



TOWN OF APPLE VALLEY TOWN COUNCIL STAFF REPORT

To: Honorable Mayor and Town Council **Date:** May 14, 2013

From: Brad Miller, Town Engineer **Item No:** 8
Engineering Department

Subject: SAN BERNARDINO ASSOCIATION OF GOVERNMENT'S (SANBAG)
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FOR
PEDESTRIAN AND BICYCLE FACILITIES PROGRAM – GRANT
APPLICATION FOR RAMONA ROAD PROJECT.

T.M. Approval: _____

Budgeted Item: Yes No N/A

RECOMMENDED ACTION:

Staff recommends that the Town Council adopt Resolution no. 2013-19, A Resolution of the Town Council of the Town of Apple Valley, California, authorizing the submittal of an application for grant funds from SANBAG's Transportation Development Act (TDA) Article 3 for Pedestrian and Bicycle Facilities Program for the Ramona Road Project.

SUMMARY:

Engineering Department Staff has prepared a grant application for the construction of a Class II Bikeway along Ramona Road, between Navajo Road and Central Road. This project also includes the reconstruction of the existing 24 foot wide pavement section and widen it to 36 foot cross-section pavement. This will allow for the striping of 2 travel lanes and 2 Class II Bikeways (one in each direction). If successful, the proposed project may be matched by Measure I in the amount of \$340,000 toward the total project cost of \$850,000. This application must be submitted to SANBAG by May 8, 2013 by Close of Business.

The Transportation Development Act Article 3 Biennial Call for Projects was announced March 6, 2013. The total amount available in this call for projects is \$3,069,621 and is comprised of funds from unused allocation of prior TDA awards and two fiscal years of revenue (FY 2012/13 and FY 2013/14). SANBAG indicated that local agencies must provide a minimum 10% of the total cost of an eligible project from sources other than TDA.

BACKGROUND:

On March 6, 2013, the San Bernardino Associated Governments (SANBAG) Board of Directors authorized the release of Transportation Development Act (TDA) Article 3 Call for Projects for Pedestrian and Bicycle Projects. A total of \$3,069,621 of Article 3 Bike and Pedestrian funds is estimated to be available for this year's call-for-projects. Pursuant to policy adopted by the August 1999 SANBAG Board, 80% of the Article 3 program is available for pedestrian and bicycle projects.

Engineering Division Staff has prepared an application that must be submitted to SANBAG by May 8, 2013. Application review will occur during early June, with a recommendation on projects provided to the July Plans and Programs Policy Committee and the Board of Directors on July 3, 2013.

After analyzing the proposed improvements listed in the Town's Circulation Element, and the San Bernardino County Non-Motorized Transportation Plan, adopted by Town Council on March 8, 2011 and attached hereto, Engineering Division Staff concluded that the Ramona Road Project is an excellent fit for the above mentioned SANBAG grant program.

The proposed project includes the widening of the existing pavement from approximately 24 to 36 feet wide to allow for the striping of 2 travel lanes and 2 Class II bikeways. The proposed project will widen the existing pavement and, as a result, enhance bicyclist and motorist safety. The total estimated cost is \$850,000. TDA Article 3 grant funds will provide for \$510,000 and the remaining \$340,000 will be provided by Measure I – Local Street funds.

Attached is a Resolution which authorizes the filing of an application for SANBAG's TDA Article 3 for Pedestrian and Bicycle Facilities Program grant funds. This Resolution also certifies that the Town of Apple Valley will have available sufficient funds to operate and maintain the project and appoints the Town Manager and the Town Engineer as agents to conduct all negotiations and execute and submit all documents which may be necessary for the completion of the project.

FISCAL IMPACT:

The proposed budget for FY 13-14 shows \$665,000 for this project. Staff requests three hundred and forty thousand dollars (\$340,000) from Measure I Fund.

RESOLUTION NO. 2013-19

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF APPLE VALLEY, CALIFORNIA, AUTHORIZING THE SUBMITTAL OF AN APPLICATION FOR GRANT FUNDS FROM SANBAG'S TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FOR PEDESTRIAN AND BICYCLE FACILITIES PROGRAM FOR RAMONA ROAD PROJECT.

