



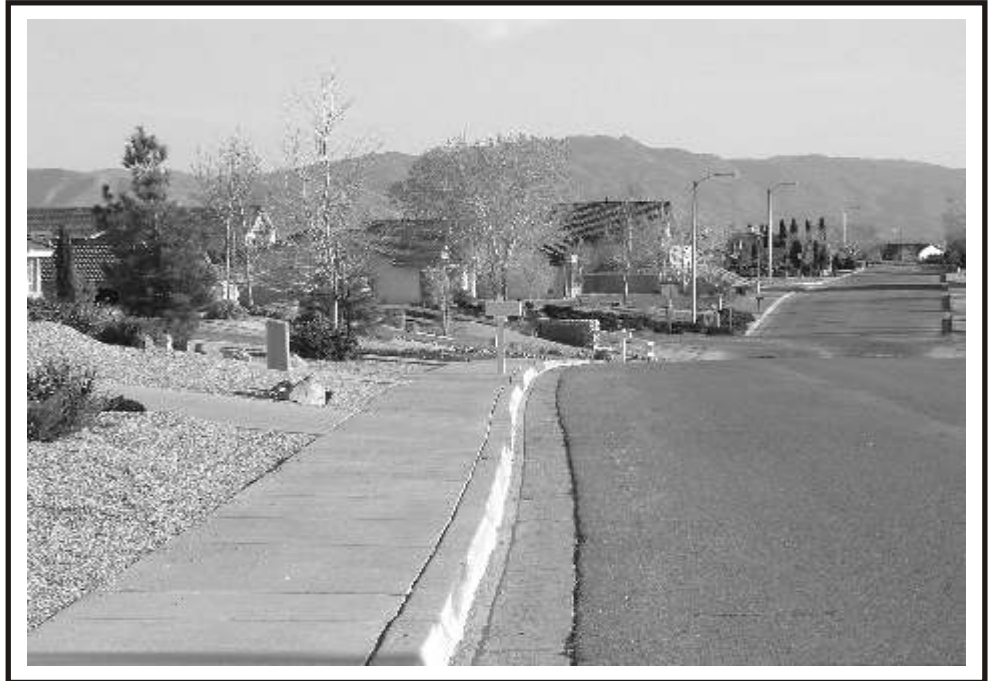
OUR TOWN

A BI-MONTHLY NEWSLETTER FROM THE TOWN OF APPLE VALLEY TO THE COMMUNITY

Town committed to better roads

It was one of the rallying cries of the incorporation drive in 1988, and it still echoes through Town Hall today. Residents of Apple Valley demand better roads and the Town Council is committed to providing them. The Town Council has even put its promises to paper, first in Vision 2005, then again in Vision 2010, adopted last August. Vision 2010 outlines 10 goals established by the Council to guide the Town of Apple Valley towards balanced growth that maintains our high-quality residential character while meeting the economic and social needs of our community. First on the list is "Transportation/Circulation," restating our commitment to develop and maintain a transportation system of roads, bike paths and lanes, sidewalks and equestrian trails.

Though stated in general terms, this goal covers everything from repaving existing roads to long term planning for better access to and from Apple Valley. This special edition of the *Our Town* newsletter will cover many of these topics in detail. Residents are invited to call or email Town staff with any questions or comments concerning items in this newsletter. Contact information is provided on the back page.



One way the Town is addressing road improvement is by requiring all new home development (5 lots or more) to include curb, gutter and sidewalk, as shown in this Apple Valley neighborhood.

Unprecedented growth predicted for High Desert

If you have lived in the high desert for even just a few months, it is clear that our area is growing. Since our incorporation in 1988, Apple Valley's population has grown from 41,000 to 58,883 - an increase of 42%! Last year alone we processed a record-breaking 617 building permits for single-family residences.

