Better
West of Joshua View Drive	2-Lane Arterial	8,083	0.459	C or Better
West of Condalia Avenue	2-Lane Arterial	6,923	0.393	C or Better
<b>Yucca Mesa Road</b>				
North of SR-62	Collector	4,914	0.349	C or Better
North of Buena Vista Drive	Collector	2,733	0.194	C or Better

Source: Fehr and Peers 2013.

Notes:

LOS D Capacity for each roadway classification analyzed are as follows:

Collector – 14,100 vehicles per day (vpd)

Industrial – 14,100 vpd

2-Lane Arterial – 17,600 vpd

V/C = volume to capacity ratio.

### Intersections

In addition, 10 signalized intersections along State Route 62 were evaluated. Table 5.14-4 presents the AM and PM peak hour LOS for all study area intersections for existing (2013) conditions. As previously described, LOS D is the maximum acceptable level of congestion at any intersection in Yucca Valley. As shown below, all of the intersections operate at an acceptable LOS D or better during the peak periods. Existing peak hour traffic volumes and intersection lane geometries are provided in Table 2-7 of the traffic study, and intersection LOS worksheet calculations are provided in Appendix C of the traffic study.

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**Table 5.14-4  
Existing Conditions Intersection LOS**

Intersection	Control	AM Peak		PM Peak	
		Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1. SR-62 & Camino Del Cielo	Signal	6.8	A	6.9	A
2. SR-62 & Kickapoo Trail	Signal	12.4	B	9.9	A
3. SR-62 & Pioneertown Road/Deer Trail	Signal	10.4	B	12.8	B
4. SR-62 & Acoma Trail	Signal	9.8	A	10	A
5. SR-62 & Sage Avenue	Signal	18.7	B	20.3	C
6. SR-62 & SR-247	Signal	35.2	D	33.6	C
7. SR-62 & Airway Avenue	Signal	11.3	B	17.4	B
8. SR-62 & Balsa Avenue	Signal	11.8	B	17	B
9. SR-62 & Avalon Avenue	Signal	16.9	B	15.6	B
10. SR-62 & Yucca Mesa Road/La Contenta Road	Signal	14.6	B	14.9	B

Source: Fehr & Peers 2013

<sup>1</sup> Signalized intersection delay is reported as average delay.

## Bicycle and Pedestrian Conditions

Bicycle facilities are typically defined by the following classifications:

- **Class I:** Bike path providing a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians, with cross-flows by motorists minimized.
- **Class II:** Bikeway that provides a preferential right-of-way designated for the exclusive or semiexclusive use of bicycles, with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists minimized.
- **Class III:** Bikeways providing a route designation by signs or permanent pavement markings that are shared with either pedestrians or motorists.



The bicycle system in Yucca Valley includes on-street Class III bicycle routes that stretch along common arterials and collectors throughout the Town. The existing bicycle network allows for connectivity to and from the outskirts of the Town through mostly residential neighborhoods. However, Yucca Valley's central core around SR-62 has limited bicycle facilities to connect to main activity and business centers. These facilities are along paved roads and designated by signage only. Many Class III routes available in Yucca Valley are shared with vehicles on a narrow roadway with a dirt shoulder. An additional benefit to bike facilities is that other legal nonmotorized modes may use them as well. These other modes can include skateboards, skates, wheelchairs, and mobility scooters. Figure 5.14-2, *Existing Bicycle Facilities*, identifies existing bicycle facilities within the Town.

## Pedestrian Facilities

Pedestrian facilities typically consist of sidewalks, pedestrian crossings (at intersections or mid-block), and off-street trails/paths. Currently, Yucca Valley's pedestrian system is limited with incomplete sidewalk facilities. Figure 15.4-3, *Existing Sidewalk Facilities*, provides an overview of existing sidewalks in Yucca Valley.

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### Transit Facilities

Providing public transit has a number of benefits. It provides transportation for groups not having access to vehicles. It also helps groups who choose not to. Public transit also provides relief to a town's traffic network, because people who are not driving their individual vehicles on the road are not contributing to traffic congestion. Public transportation in Yucca Valley consists of the following services and facilities:

- **Public bus:** Public transportation in Yucca Valley is operated by Morongo Basin Transit Authority (MBTA), which enables commuters to travel within the Town and adjacent cities with minimal transfers. All transit routes within Yucca Valley have a transfer point at the Yucca Valley Transit Center near the intersection of Yucca Trail & Valley Vista. Currently, MBTA operates buses on five routes; Routes 1, 7A, 7B, 12/15, and 21.
- **Paratransit (Ready Ride):** Paratransit is an alternative mode of flexible passenger transportation that does not follow fixed routes or schedules. Typically, vans or minibuses are used to provide paratransit service, but share taxis and jitneys are also important providers. Desert Communities Transportation Services currently provides private nonemergency paratransit services. Additionally, MBTA offers discounted transit aboard MBTA buses with proof of disability through the program "Ready Ride."

Figure 5.14-4, *Existing Transit Network*, shows the existing transit routes in the Town. Transit service in Yucca Valley is described in detail in the traffic study.

### Aviation Facilities

Yucca Valley is home to Yucca Valley Airport, a privately owned public use airport 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. MBTA routes 12 and 15 have a stop at the Palm Springs International Airport.

### Truck Routes

The goods or freight movement system in Yucca Valley consists of designated truck routes. The Yucca Valley Municipal Code (Chapter 12, Section 30) defines weight restrictions, specifies the ability of trucks to enter areas not designated as truck routes, and defines the truck routes within the Town. Roadways in the system that are not designated truck routes are restricted to trucks under five tons only, with the exception of vehicles making pickups or deliveries within the Town limits. Figure 5.14-5, *Existing Truck Routes*, shows the existing truck routes in the Town.