WHEREAS, the San Bernardino Associated Governments' (SANBAG) Transportation Development Act Article 3 for Pedestrian and Bicycle Facilities Program which provides funds for city and county projects that improve the safety and convenience for bicycle commuters; and

WHEREAS, the Town of Apple Valley desires to provide bicycle facilities that offer safety and convenience to its bicycle commuters; and

WHEREAS, the Town of Apple Valley wishes to submit an application to the Transportation Development Act (TDA) Article 3 program for funding to construct Ramona Road Project; and

WHEREAS, the Town of Apple Valley's proposed project will be matched by funds from Measure I – Local Street Plan account in the amount of \$340,000 toward the total project cost of \$850,000.

WHEREAS, all contracts relating to the application for SANBAG's TDA Article 3 Grant Funds shall be approved by the Town Attorney.

NOW, THEREFORE, LET IT BE RESOLVED that the Town Council of the Town of Apple Valley hereby:

1. Authorizes the filing of an application for SANBAG's TDA Article 3 for Pedestrian and Bicycle Facilities Program grant funds; and

2. Certifies that the Town of Apple Valley has or will have available prior to commencement of any work on the project included in this application, sufficient funds to operate and maintain the project; and

3. Appoints the Town Manager and the Town Engineer as agents of the Town of Apple Valley to conduct all negotiations, execute and submit all documents, including, but not limited to applications, agreements, amendments, payment requests, which may be necessary for the completion of the aforementioned project; and

4. Approves the use of \$340,000 from the Measure I – Local Street Funds account for the grant matching requirement.

APPROVED and **ADOPTED** by the Town Council of the Town of Apple Valley
this 14th day of May, 2013.

Curt Emick, Mayor

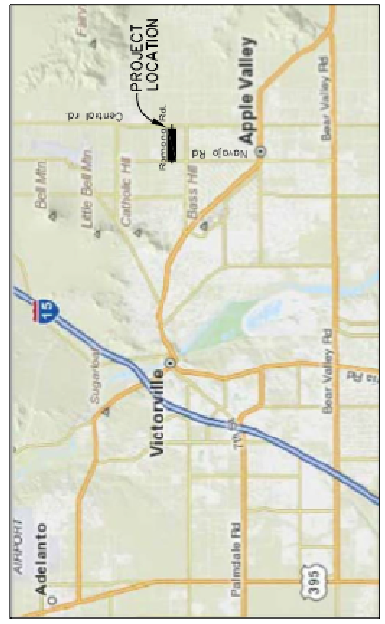
ATTEST:

La Vonda M-Pearson, Town Clerk

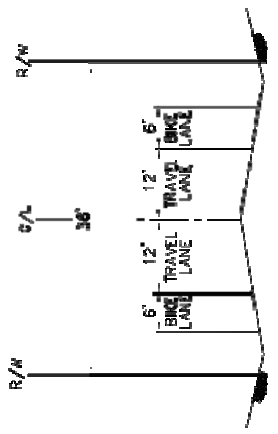
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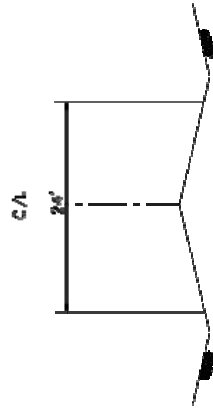
TOWN OF APPLE VALLEY
RAMONA ROAD BETWEEN NAVAJO RD. & CENTRAL RD.