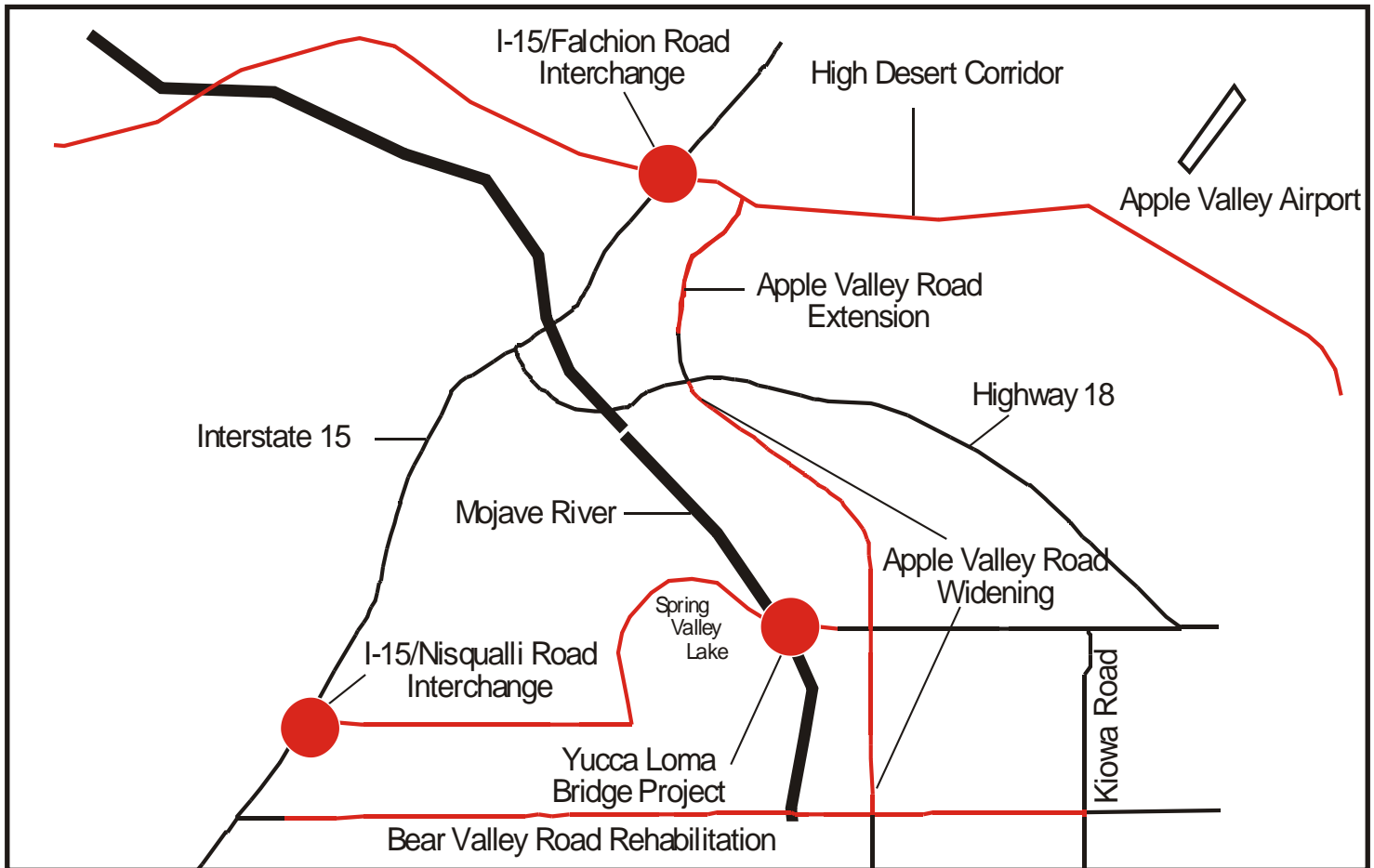
In a growth forecasting report issued in 2001 the San Bernardino Associated Governments (SANBAG) projected by the year 2025 we will have over 75,000 people in Apple Valley. On a larger scale, the Southern California Association of Governments estimates that Southern California will absorb another six million people by the year 2030, with one million of them landing in the Victor Valley and Antelope Valley regions! Of course, all of these people are bringing their cars with them, too, which can lead to serious congestion issues without proper planning.

The solutions are costly and require long-term planning across multiple agencies planning that is already taking place, and will be explained further within this newsletter.

In This Issue:

SPECIAL EDITION

- Bear Valley Road Rehabilitation
- Project Map
- Pavement Management System
- East West Access
- Apple Valley Road Widening



High Desert Roads Project Map



For more information visit the San Bernardino Associated Governments website at:

www.sanbag.ca.gov

Measure I is working for Apple Valley

Adopted by San Bernardino County voters in 1989, Measure I is a major source of revenue for transportation improvements in the Town of Apple Valley. This 20-year half-cent sales tax has provided more than \$16 million for Apple Valley over the past 14 years. Some of the Measure I projects include construction of the Highway 18/Corwin Road intersection, a traffic signal at Apple Valley Road and Sitting Bull, the Bear Valley Road Rehabilitation, and the widening of Navajo Road. Public education and awareness campaigns are already under way as Measure I will be on the ballot for renewal in the November 2004 election.