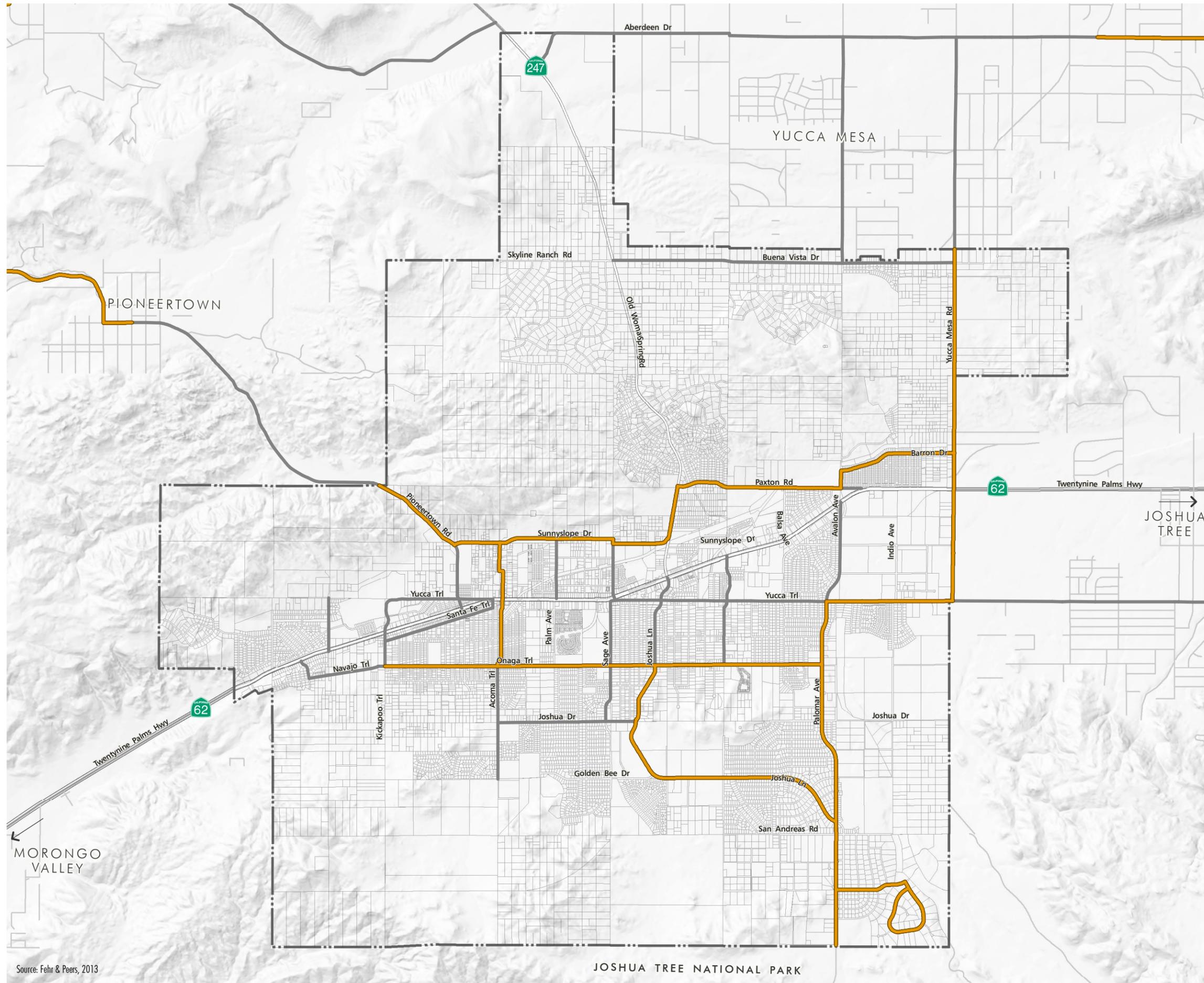
#### 5.14.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project could:

- T-1 Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- T-2 Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

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Figure 5.14-2  
EXISTING BICYCLE FACILITIES



- Existing Class III Bike Route
- Town Limits

Source: Fehr & Peers, 2013

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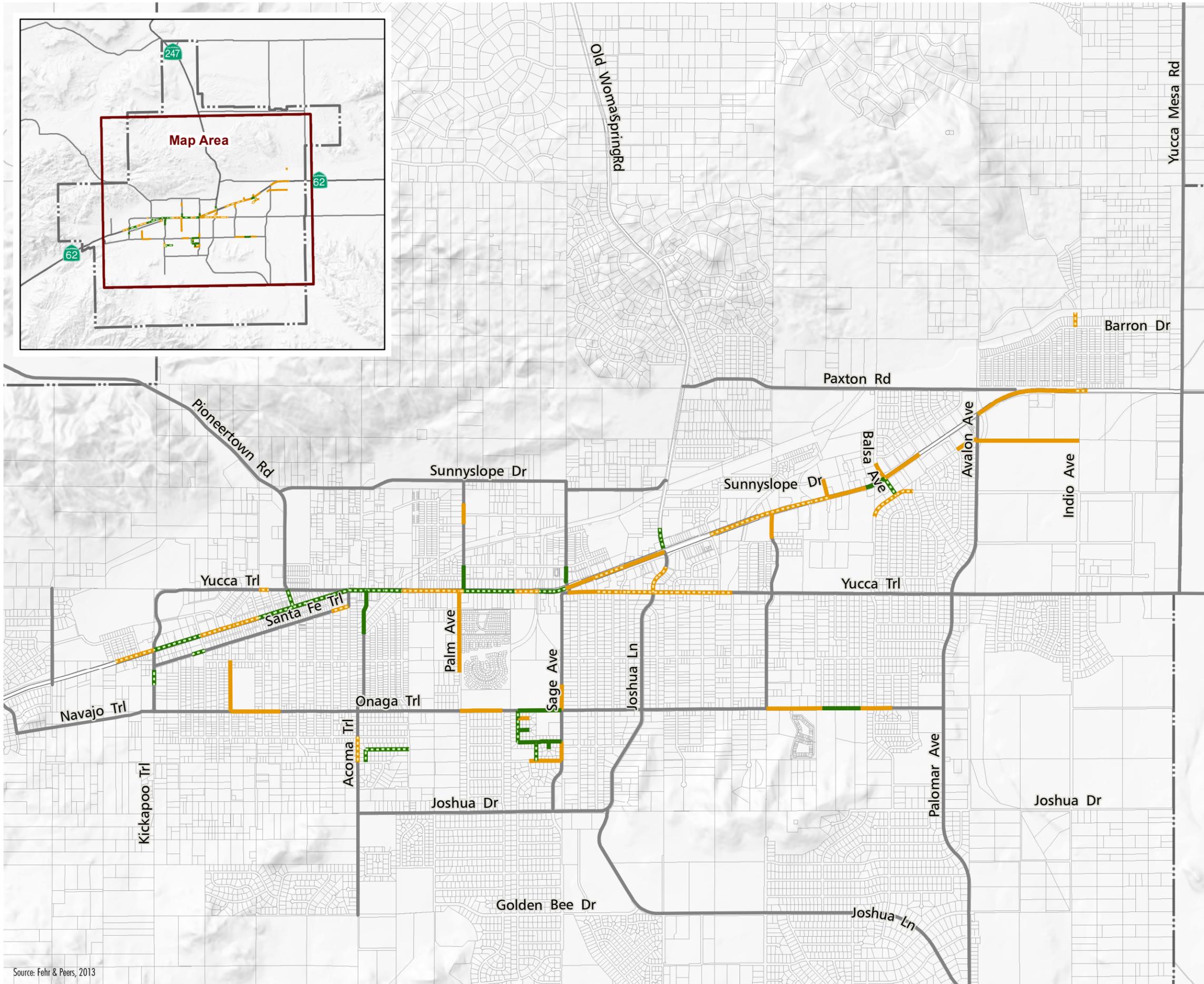
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Figure 5.14-3  
EXISTING SIDEWALK FACILITIES



- Sidewalk on both sides of street
- - - Discontinuous sidewalk on both sides of street
- Sidewalk on one side of street
- - - Discontinuous sidewalk on one side of street
- Town Limits