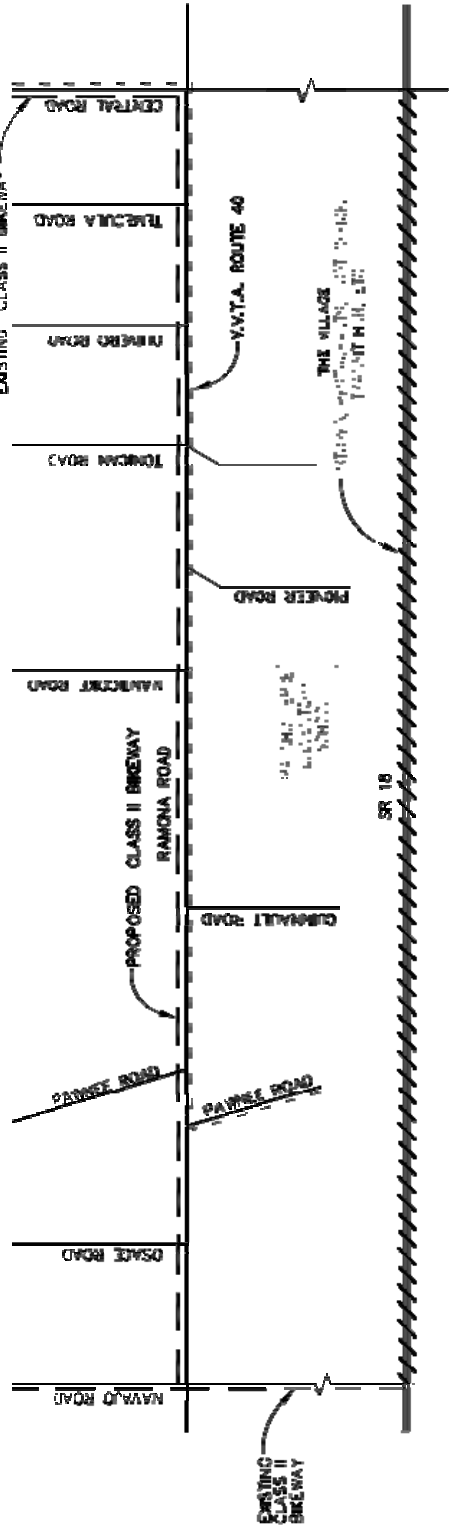
MUNICIPALITY MAP
NOT TO SCALE
 (BIGGERT/UTAH)



PROPOSED TYPICAL CROSS-SECTION



EXISTING TYPICAL CROSS-SECTION



PROJECT LOCATION MAP
NOT TO SCALE

Town of Apple Valley

Population

69,861

Town Overview

The Town of Apple Valley is located in the heart of the Victor Valley in the County of San Bernardino. As one of the municipalities comprising the "High Desert," Apple Valley is located 95 miles northeast of the Los Angeles metropolitan area, 140 miles north of San Diego, and 185 miles south of Las Vegas. The Town has 78 square miles in its incorporated boundaries, and a sphere of influence encompassing 200 square miles. Clean air, the backbone to a robust non-motorized network, and open spaces permits Apple Valley to be an opportune area to reach destinations by means other than the automobile.

Land Use

The map on page 5-9 shows the current and future land use patterns in the Town of Apple Valley. The land use types in Apple Valley are all related to a single, over-arching concept: that Apple Valley's quality of life is tied to its rural character, and that this character is to be preserved and protected for the long term health of the community. In Apple Valley "rural" means space — unscarred mountains and vistas of desert valleys, neighborhoods of large lots where keeping horses is allowed, an extensive multi-use trail system, and landscaping consistent with the desert environment.

Existing Conditions:

Three types of bicycle lanes exist within the Town of Apple Valley. Existing bicycle lanes (Class II facilities) are used to promote greater connectivity and access throughout the community, and encourage non-motorized modes of travel. Bicycles lanes in Town are also designed to connect to regional bikeways (Class I facilities). Currently, 10.8 miles of Class I, and 22.2 miles of Class II facilities are part of the Town's existing circulation system.