Bear Valley Road Rehabilitation nears completion

This three-agency project (Apple Valley, Hesperia and Victorville) stretches from Interstate 15 to Kiowa Road. Improvements such as bus turnouts, re-stripping, turn lanes and synchronized signals, will improve traffic flow along this heavily traveled thoroughfare. Funding for the \$6.8 million project was provided by a federal grant, with Measure I used for matching funds from the local entities.

Begun in October, various sections of the road are receiving a range of treatments to properly prepare the road for a final asphalt concrete overlay that will be almost three inches thick. The work schedule has been driven to some

degree by weather, as asphalt and concrete work require certain temperatures to properly cure. Paving is expected to be complete by April and traffic signal work will be complete in May.

In Apple Valley, one of the greatest benefits of this project will be the addition of a dual left turn lane when you are traveling east on Bear Valley and turning left on to Apple Valley Road.

For more information visit the Town website at www.applevalley.org and click on the "Measure I" logo.

Prioritizing Miles and Dollars - The Pavement Management System

The Town of Apple Valley encompasses 397 miles of roads. In the 15 years since incorporation in 1988, we have resurfaced in some manner 321 miles, or 81% of these roads, at a cost of almost \$18 million. Almost 30% of that has been accomplished in just the last two years! Of course, you might not be impressed with these figures if you live on one of the remaining 76 miles. Or it may seem like roads around you have been repaired more than once while you've been waiting for 20 years. This article will explain both our funding sources for road repairs as well as the comprehensive system used to prioritize where those dollars are spent each year.

Where the dollars come from

Three funding sources for road repairs are gas tax funds, Measure I and federal grants. Gas tax funds are distributed by the state and come to about \$1.1 million a year. Measure I funds are collected throughout San Bernardino County from a half-cent sales tax approved by the voters in 1989. Municipalities must spend 65% on regional road improvements, 5% on public transportation, and the remaining 30% can go towards local roads. Apple Valley receives on average \$1.3 million a year from Measure I, a total of \$16 million since 1989. This money can be carried over year-to-year, to allow the Town to save up for larger regional projects. In addition, we are sometimes successful in obtaining state and federal grants for a particular road project.

A fourth source of funds is through developer fees. Transportation Impact Fees (TIF) were implemented in April 1990 and reviewed and increased in November 2002. For example, the TIF for single-family homes increased from \$1766 to \$3224 per unit. All residential and commercial development pays a fee based on a formula that factors in square footage and vehicle trips generated. In addition, developers may also be required to pay for improvements to the roads that service their project.

Where the dollars go

To determine the order in which roads are repaired, the Town instituted the Pavement Management System (PMS). Originally implemented in May 1991, engineering staff conducted surveys and inspections of over 1400 road segments in Town. Each segment is rated in terms of road classification (arterial, collector, local), condition (excellent, good, fair, poor and critical), best method of repair, cost of repair and average daily traffic volumes. A computer program considers these factors and provides a priority list in terms of the "cost benefit per vehicle mile traveled." In other words, a road in fair condition with heavy traffic might receive a higher priority than a road in poor condition, but with few vehicles.

It is a matter of getting the most "bang for our buck" from our limited road repair dollars. With \$1 million we can extend the life of 80 miles of good to fair condition roads for seven years, or we can reconstruct four miles of road in poor condition. But the following year those 80 miles of road may cost \$1.5 million to service due to further deterioration. Just as a car owner will pay \$75 for a regular tune up and service to avoid more costly repairs down the road, the Town will treat a road in fair condition with a less expensive process, before it reaches the point where only total reconstruction will help.