Source: Fehr & Peers, 2013

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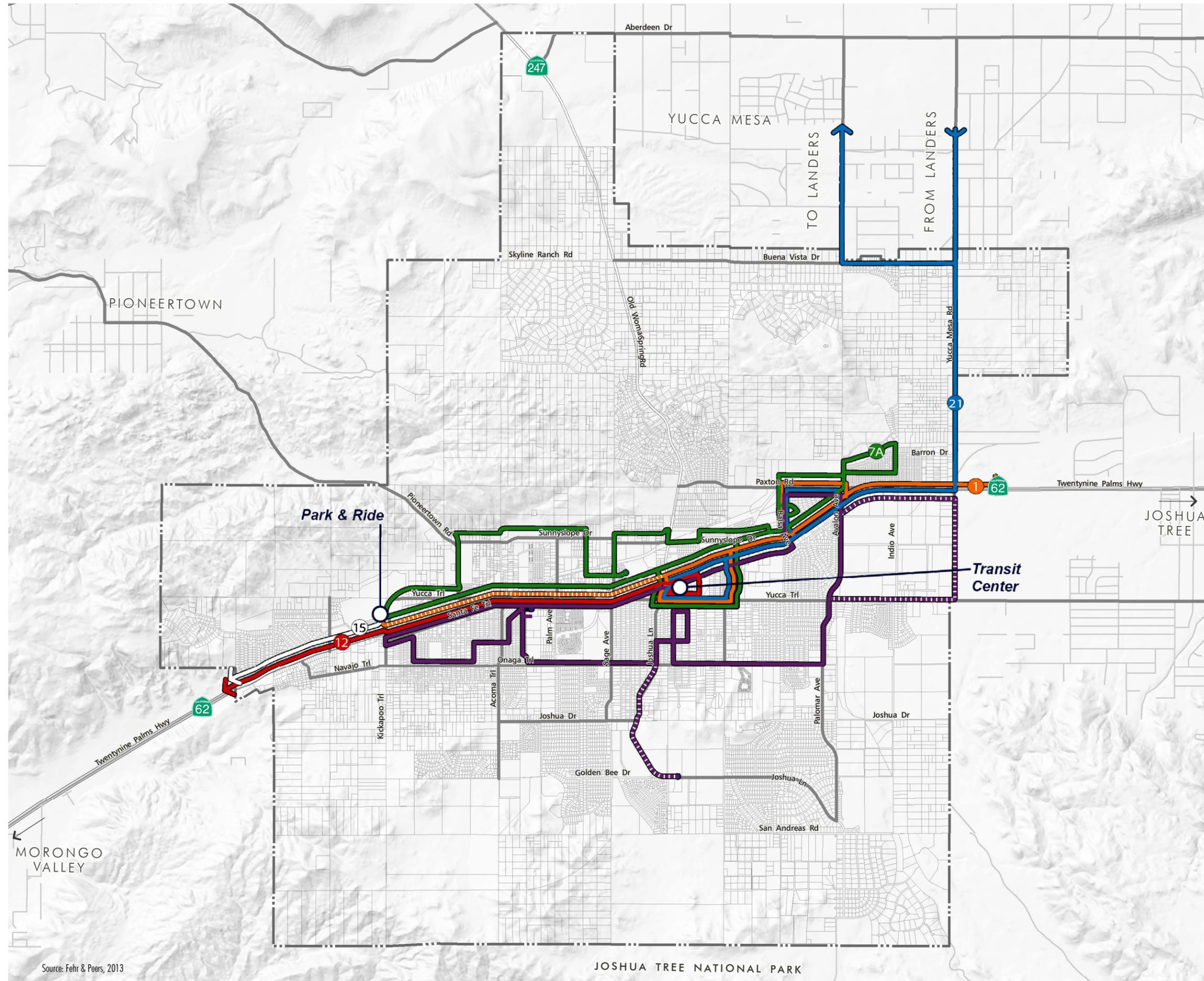
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# 5.14 - TRANSPORTATION AND TRAFFIC

Figure 5.14-4  
EXISTING TRANSIT NETWORK



-  Route 1
-  Route 7A
-  Route 7B
-  Route 12
-  Route 15
-  Route 21
-  Town Limits

Source: Fehr & Peers, 2013

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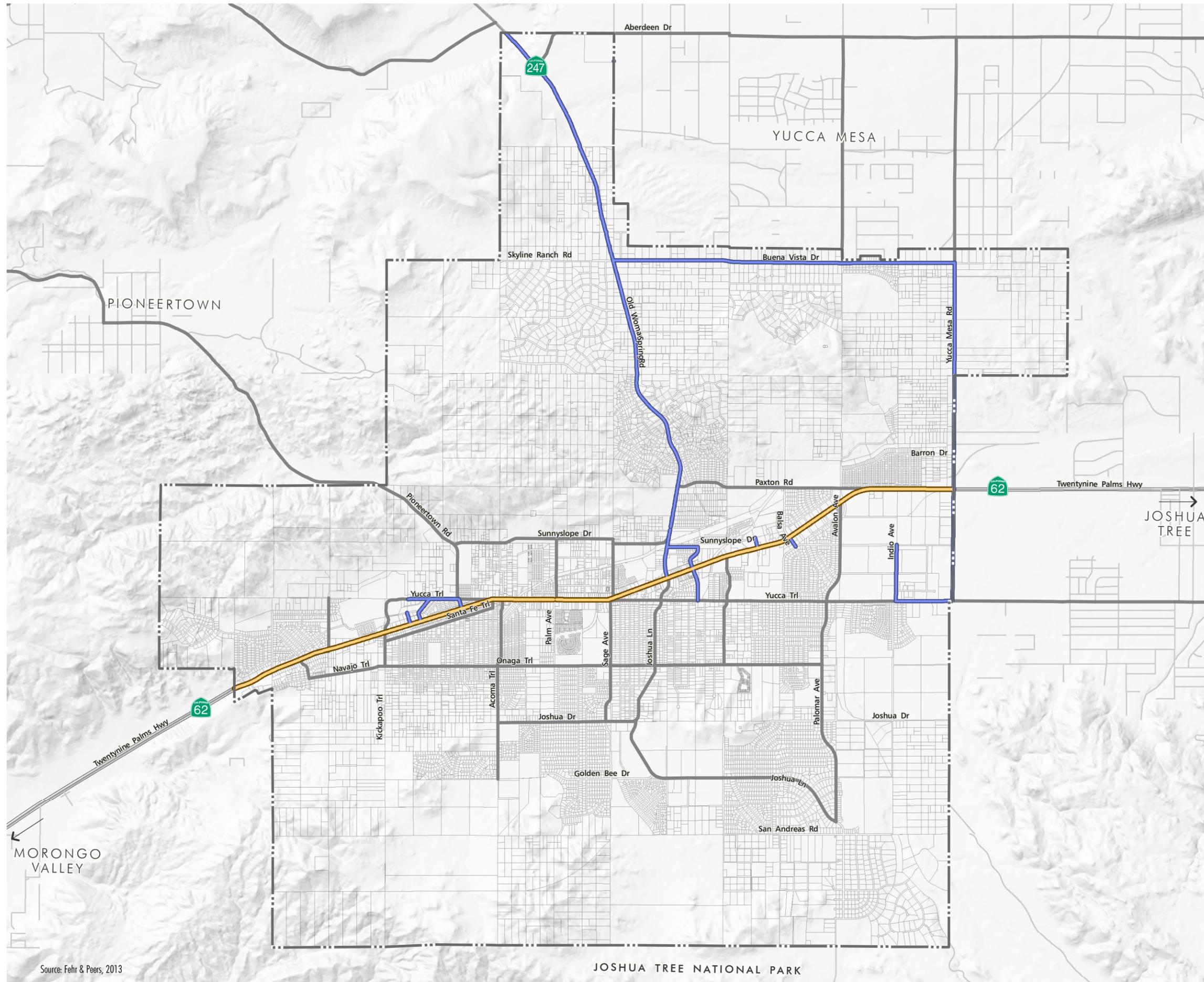
## TRANSPORTATION AND TRAFFIC

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# 5.14 - TRANSPORTATION AND TRAFFIC

Figure 5.14-5  
EXISTING TRUCK ROUTES

-  Existing Truck Routes
-  STAA Route (Terminal Access)
-  Town Limits



Source: Fehr & Peers, 2013

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- T-3 Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- T-4 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- T-5 Result in inadequate emergency access.
- T-6 Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The Initial Study, included as Appendix B, substantiates that impacts associated with the following thresholds would be less than significant: T-3. This impact will not be addressed in the following analysis.