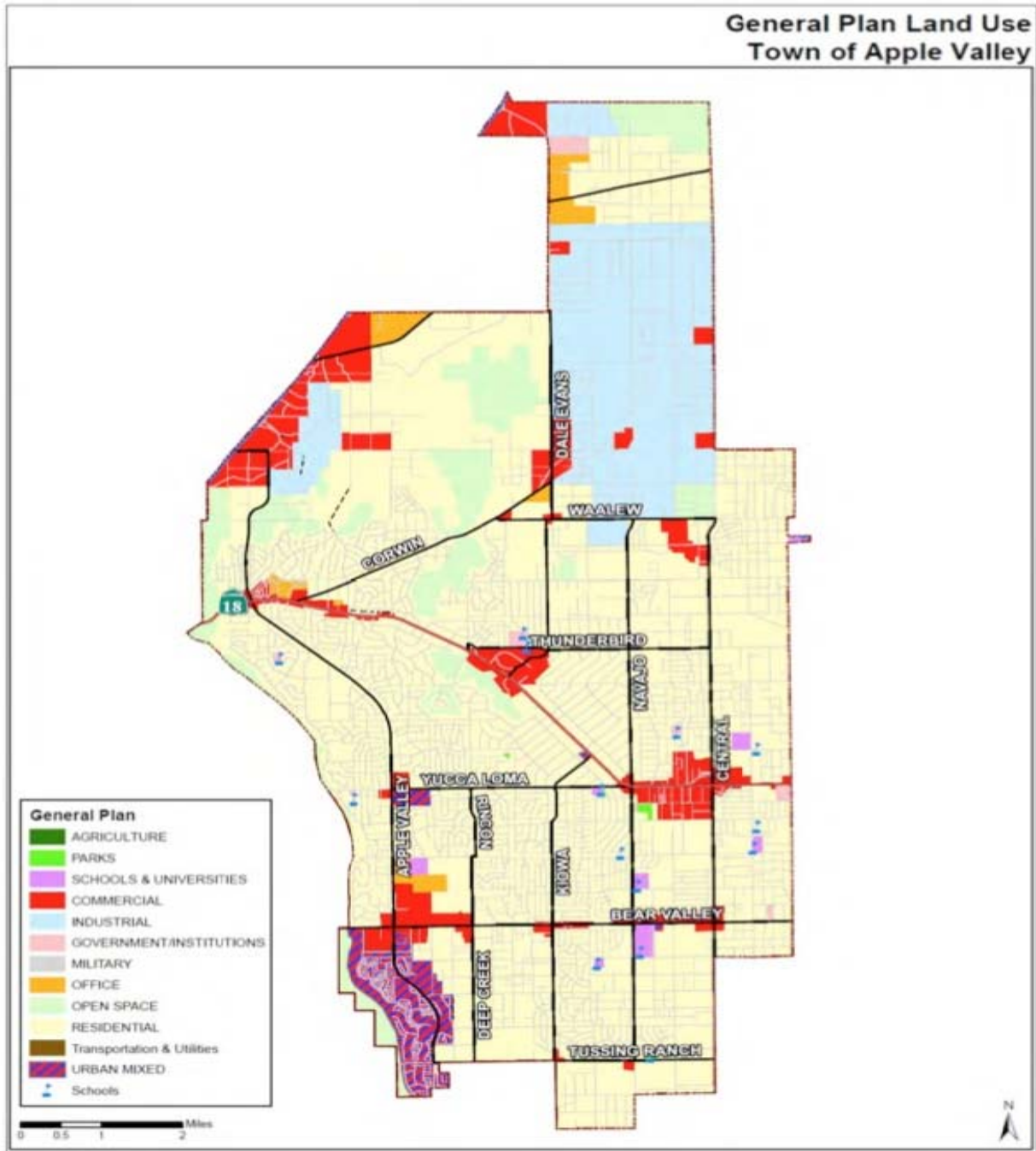


Figure 5.3