Road Repair Types and Costs

Type	Thickness	Lifespan ¹	Cost per mile ²
Slurry Seal	1/4 inch	5 – 7 years	\$10,000
Asphalt Overlay	1 – 4 inches	10 – 20 years ³	\$71,500
Reconstruction	3 – 6 inches	15 or more ³	\$250,000 ⁴

1 Depends on condition of underlying road and volume of traffic

2 Based on average thickness, one lane in either direction

3 Requires slurry seal application every 5 – 7 years to reach full lifespan

4 Cost increases dramatically if reconstruction also includes redesign, with engineering, drainage and other issues

Bridging the river - Projects for East/West access

One of the most frequent complaints heard around Apple Valley is our limited access across the Mojave River. For most residents, Highway 18 and Bear Valley Road are the only options when planning a route to work, creating congestion during the morning and afternoon commute. Several major projects are in the works to offer relief in this area. Some have been “on the books” for 20 years or more; and, while that may seem like “all talk, no action,” that is far from the truth. There are multi-agency task forces in place, meeting regularly and making progress. However, the cost, project scope, multiple agency involvement and the environmentally sensitive nature of the riverbed all contribute to lengthy and often exasperatingly slow progress. (It took five years to get Caltrans approval for the traffic signal installed at Tao and Highway 18!) But the ball is rolling on at least four projects to address this issue. One is to widen the Bear Valley Road Bridge over the Mojave River, allowing for three lanes in each direction. Preliminary cost estimates put this project at \$9 million. Three other projects are outlined in more detail below.

Yucca Loma Bridge/Interstate 15 (Nisqualli Road) Congestion Relief Project

Probably the most talked about is a new bridge crossing at Yucca Loma Road. This bridge was first proposed at least 15 years ago, and a formal Yucca Loma Road extension study was done in 1995. At that time the cost for this project was estimated to be about \$40 million (1995 dollars). Agencies involved with this project include County Flood Control, Army Corp of Engineers, State Fish and Game, Caltrans and SANBAG.

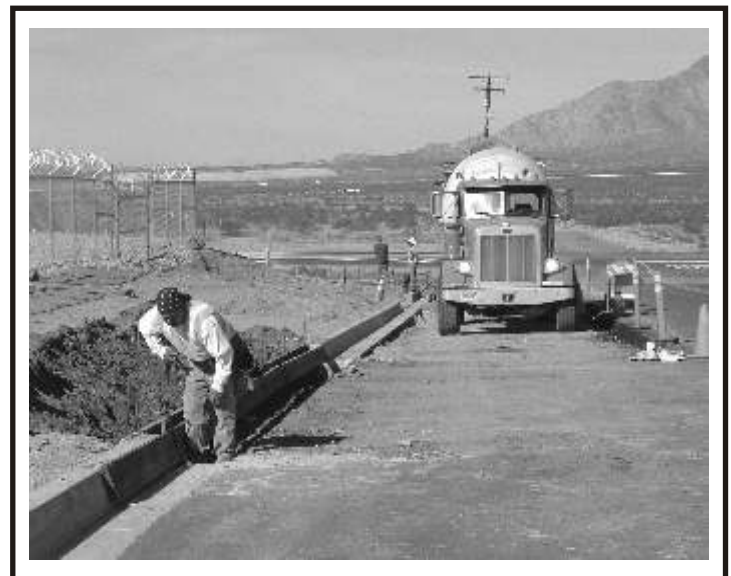
The Yucca Loma Bridge is intertwined with several other projects, all of which must be accomplished first. To be eligible for federal funding the bridge must link to a new route to the I-15, serving a role in congestion relief for the entire area. (It doesn't help to just get people across the river then dump the cars right back onto Bear Valley Road and Highway 18.) To this end, the City of Victorville is purchasing right of way and is in the Project Approval and Environmental Document phase on an I-15/Nisqualli Road interchange, and is designing and has committed funds to widen Nisqualli Road, with construction expected to begin in summer 2004.

The Town of Apple Valley this year has requested \$18 million from the federal government through the Transportation Equity Act 21 for the environmental assessment, right-of-way, design and construction on the I-15 interchange project.

Suggestions have been made to build a less costly grade crossing, similar to what is found at Rock Springs Road. While less costly to construct, this is impractical for several reasons. First, that area of the Mojave River is a sensitive waterway habitat and migratory path, and the environmental issues involved are daunting. Second, as San Bernardino County experience at Rock Springs shows, grade crossings have ongoing maintenance issues that far exceed the costs of normal road maintenance. More importantly, it doesn't contribute to regional congestion relief. Once the traffic is across the river it would still end up on local Victorville roads and make its way back to Bear Valley or Highway 18. As a band-aid fix, it would be a huge investment of resources that would ultimately only shift the problem a few blocks west.