### 5.14.3 Environmental Impacts

#### Methodology

A detailed travel demand model was used to evaluate growth within the Town of Yucca Valley and the region. The San Bernardino Traffic Analysis Model (SBTAM) utilizes inputs such as land use, travel behavior, and roadway network characteristics (number of lanes, speed, etc.) to estimate traffic demand on area roadways. The model is calibrated specifically to evaluate San Bernardino County and meets state and federal guidelines for model calibration. The Yucca Valley Traffic Analysis Model was developed by modifying the SBTAM, which is a subregional model based on the Southern California Association of Governments' (SCAG) TransCAD model.

The SBTAM was used to develop long-range Post-2035 future traffic forecasts within the Town of Yucca Valley. Land use information for buildout of the Town was incorporated in the model's traffic analysis zones (TAZs) within the Town of Yucca Valley. Land uses for TAZs within the Town were modified according to population, employment, and households forecasts.

After the initial forecast was completed, suggested roadway improvements were incorporated into the network and final future year forecasts were generated. The future network assumptions incorporated into the travel demand model are consistent with the SCAG RTP-funded roadway projects list. SR-62 is planned to operate as a six lane facility. Other major roads are assumed to be improved and/or paved to provide more connectivity and capacity throughout the network, as shown on the Roadway Classifications map from the proposed General Plan Circulation Element, included as Figure 5.14-6, *Proposed Roadway System*. Specific roadway improvements that were assumed include:

- SR-62: 6 lanes through the Town Limits
- SR-247: 4 lanes north of SR-62 to the Town Limits
- Onaga Trail: 4 lanes from Camino del Cielo to Palomar Avenue
- Yucca Trail: 4 lanes from Sage Avenue to La Contenta Road/Yucca Mesa Road
- Balsa Avenue: 4 lanes from SR-62 to Sunnyslope Drive
- Indio Avenue: Extended from Sunnyslope Drive to Yucca Trail

The traffic modeling methodology is discussed in more detail in the Traffic Impact Study (see Section 3, Travel



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Demand Model Development).

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

**IMPACT 5.14-1: PROJECT-RELATED TRIP GENERATION WOULD NOT CAUSE INTERSECTIONS AND ROADWAY SEGMENTS TO EXCEED THE TOWN'S LEVEL OF SERVICE "D" REQUIREMENTS. [THRESHOLD T-1]**

**Impact Analysis:** For the purpose of the following analysis, it is important to note that the proposed General Plan is a regulatory document that lays down the framework for future growth and development and does not directly result in development in and of itself. Before any development can occur in the Town, all such development is required to be analyzed for conformance with the General Plan, zoning requirements, and other applicable local and state requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

#### Roadway Segments Future Traffic Forecasts

The level of service was calculated for key roadway segments in Yucca Valley's regional roadway system to evaluate General Plan traffic conditions. According to the Town's recommended circulation policies, LOS D is the minimum acceptable level of congestion on a daily basis for any classified roadway within Yucca Valley. Table 5.14.5 shows the forecast traffic volumes, proposed general plan roadway classifications and respective level of service. As shown in this table, all of the roadways within the Town of Yucca Valley are forecast to operate at LOS D or better. Because the SR-62 and the SR-247 are key facilities and are monitored under the CMP program, traffic conditions on the SR-62 and SR-247 were evaluated in more detail at the intersection level, as discussed below.

**Table 5.14-5  
Future Year (Post-2035) Roadway Volume and LOS**

<b>Street Name and Segment</b>	<b>Proposed Roadway Classification</b>	<b>Traffic Volume (ADT)</b>	<b>V/C</b>	<b>LOS</b>
<b>Acoma Trail</b>				
South of SR-62	2-Lane Arterial	3,530	0.201	C or Better
North of Mountain View	2-Lane Arterial	10,570	0.601	D
South of Joshua Drive	2-Lane Arterial	3,300	0.188	C or Better
<b>Avalon Avenue</b>				
North of Sunnyslope Drive	2-Lane Arterial	5,870	0.334	C or Better
North of SR-62	Collector	10,970	0.778	D
<b>Balsa Avenue</b>				
North of Outer Highway	4-Lane Arterial	11,640	0.329	C or Better
South of SR-62	4-Lane Arterial	23,400	0.661	C or Better
<b>Buena Vista Drive</b>				
West of Yucca Mesa Road	2-Lane Arterial	7,240	0.411	C or Better
East of Balsa Avenue	2-Lane Arterial	7,960	0.452	C or Better
Between Roberts Road and Faith Lane	2-Lane Arterial	10,350	0.588	D
Between Newton Lane and Rowell Road	2-Lane Arterial	13,520	0.768	D

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**Table 5.14-5  
Future Year (Post-2035) Roadway Volume and LOS**

<b>Street Name and Segment</b>	<b>Proposed Roadway Classification</b>	<b>Traffic Volume (ADT)</b>	<b>V/C</b>	<b>LOS</b>
<b>Camino del Cielo Trail</b>				
North of SR-62	2-Lane Arterial	6,870	0.390	C or Better
<b>Joshua Drive</b>				
East of Acoma Trail	2-Lane Arterial	7,860	0.447	C or Better
West of Barberry Avenue	2-Lane Arterial	6,740	0.383	C or Better
East of Emerson Avenue	2-Lane Arterial	2,830	0.161	C or Better
<b>Joshua Lane</b>				
South of Joshua Drive	2-Lane Arterial	10,890	0.619	D
North of Onaga Trail	2-Lane Arterial	9,660	0.549	C or Better
North of Pueblo Trail	2-Lane Arterial	10,580	0.601	D
Between Yucca Trail and SR-62 Outer	2-Lane Arterial	14,070	0.799	D
<b>Kickapoo Trail</b>				
South of SR-62	2-Lane Arterial	6,620	0.376	C or Better
<b>La Contenta Road</b>				
South of SR-62	4-Lane Arterial	18,660	0.527	D
North of Yucca Trail	4-Lane Arterial	8,430	0.238	C or Better
<b>Main Street (Proposed)</b>				
East of Cherokee Trail	Collector	7,290	0.517	D
<b>Onaga Trail</b>				
East of Alaba Avenue	4-Lane Arterial, Divided	3,860	0.109	C or Better
East of Elata Avenue	4-Lane Arterial, Divided	6,290	0.178	C or Better
West of Joshua Lane	4-Lane Arterial, Divided	5,380	0.152	C or Better
West of Sage Avenue	4-Lane Arterial, Divided	6,540	0.185	C or Better
East of Acoma Trail	4-Lane Arterial, Divided	3,550	0.100	C or Better
East of Elk Trail	4-Lane Arterial, Divided	5,080	0.144	C or Better
West of Jemez Trail	4-Lane Arterial, Divided	4,370	0.123	C or Better
<b>Palm Avenue</b>				
North of Pueblo Trail	2-Lane Arterial	3,890	0.221	C or Better
<b>Palomar Avenue</b>				
South of Yucca Trail	2-Lane Arterial	14,720	0.836	D
North of Joshua Lane	2-Lane Arterial	5,080	0.289	C or Better
<b>Paxton Road</b>				
East of SR-247	2-Lane Arterial	8,810	0.501	C or Better
<b>Pioneertown Road</b>				
North of SR-62	2-Lane Arterial	9,120	0.518	C or Better
South of the Northern Town Limit	2-Lane Arterial	2,670	0.152	C or Better