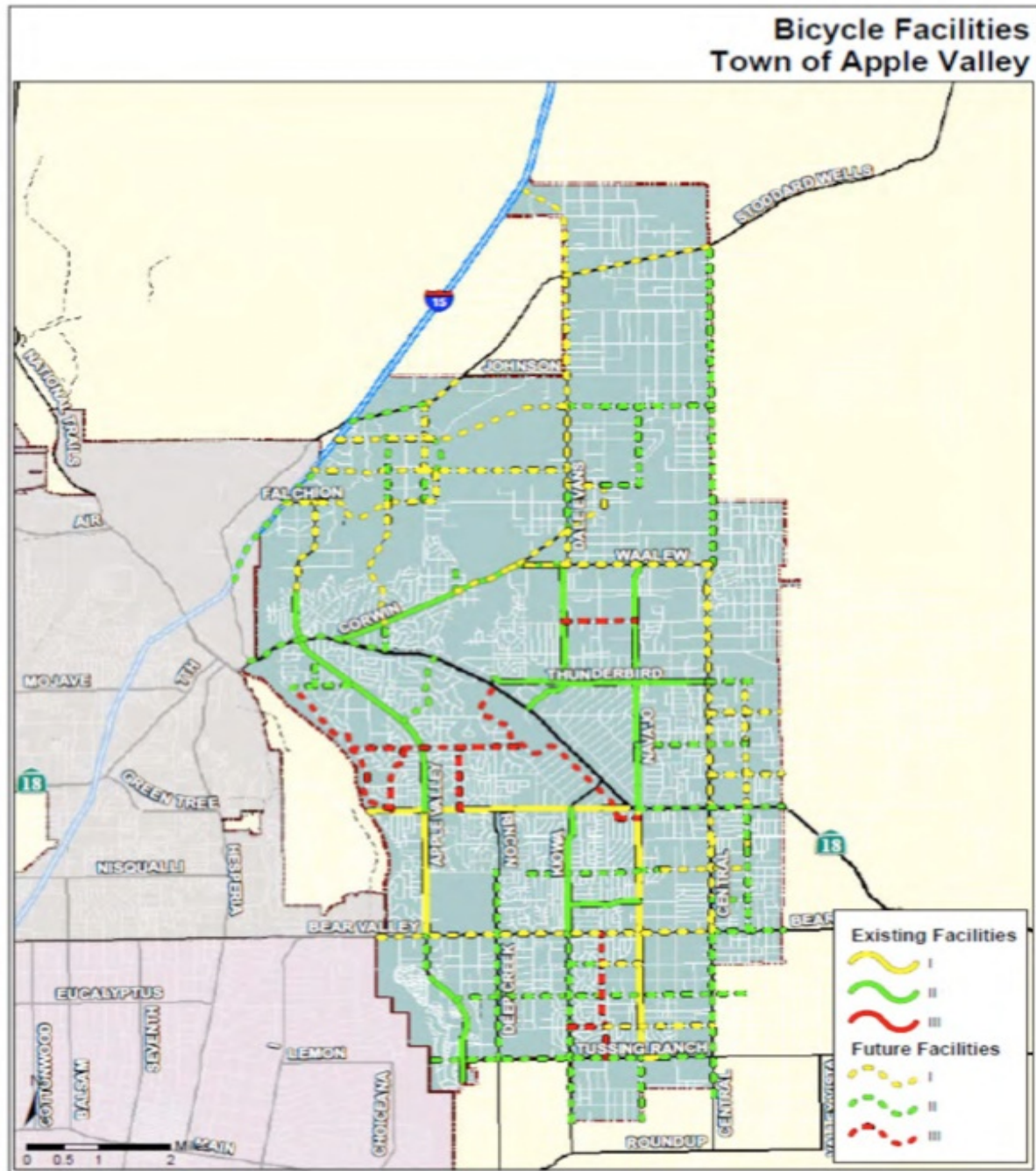


Figure 5.4

Table 5.5:

Apple Valley Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
Apple Valley Rd.	Jess Ranch Pkwy.	Verbena St.	II	1.77	\$88,500
Apple Valley Rd.	Ohna Rd.	Yucca Loma Rd.	II	4.27	\$213,500
Apple Valley Rd.	Yucca Loma Rd.	Bear Valley Rd.	I	2.01	\$2,010,000
Corwin Rd.	SR-18	Waalew Rd.	II	2.78	\$139,000
Dale Evans Pkwy.	Otoe Rd.	SR-18	II	1.67	\$83,500
Dale Evans Pkwy.	Waalew Rd.	Otoe Rd.	II	0.89	\$44,500
Kiowa Ave.	Yucca Loma Rd.	Bear Valley Rd.	II	2.02	\$101,000
Mesquite Rd.	Lucilla Rd.	Ottawa Rd.	I	0.21	\$210,000
Navajo Rd.	SR-18	Tussing Ranch Rd.	I	4.00	\$4,000,000
Navajo Rd.	Waalew Rd.	SR-18	II	3.90	\$195,000
Pah-Ute Rd.	Kiowa Ave.	Navajo Rd.	II	1.01	\$50,500
Thunderbird Rd.	Rancherias Rd.	Central Rd.	II	3.03	\$151,500
Tussing Ranch Rd.	Navajo Rd.	Cochiti Rd.	I	0.29	\$290,000
Waalew Rd.	Corwin Rd.	Dale Evans Pkwy.	II	0.82	\$41,000
Yucca Loma Rd.	Mojave River	Algonquin Rd.	I	3.60	\$3,600,000
			Total	32.27	\$11,218,000

Growth/Past investment in system

Since the San Bernardino County Non-Motorized Transportation Plan was first prepared in 2001, the Town of Apple Valley has constructed 3.2 miles of Class I and 22.2 miles of Class II facilities at a rate of 2.9 miles per year.

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.5 above constitute a significant investment into the non-motorized transportation infrastructure of Apple Valley. Based on planning level estimates, the value of the improvements implemented throughout the Town is \$11,218,000

Proposed Improvements

Future improvements to the non-motorized network for the Town of Apple Valley will continue along the major transportation corridors throughout the Town. All proposed future improvements are included in Table 5.6 below. The total of the future investment proposed in Apple Valley non-motorized infrastructure is estimated to be \$48,940,200.

Table 5.6:

Apple Valley Proposed Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
Alembic St.	Norco St.	Falchion Rd.	II	0.50	\$25,000
Alembic St.	Stoddard Wells Rd.	Norco St.	I	1.06	\$1,060,000
Apple Valley Rd.	Bear Valley Rd.	Jess Ranch Pkwy.	II	0.74	\$37,000
Apple Valley Rd.	Falchion Rd.	Ohna Rd.	I	1.49	\$1,490,000
Bear Valley Rd.	Central Rd.	Joshua Rd.	II	1.00	\$50,000
Bear Valley Rd.	Mojave River	Central Rd.	I	3.98	\$3,980,000
Central Rd.	Bear Valley Rd.	Mojave St.	II	2.62	\$131,000
Central Rd.	Stoddard Wells Rd.	Waalew Rd.	II	5.08	\$254,000
Central Rd.	Waalew Rd.	Bear Valley Rd.	I	6.26	\$6,260,000
Choco Rd.	Saugus Rd.	Norco St.	II	0.55	\$27,500
Choco Rd.	Seneca Rd.	Yucca Loma Rd.	III	1.00	\$15,000
Choco Rd.	Waalew Rd.	Corwin Rd.	II	0.42	\$21,000
Corwin Rd.	Choco Rd.	Dakota Rd.	I	2.50	\$2,500,000
Dakota Rd.	Fresno Rd.	Corwin Rd.	I	0.34	\$340,000
Dale Evans Pkwy.	Corwin Rd.	Waalew Rd.	I	0.55	\$550,000
Dale Evans Pkwy.	Fresno Rd.	Corwin Rd.	II	0.72	\$36,000
Dale Evans Pkwy.	Outer I-15 S	Fresno Rd.	I	4.99	\$4,990,000
Deep Creek Rd.	Sitting Bull Rd.	Tussing Ranch Rd.	II	3.00	\$150,000
Del Oro Rd.	Apple Valley Rd.	Denison Rd.	II	4.09	\$204,500
Esaws Ave.	Central Rd.	Joshua Rd.	I	1.00	\$1,000,000
Falchion Rd.	Outer I-15 S	Norco St.	I	2.84	\$2,840,000
Fresno Rd.	Dachshund Ave.	Navajo Rd.	II	0.50	\$25,000
Fresno Rd.	Dale Evans Pkwy.	Dachshund Ave.	I	0.51	\$510,000
Havasu Rd.	Seneca Rd.	Yucca Loma Rd.	III	1.09	\$16,350
Highway 18.	W. Town Limit	Apple Valley Rd.	II	0.82	\$41,000
Kiowa Rd.	Bear Valley Rd.	Ocotillo Wy.	II	2.99	\$149,500
Lafayette St.	Dale Evans Pkwy.	Central Rd.	II	2.02	\$101,000
Mandan Rd.	Hwy 18	Apple Valley Rd.	II	1.29	\$64,500
Mesquite Rd.	Lucilla Rd.	Bear Valley Rd.	II	1.29	\$64,500
Mesquite Rd.	Yucca Loma Rd.	Ottawa Rd.	II	0.50	\$25,000
Mohawk Rd.	Bear Valley Rd.	Tussing Ranch Rd.	III	1.99	\$29,850
Navajo Rd.	Lafayette St.	Fresno Rd.	II	1.27	\$63,500
Navajo Rd.	Tussing Ranch Rd.	Ocotillo Wy.	II	1.00	\$50,000
Nisqually Rd.	Maumee Rd.	Mesquite Rd.	I	1.17	\$1,170,000
Nisqually Rd.	Navajo Rd.	Maumee Rd.	II	0.33	\$16,500
Norco St.	Outer I-15 S	Dale Evans Pkwy.	I	3.55	\$3,550,000
Ocotilla Rd.	Thunderbird Rd.	Yucca Loma Rd.	I	2.00	\$2,000,000
Otoe Rd.	Dale Evans Pkwy.	Navajo Rd.	III	1.01	\$15,150
Outer Hwy 18 N	Apple Valley Rd.	Tao Rd.	II	1.23	\$61,500
Outer Hwy 18 S	Navajo Rd.	Joshua Rd.	II	2.00	\$100,000
Outer I-15 S	Stoddard Wells Rd.	Norco St.	II	2.15	\$107,500
Pah-Ute Rd.	Central Rd.	Mesquite Rd.	II	0.50	\$25,000
Pauma St.	Saugus Rd.	Falchion Rd.	II	1.15	\$57,500
Powhatan Rd.	Rancherias Rd.	Navajo Rd.	III	0.29	\$4,350
Ramona Ave.	Navajo Rd.	Ocotilla Rd.	II	1.50	\$75,000

Street/Path	From	To	Class	Mileage	Est. Cost
Rancherias Rd.	Hwy 18	Powhatan Rd.	III	3.34	\$50,100
Riverside Dr.	Symeron Rd.	Havasu Rd.	III	2.68	\$40,200
Sandia Rd.	Kiowa Rd.	Mohawk Rd.	II	0.45	\$22,500
Sandia Rd.	Mohawk Rd.	Navajo Rd.	I	0.55	\$550,000
Saugus Rd.	Outer I-15 S	Dale Evans Pkwy.	I	3.31	\$3,310,000
Seneca Rd.	Riverside Dr.	Rancherias Rd.	III	2.38	\$35,700
Sitting Bull Rd.	Skyline Ranch Dr.	Navajo Rd.	II	1.54	\$77,000
Standing Rock Ave.	Central Rd.	Joshua Rd.	I	1.00	\$1,000,000
Stoddard Wells Rd.	Alembic St.	Johnson Rd.	I	0.70	\$700,000
Stoddard Wells Rd.	Dale Evans Pkwy.	Central Rd.	I	2.07	\$2,070,000
Stoddard Wells Rd.	Outer I-15 S	Alembic St.	II	1.07	\$53,500
Symeron Rd.	Riverside Dr.	Apple Valley Rd.	II	0.88	\$44,000
Tao Rd.	Corwin Rd.	Outer Highway 18	II	0.43	\$21,500
Tao Rd.	Falchion Rd.	Corwin Rd.	I	2.05	\$2,050,000
Thunderbird Rd.	Central Rd.	Mesquite Rd.	II	0.63	\$31,500
Tuscola Rd.	Apple Valley Rd.	Symeron Rd.	II	0.45	\$22,500
Tussing Ranch Rd.	Cochiti Rd.	Central Rd.	II	0.71	\$35,500
Tussing Ranch Rd.	Mojave River	Navajo Rd.	II	2.90	\$145,000
Waalew Rd.	Corwin Rd.	Dale Evans Pkwy.	I	2.89	\$2,890,000
Wren St.	Kiowa Rd.	Mohawk Rd.	III	0.50	\$7,500
Wren St.	Mohawk Rd.	Central Rd.	I	1.50	\$1,500,000
			Total	108.91	\$48,940,200