New commercial projects are required to provide the road improvements necessary to serve the development. Walgreens on Outer Highway 18 and the Wal-Mart Distribution Center on Dale Evans Parkway and Johnson Road are two recent examples.



Bridging the river – continued

High Desert Corridor

This two-county project has been developed in cooperation with many agencies, including Caltrans and the Federal Highway Administration. The High Desert Corridor will encompass over 1000 property owners and ultimately connect the Victor Valley to Palmdale, traveling through the north part of Apple Valley along Falchion Road, out past the Southern California Logistics Airport, to Highway 395, and then on to I-14. The first leg of this project, from Joshua Road on our eastern boundary to Highway 395 in Adelanto was awarded \$6 million to fund the Project Approval and Environmental Document phase. Expected to take two to three years, the environmental review is guided by National Environmental Policy Act requirements, and includes a list of 616 items to review. (The consultants were on item number 65 at the last project development team meeting in September 2003.) Apple Valley and Victorville are the lead agencies for this segment.

Additional federal funding is being requested for the design and construction of a new freeway interchange at I-15 and Falchion Road, where the Corridor will eventually connect.



Where the blacktop ends.... This picture shows Apple Valley Road at its northern limit. Plans are to extend a 4-lane road north to the freeway frontage road, with I-15 access from Stoddard Wells Road.



Several projects are in the works to relieve congestion at the Apple Valley Road/Highway 18 intersection. This view of late afternoon traffic is evidence of the growing number of people seeking "A Better Way of Life" in Apple Valley.

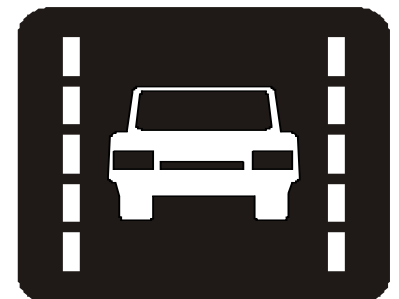
Apple Valley Road Northern Extension

The third and most imminent of the projects is an extension of Apple Valley Road. Currently, paving on Apple Valley Road ends one mile north of Highway 18. This three-mile extension would take it north to Falchion Road and Outer Highway 15, with access to I-15 via the Stoddard Wells Road interchanges. The engineering and environmental review is completed for this project and a variety of funding sources is being solicited to pay for construction costs, estimated at \$15 million. Completion of this extension will provide drivers in north Apple Valley with access to I-15 without going through the Narrows.

Highway 18 Improvements from the Narrows to Corwin Road

The construction design for a new right turn lane from Highway 18 onto Apple Valley road is with Caltrans awaiting approval. Funds have also been budgeted for the design phase to widen Highway 18 between the Narrows and Corwin Road to three lanes in each direction. The first step will be to issue a request for proposal for that design. Coupled with other striping and signalization modifications, these plans will enable

traffic to move more quickly through the Highway 18/Apple Valley Road intersection, reducing the back up that often stretches as far as "D" Street.



Apple Valley Road widening - a project overview

The Town is in the planning stages to widen Apple Valley Road to four lanes from Bear Valley Road to Highway 18. This article will provide a brief overview of the project as well as answer the most frequently asked questions.

The Town of Apple Valley has contracted with RBF Engineering Consultants to provide the design and engineering. The project is overseen by the Town Engineering Division, which operates under contract with Charles Abbott Associates. The end result is envisioned to include two lanes in each direction, a center median, left turn pockets, bike lanes, curb, gutter, sidewalks, streetlights and traffic signals.

The project has been divided into four segments, although additional phasing may be required, as construction estimates are considerably higher than first anticipated. In February, the Town Council authorized staff to prepare a bid packet for the segment from Bear Valley Road to Kanbridge Street. The next segment is from Kanbridge to Yucca Loma. Both of these are fairly straightforward. Current development has already made some of the improvements, and the remaining areas are primarily undeveloped, making right-of-way acquisition easier. There are some costly drainage issues, as storm drains must be designed as if the area was fully built out.