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**Table 5.14-5  
Future Year (Post-2035) Roadway Volume and LOS**

<b>Street Name and Segment</b>	<b>Proposed Roadway Classification</b>	<b>Traffic Volume (ADT)</b>	<b>V/C</b>	<b>LOS</b>
<b>Sage Avenue</b>				
North of SR-62	2-Lane Arterial	6,020	0.342	C or Better
South of SR-62	2-Lane Arterial	7,480	0.425	C or Better
North of Onaga Trail	2-Lane Arterial	7,720	0.439	C or Better
<b>Santa Fe Trail</b>				
West of Cherokee Trail	2-Lane Arterial	4,290	0.244	C or Better
East of Kickapoo Trail	2-Lane Arterial	1,660	0.094	C or Better
<b>Sunnyslope Avenue</b>				
West of SR-247	2-Lane Arterial	10,680	0.607	C or Better
<b>Warren Vista Avenue</b>				
South of SR-62	Collector	3,970	0.282	C or Better
<b>Yucca Trail</b>				
West of La Contenta Road	4-Lane Arterial, Divided	16,720	0.472	C or Better
East of Hanford Avenue	4-Lane Arterial, Divided	22,600	0.638	D
West of Joshua View Drive	4-Lane Arterial, Divided	16,070	0.454	C or Better
West of Condalia Avenue	4-Lane Arterial, Divided	14,470	0.409	C or Better
<b>Yucca Mesa Road</b>				
North of SR-62	2-Lane Arterial	10,280	0.584	C or Better
North of Buena Vista Drive	2-Lane Arterial	5,340	0.303	C or Better

Source: Fehr & Peers, 2013.

Notes:

LOS D capacity for each roadway classification is:

Collector – 14,100 vehicles per day (vpd)

Industrial – 14,100 vpd

2-Lane Arterial – 17,600 vpd

4-Lane Arterial – 35,400 vpd

V/C = volume to capacity ratio.

### Intersections Future Traffic Forecasts

The level of service was calculated for key study intersections with the future intersection lane configurations to evaluate General Plan traffic conditions. As previously described, LOS D is the maximum acceptable level of congestion at any intersection in Yucca Valley.

Table summarizes the LOS results at the study intersections. The results of the intersection assessment indicate that all of the study intersections operate at the Town's LOS D target or better.

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**Table 5.14-6  
Future Year (Post-2035) Conditions Intersection LOS**

Intersection	Control	AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
1. SR-62 & Camino Del Cielo	Signal	13.8	B	23.8	C
2. SR-62 & Kickapoo Trail	Signal	10.1	B	34.9	C
3. SR-62 & Pioneertown Road/Deer Trail	Signal	16.4	B	34.2	C
4. SR-62 & Acoma Trail	Signal	12.3	B	22.6	C
5. SR-62 & Sage Avenue	Signal	26.1	C	38.3	D
6. SR-62 & SR-247	Signal	25.7	C	51.7	D
7. SR-62 & Airway Avenue	Signal	14.8	B	28.0	C
8. SR-62 & Balsa Avenue	Signal	15.4	B	27.6	C
9. SR-62 & Avalon Avenue	Signal	19.4	B	29.6	C
10. SR-62 & Yucca Mesa Road/La Contenta Road	Signal	24.8	C	36.9	D

Source: Fehr & Peers 2013.

Notes:

Signalized intersection delay is reported as average delay.

Shaded = exceeds CMP intersection LOS

The lane configurations and traffic volume projections at the study intersections are summarized in Table 5-4 of the Traffic Impact Study.

In summary, under long-range post-2035 conditions, with the future intersection lane configurations and the anticipated traffic volumes, all roadways and intersections would operate within the Town’s LOS D standards. With implementation of the proposed land use and circulation plan, no mitigation would be required to meet the Town’s LOS D standards.



**IMPACT 5.14-2: FUTURE DEVELOPMENT THAT WOULD BE ACCOMMODATED BY THE GENERAL PLAN WOULD CONFLICT WITH THE APPLICABLE CONGESTION MANAGEMENT PROGRAM. [THRESHOLD T-2]**

**Impact Analysis:** San Bernardino County’s CMP designated the SR-62 and SR-247 as CMP facilities within the Town of Yucca Valley; they are required to operate at “the middle of LOS D or better.” The intersections on the SR-62 and on the SR-247 must be consistent with the adopted CMP threshold, which is more stringent than the adopted Town threshold.

As shown on Table 5.14-6, the intersection of SR-62 at SR-247 is projected to operate at LOS D with a delay of 51.7 seconds during the PM peak hour, which is in excess of 45-second CMP maximum. Approximately 20 percent of the total volume in that intersection is anticipated to be regional based on model runs completed as part of this project—these trips are outside of the Town’s land use control. Finally, it should be noted that the growth projection assumed in the model will take many years to achieve, and the intersection will likely satisfy the CMP operating requirements well beyond Year 2035, depending on the ultimate absorption of the land use plan. However, because this intersection is projected in the long range to operate with delays in excess of CMP requirements, it would be inconsistent with the CMP and would result in a significant impact.

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**IMPACT 5.14-3:** **CIRCULATION IMPROVEMENTS ASSOCIATED WITH FUTURE DEVELOPMENT THAT WOULD BE ACCOMMODATED BY THE GENERAL PLAN WOULD BE DESIGNED TO ADEQUATELY ADDRESS POTENTIALLY HAZARDOUS CONDITIONS (SHARP CURVES, ETC.), POTENTIAL CONFLICTING USES, AND EMERGENCY ACCESS. [THRESHOLDS T-4 AND T-5]**

**Impact Analysis:** Buildout of the proposed General Plan would result in some changes to the Town's circulation network, but would not increase hazards or impact emergency access due to design features. Proposed as part of the General Plan effort are improvements of certain arterials throughout the Town to accommodate projected circulation needs. Figure 5.14-6 shows the future roadway network of Yucca Valley, which would widen some roadway segments from 2 to 4 lanes and from 4 to 6 lanes and would extend Indio Avenue from Sunnyslope Drive to Yucca Trail.

All future roadway system improvements associated with development and redevelopment activities under the General Plan would be designed in accordance with the established roadway design standards, some of which have also been incorporated into the Circulation Element of the General Plan. These improvements would be subject to review and future consideration by the Town of Yucca Valley engineering staff. An evaluation of the roadway alignments, intersection geometrics, and traffic control features would be needed. Roadway improvements would have to be made in accordance with the Town's Circulation Plan and roadway functional design guidelines, and meet design guidelines in the California Manual of Uniform Traffic Control Devices and the Caltrans Roadway Design Manual. Policy C1-19 in the Circulation Element encourages traffic-calming techniques in residential neighborhoods and special policy areas to slow and manage traffic volumes and speeds as deemed appropriate by the Town Engineer. Implementation of the General Plan would not result in hazardous conditions, create conflicting uses, or cause a detriment to emergency vehicle access. Since roadway improvements would have to be made in accordance with the Circulation Plan—especially Policy C1-19—impacts would be less than significant.