Table 5.7:
Priority Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
n/a	n/a	n/a	n/a	n/a	n/a
			Total	n/a	n/a

The Town of Apple Valley has not identified priority improvements.

Municipal Code

The Town of Apple Valley Municipal Code provides minimal requirements and direction for the incorporation of non-motorized facilities in new development. Nevertheless, to encourage the use and provide for the opportunity of non-motorized transportation, the Town’s Off-Street Parking and Loading Regulations may require bicycle parking for such uses as fast-food restaurants, theaters, shopping centers, schools, etc. or as determined

by the Planning Division. A rack or other secure devices for the purposes of storing and protecting bicycles from theft is required.

General Plan Goals and Policies

The Town's General Plan Circulation Element identifies goals and policies that relates to facilitating the use of non-motorized transportation.

Policy 1.J

The Town shall implement a coordinated and connected bicycle lane network consistent with the Bicycle Lane Map in this Element.

Program 1.J.1

New development proposals shall be required to construct bicycle lanes consistent with this Element in conjunction with off-site improvements.

Program 1.J.2

The Town shall inventory bicycle lane deficiencies within the existing roadway system, and include improvements to make these improvements consistent with this Element in the Capital Improvement Program.

Policy 1.K

The Town shall provide for a comprehensive, interconnected recreational trails system suitable for bicycles, equestrians and/or pedestrians.

Program 1.K.1

The Town shall evaluate the practicality of utilizing flood control channels for multi-use trails, where flooding and safety issues can be accommodated, and negotiate inter-agency agreements for this purpose.

Program 1.K.2

New development proposals shall be required to construct recreational trails consistent with this Element in conjunction with off-site improvements.

The Town's General Plan Park and Recreation Element also identifies goals and policies that relate to facilitating the use of non-motorized transportation.

Goal 2

Expansion and further development of an integrated and comprehensive bikeway, walking paths and trails system that includes effective signage and supporting facilities to encourage use.

Policy 2.A

In addition to connecting homes to schools, the trails system will connect residential areas to commercial centers, workplaces and recreational facilities.

Policy 2.B

The Town's bicycle lane network shall be maintained and expanded to encourage greater use and to improve the safety of bicyclists on town streets.

Program 2.B.1

Installation of bikeways shall be included in the Capital Improvement Program and the Town shall inventory all existing major arterial streets for potential to accommodate Class I and II bikeways.

End of Trip Facilities

The Town of Apple Valley has bike racks dispersed throughout the Town, typically at retail centers, schools and multi-unit housing complexes.

Multimodal Connectivity

Table 5.8:

Location of Multi-Modal Connections

Facility	Facility Type	Facility Location
n/a	n/a	n/a

Collisions Involving Bicyclists

Table 5.9:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	45
Total # of Bicycle Fatalities from 2005-2009	2
Average # of Bicycle Collisions Per Year	9.0
Average Bicycle Collision Rate per 1000/year ¹	0.14

Notes:

1. Rate is calculated using SWITRS collision data and population figures by the California Department of Finance

Safety and Education Programs

The Town of Apple Valley holds an annual safety fair and bike rodeo, geared to K - 5th grade which promotes bicycle safety. Also, the promotion of bike use is part of the Town's Healthy Apple Valley program.