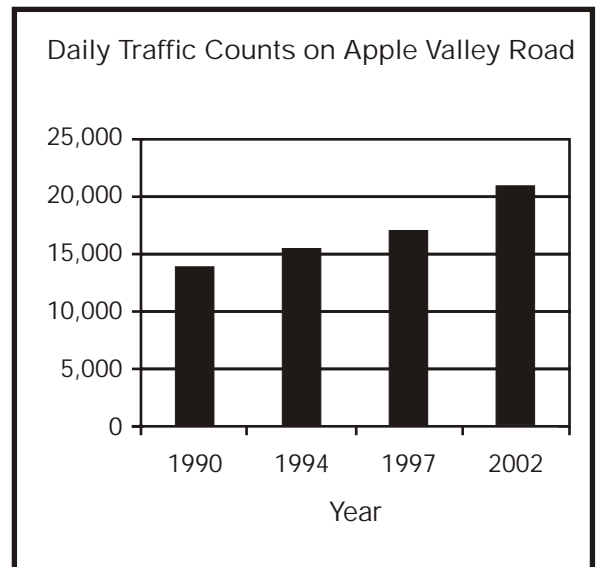
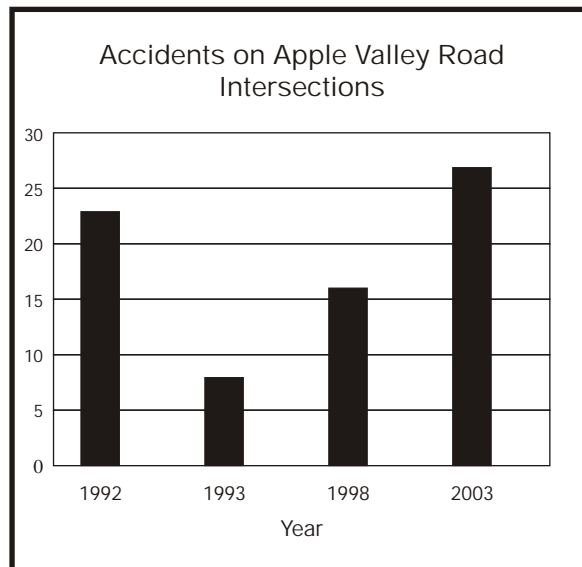
Apple Valley Road between Yucca Loma and Highway 18 is quite a bit more complicated. We have conducted three public meetings for property owners. Based on extensive study of the area and input from the community, RBF has proposed preliminary designs. The Town Engineers are also working with the individual property owners dealing with their specific issues and concerns including right-of-way, retaining walls, landscaping and the like. Final engineering and environmental reviews could take as much as two years.

A major component of the road design is the grade offset. For much of the Yucca Loma/Highway 18 segment there is a sharp slope from east to west. To minimize the road width and therefore the amount of right-of-way needed, RBF has proposed an offset roadway with a solid median, which allows for a sharper grade drop from the northbound to the southbound lanes.

While allowing for a narrower road, the trade off with a solid median and offset grade is the reduced ability for residents to turn left across the road. The alternative is a wider roadway to incorporate the natural slope of the land.

Another major element of the Apple Valley Road widening project is the addition of traffic signals. In the most recent designs, signals have been proposed for Mondamon, Mandan, Seneca and Shoshonee. These locations were chosen based on traffic counts at every intersection, in every direction, and making every turn possible along the entire six miles. Part of the research provided by RBF also included traffic models for the year 2030, showing traffic flow in all directions under various circumstances with a Yucca Loma bridge, without a Yucca Loma bridge, and with and without widening Apple Valley Road. Even with the Yucca Loma bridge and the addition of traffic signals, the current 3-lane configuration failed at almost every intersection meaning waits of several minutes. The only configuration that allowed traffic to flow was a four-lane road, whether the Yucca Loma bridge was built or not.

A third element of the design is landscaping. Both in the median and between the sidewalk and street, landscaping serves not only as a buffer between homes and the road, it also provides “visual friction” for the drivers. Along with curbs and medians, landscaping is a proven traffic calming measure, reducing the overall average speed along a road. Unfortunately it also adds to the cost of road construction. Currently, the Town is including landscaping as an optional element in the bid process for the Bear Valley/Yucca Loma segment, to allow a bid to be awarded without initial landscaping if the cost would exceed the available funds.



Why widen Apple Valley Road?