**IMPACT 5.14-4:** **THE PROPOSED PROJECT COMPLIES WITH ADOPTED POLICIES, PLANS, AND PROGRAMS FOR ALTERNATIVE TRANSPORTATION AND DOES NOT DECREASE THE SAFETY OF ALTERNATIVE TRANSPORTATION. [THRESHOLD T-6]**

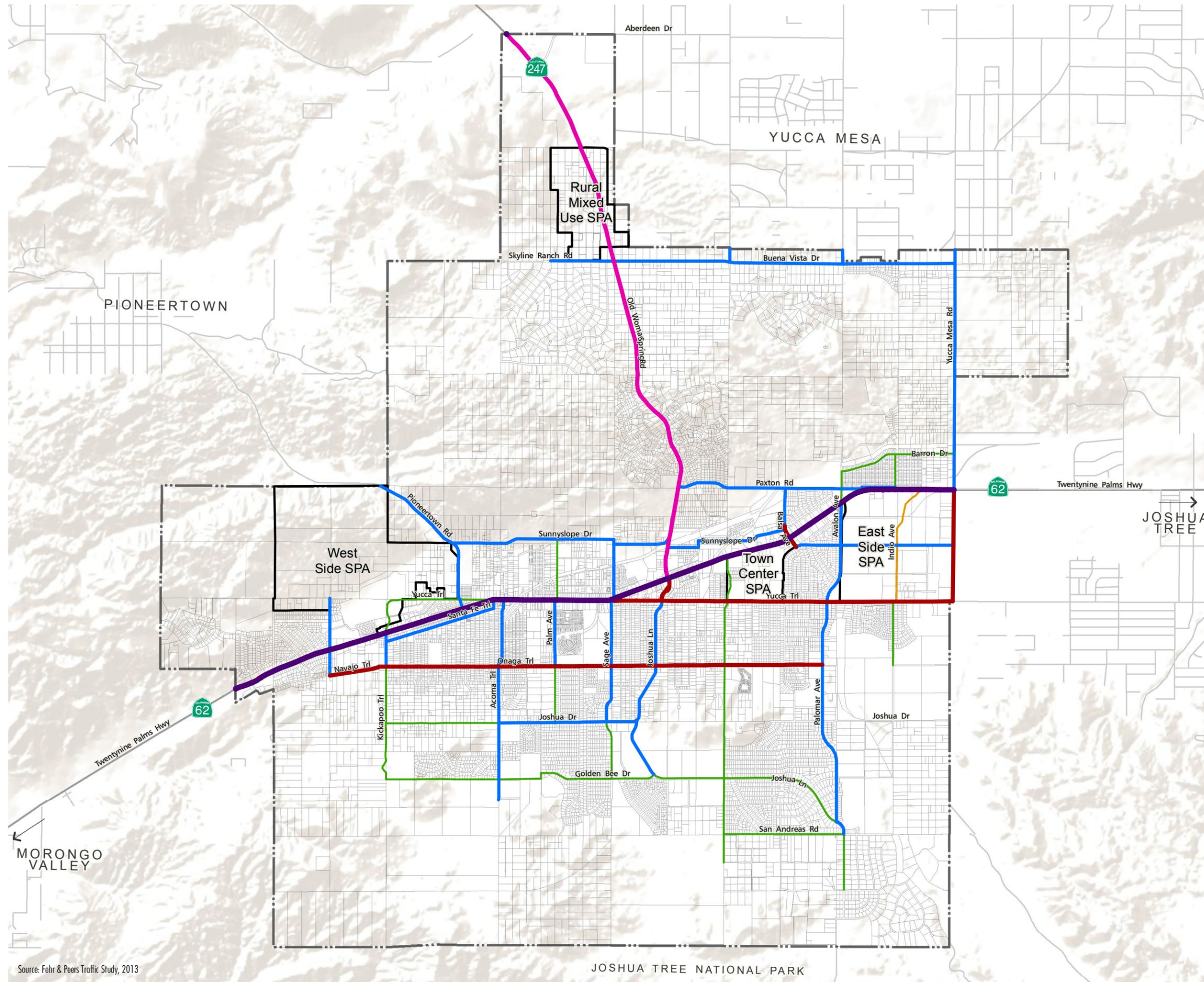
**Impact Analysis:** As part of a network-based approach, the Town has identified a complete network for each travel mode and will work to deliver infrastructure to support that travel mode and integration of multiple travel options, as appropriate. Since the complete streets network will accommodate all users of the system, and the Town's complete streets network is based on the type of user, it is helpful to understand how the system is classified. Yucca Valley's network is broken into three types of facilities—pedestrian, bicycle, and public transit. The proposed General Plan would support plans and programs for alternative transportation, as follows:

#### **Bicycle Routes**

Future bike routes and bike lanes are proposed on major arterials and collectors throughout Yucca Valley according to the San Bernardino County Non-Motorized Transportation Plan and the Yucca Valley Parks and Recreation Master Plan Update. These plans identify current bicycle facilities throughout the Town and provide policy and implementation strategies for enhancing the networks. The plans are intended to be cohesive and integrated, with a comprehensive pedestrian and bicycle system.

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Figure 5.14-6  
PROPOSED ROADWAY SYSTEM



## ROADWAY CLASSIFICATION DESIGNATION

- 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.

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The Town proposes to enhance the bicycle network by upgrading nine existing bike routes to bike lanes and by implementing two new bike paths, nine new segments of bike lanes, and five bike routes to provide connectivity between key uses and destinations. The proposed bicycle network would have connections to the Yucca Valley Bus Transfer Center, Park & Ride Facility, and townwide bus stops. Recommended bicycle facilities are shown on Figure 5.14-7, *Future Bicycle Network*. Bicycle routes should be updated as part of a master plan effort, and the proposed network may change with future master plans.

## Pedestrian Facilities

The San Bernardino County Non-Motorized Transportation Plan and the Yucca Valley Parks and Recreation Master Plan Update outline several trails available and proposed to the Yucca Valley community. 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. It is recommended in the Town General Plan Circulation Element to improve the sidewalk network by providing more connectivity through new sidewalk routes and making the existing sidewalk network smooth and continuous. Recommended sidewalks are shown on Figure 5.14-8, *Future Sidewalk Facilities*.

## Public Transit

As discussed above, public transportation in Yucca Valley consists of public bus service operated by MBTA and the Ready-Ride service. Implementation of the proposed General Plan would promote the use of alternative transportation modes. Policies C 1-13, "Work with new development to implement MBTA's Transit Guidelines in Project Development" and Policy C1-14, "Encourage employers to support Transportation Demand Management technique," are included in the proposed General Plan to promote the use of public transit.

## Summary

The Circulation Element policies support public transit, bicycle improvements, and improvements to the pedestrian facilities by closing gaps in the network, expanding the network, and coordinating with regional agencies (such as MBTA). They are also consistent with regional plans, such as the San Bernardino County Non-Motorized Transportation Plan and goals identified by MBTA. Additionally, General Plan policies support implementation of Complete Streets through a layered network approach, consistent with the state's Complete Streets Act. They are consistent with the existing adopted policies, plans and programs regarding public transit, bicycle, or pedestrian facilities.

### 5.14.4 Relevant General Plan Policies and Implementation Actions

The following are proposed General Plan policies and programs related to mobility.

#### Circulation

##### *Circulation Element*

- |              |  |
|--------------|--|
| Policy C 1-1 | Utilize constraints based planning process to evaluate future transportation improvements.   |
| Policy C 1-2 | Pursue funding 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 local roadways and LOS E on Highways and Major arterials. Utilize the roadway capacities, as identified in Table 4-1, to evaluate roadway operations. |



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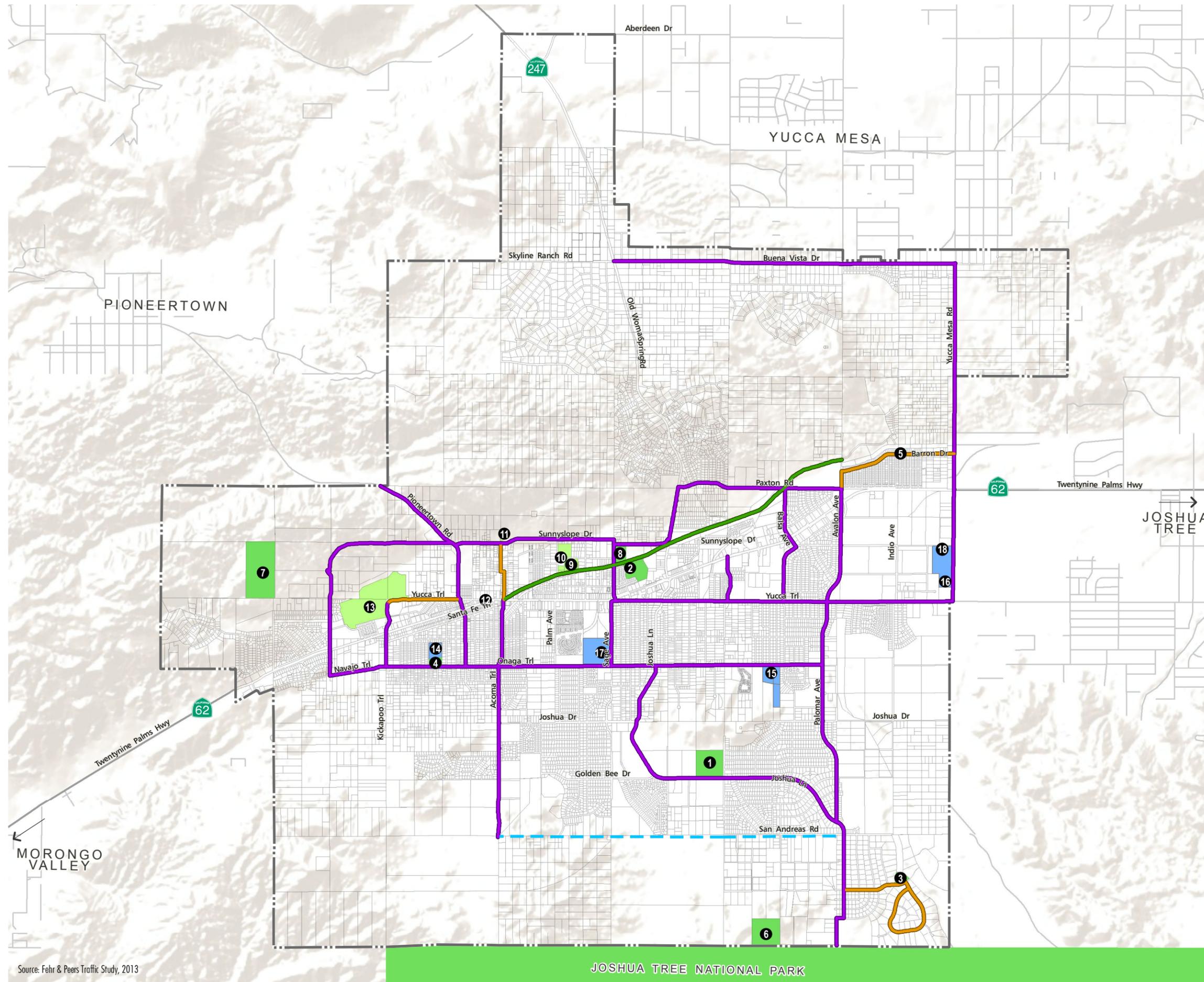
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### TRANSPORTATION AND TRAFFIC

- Policy C 1-4 Maintain protected intersections and roadways where vehicle capacity will remain less than the service goal as outlined in Table 4-1.
- Policy C 1-5 Prioritize low-cost transportation enhancements, such as signal timing improvements, to 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.
- Policy C 1-8 Apply complete street strategies that accommodate pedestrian, bicycle, 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 the reliance of the single occupant vehicle.
- 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 to and from the Yucca Valley Airport.

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Figure 5.14-7  
PROPOSED BICYCLE NETWORK



- 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

Source: Fehr & Peers Traffic Study, 2013

JOSHUA TREE NATIONAL PARK

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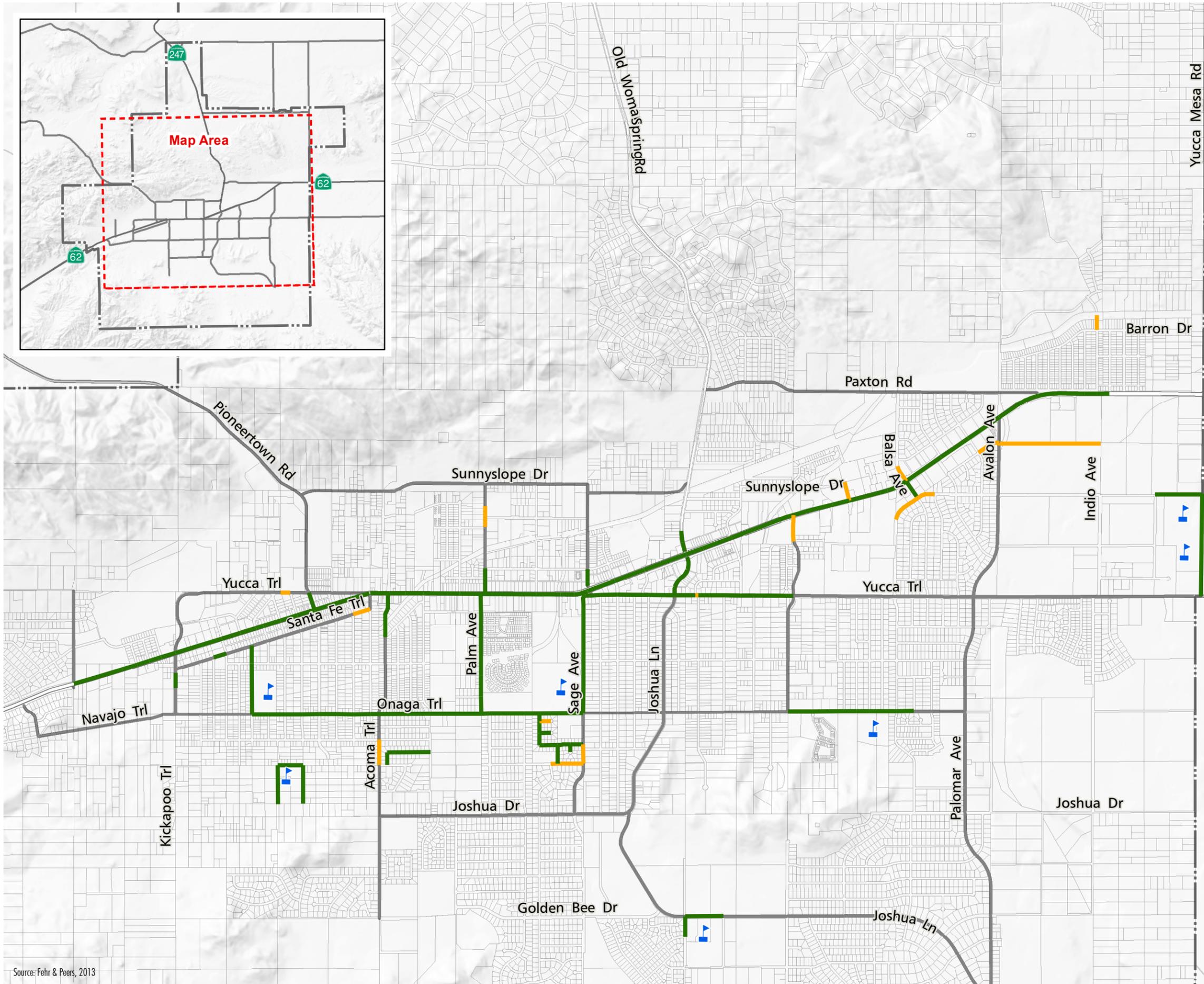
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# 5.14 - TRANSPORTATION AND TRAFFIC

Figure 5.14-8  
PROPOSED SIDEWALK FACILITIES



-  Schools
-  Sidewalk on both sides of street
-  Sidewalk on one side of street
-  Town Limits

Source: Fehr & Peers, 2013

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Policy C 1-19	Require traffic calming techniques in residential neighborhoods and in Special Policy Areas to slow and manage traffic volumes and speeds 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 unless paving of that facility is infeasible, 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 un-paved 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 C1-24	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.
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 C2-5	Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.



#### **Circulation Implementation Actions**

C 1	Prioritize and implement the changes to the roadway classifications in Town consistent with the Roadway Classification Map (General Plan Figure C-1) and the 2013 Traffic Study for inclusion in the Town's Capital Improvement Program.
C 2	Review and revise the street and traffic impact mitigation fee program.
C 3	Develop and maintain a list of the Town's protected intersections and roadways where: <ul style="list-style-type: none"><li>• Acquiring the right-of-way is not feasible;</li></ul>

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- The segment is in the Old Town Specific Plan area where maintaining vehicle levels of service would not be consistent with the goals and policies of that plan;
  - The improvements would negatively impact the environment;
  - The improvements would negatively impact other community values or policies; and / or
  - Other physical or fiscal factors limit the implementation of the proposed mitigation measure.
- C 4 Apply for regional, state, and federal grant funding to improve the Town's circulation infrastructure.
- C 5 Provide signs and improve trails, bicycle, equestrian, and pedestrian connections consistent with the Town Trails Master Plan and Park and Recreation Master Plan based on available funding.
- C 6 Close gaps in the existing sidewalk network and provide sidewalks adjacent to schools consistent with the Future Sidewalks Map (Figure 4-3 of the 2013 Transportation Study).
- C 7 Update the Park and Recreation Master Plan to include bicycle and pedestrian facilities that are complementary to the connectivity and trails planning identified in the Town's Trails Master Plan.
- C 8 Apply for funding opportunities to improve pedestrian facilities near schools (such as Safe-Routes-To-School (SR2S) funding).
- C 9 Work with MBTA to plan and provide enhanced bus service to employment areas outside of the Town.
- C 10 Coordinate with MBTA and religious facilities to discuss expanding opportunities for implementing park-and-ride facilities.
- C 11 Consult with MBTA for bus stop placement and design.
- C 12 Consult with MBTA on street design to ensure the street accommodates access for a variety of transit options.
- C 13 Work with MBTA to create a program to expand ridership in Yucca Valley.
- C 14 Establish right-of-way landscaping, signage, and lighting requirements and guidelines to provide an attractive, user-friendly, and safe environment for all users.
- C 15 Update the Truck Routes Map as needed.
- C 16 Work with Marine Corps Air Ground Combat Center Twentynine Palms to notify residents of traffic impacts due to Marine caravans.
- C 17 Coordinate with the Yucca Valley Airport District to provide appropriate level of supporting transportation infrastructure connecting to the Yucca Valley Airport.

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## TRANSPORTATION AND TRAFFIC

C 18	Work with CalTrans to pursue funding for and implement low-cost transportation improvements such as traffic signal coordination where applicable.
C 19	Pursue funding to pave unpaved roadways where the traffic volume exceeds 500 daily trips.
C 20	Update the development code to require the application of non-toxic soil binder annually to minimize dust emissions on existing and new unpaved roads where traffic volumes exceed 500 daily trips if paving is not feasible.
C 21	Establish a timeframe and parameters for paving unpaved roadways, consistent with implementation action C 19.
C 22	Reevaluate traffic volumes through the annual Traffic Census Program.
C 23	Amend the development code to require that all new maintenance areas and utility substations and similar facilities are integrated with surrounding land uses, appropriately buffered, and aesthetically pleasing through the use of design and landscaping.
C 24	Coordinate with utility providers such as Southern California Edison to identify and estimate future demand and corresponding facilities required to serve projected local and regional growth.
C 25	Evaluate and prioritize public infrastructure improvements for inclusion in the Town's Capital Improvement Program.



### Land Use

#### **Land Use Element**

Policy LU 1-1	Encourage infill development to maximize the efficiency of existing and planned public services, facilities, and infrastructure.
Policy LU 1-9	Encourage infill residential development around public facilities and with pedestrian linkages to encourage walkable residential neighborhoods.
Policy LU 2-4	Encourage the inclusion of pedestrian linkages and public amenities to promote walking on site and within clustered development.

#### **Land Use Implementation Actions**

LU 13	Coordinate with the Southern California Association of Governments and the Governor's Office of Planning and Research to stay informed of legislation and documentation of the nexus between land use, housing, transportation, and sustainability.
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### 5.14.5 Existing Regulations and Standard Conditions

#### **State and Regional Regulations**

- The California Complete Streets Act (Assembly Bill 1358)
- SB 375 Sustainable Communities and Climate Protection Act

# 5. Environmental Analysis

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## TRANSPORTATION AND TRAFFIC

- San Bernardino County Congestion Management Plan

### Town of Yucca Valley Municipal Code

- Title 12 - Vehicles and Traffic outlines the Town of Yucca Valley requirements related to traffic.

#### 5.14.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.14-1, 5.14-3, and 5.14-4.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.14-2 Upon implementation of the land uses and circulation element included in the General Plan, the intersection of SR-62/SR-247 is projected to operate in excess of 45 seconds of delay in the PM peak hour, which is inconsistent with the CMP guidance for that facility.

#### 5.14.7 Mitigation Measures

##### Impact 5.14-2

No feasible mitigation measures are available to reduce impacts at this intersection.

#### 5.14.8 Level of Significance After Mitigation

##### Impact 5.14-2

The proposed intersection improvements required to meet the San Bernardino County CMP acceptable level of service standards may be difficult to achieve due to right-of-way acquisitions at the intersection of SR-62 and SR-247. This intersection would operate at in excess of 45 seconds of delay in the PM peak hour, which is inconsistent with the CMP guidance for that facility. Therefore, impacts at this intersection would be significant and unavoidable.

#### 5.14.9 References

Fehr and Peers. 2013, June 18. Town of Yucca Valley Transportation Study.

Town of Yucca Valley. 1995. General Plan Circulation Element.