The Apple Valley Road project is one of the biggest challenges facing our community in the coming years. The Town Council has the unenviable task of weighing the concerns of the property owners along Apple Valley Road with the overriding safety issues of the community as a whole. The Town realizes the impact this will have on Apple Valley Road residents, and our team will work with each resident to address the issues particular to each piece of property and minimizing the impacts as much as possible. Many residents have questioned why the road needs to be widened at all, and have suggested alternative solutions. This article will answer some of the most frequently asked questions regarding this project, and address the primary concerns raised by the community.

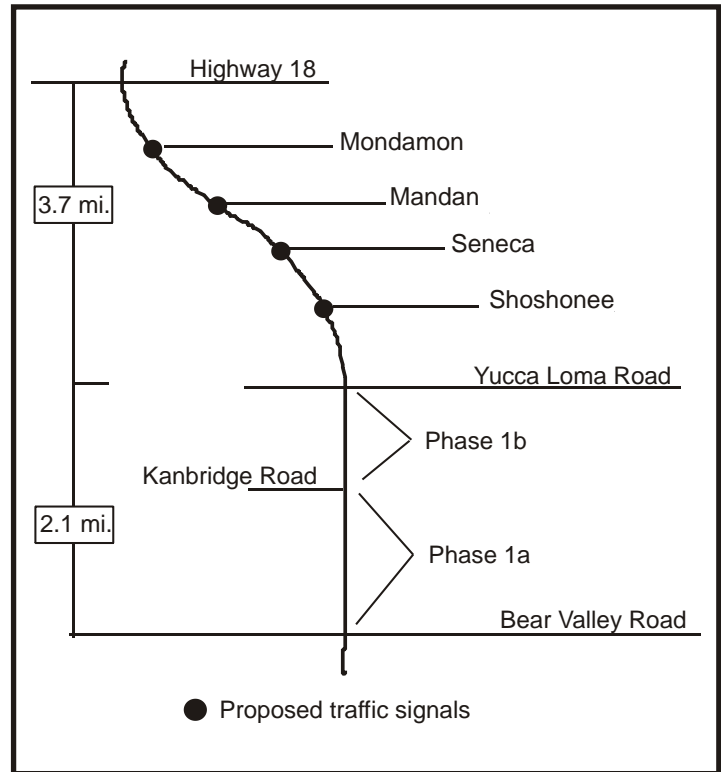
Frequently asked questions

Q: Why build a four-lane road?

A: As indicated elsewhere in this publication, the population and traffic in our area will increase dramatically in the coming years. While Apple Valley Road may not seem congested itself, it is becoming increasingly difficult to enter Apple Valley Road from side streets and driveways. It is a proven engineering principle that widening a road greatly reduces the number of accidents on that road. As an example, in 1992 there were 23 reported accidents occurring at intersections along Apple Valley Road between Yucca Loma and Highway 18. In late 1992 to early 1993, Apple Valley Road was widened to include a center turn lane. In 1993, the number of accidents dropped to eight. A similar improvement was seen in 1994 when Navajo Road was widened to four lanes. While the figure for Apple Valley Road has fluctuated since then, by 2000 it had climbed back to 19, and 2003 saw a sharp increase to 27 accidents. The planned improvements will increase the capacity of the road and introduce traffic calming features that will improve the overall safety of those driving on and entering the road. It is important to understand that traffic on Apple Valley Road is going to increase whether we widen the road or not. Widening the road is necessary to safely handle that increase.

Q: Why would you put a major road through a residential neighborhood?

A: Apple Valley Road has always been designated as a major road from Yucca Loma to Highway 18, and as a major divided arterial from Bear Valley to Yucca Loma - both on the Town's general plan and on the County General Plan before that. Town standards identify a major road as 104-foot right of way, with or without a median. The current proposed design with the split grade actually allows us to accomplish the four lanes, bike lanes, curb, gutter and sidewalk in only 80 feet in some areas.



Apple Valley Road Project

Q: Why not reduce the volume of traffic on Apple Valley Road through an alternate north/south route?

A: Existing development throughout Apple Valley precludes the development of a brand new north/south route. As for existing roads, Navajo Road was widened in 1994, and eventually Kiowa and Central Roads will also require widening, as they are both also identified as major roads in the Town's General Plan. Traffic will naturally use the most convenient route of travel and, for a large portion of the community, Apple Valley Road is the most convenient.

Q: Why not just (1) lower and/or enforce the speed limits better, (2) add traffic signals and/or stop signs, and (3) keep the trucks off the road?

A: (1) Speed limits are set by formulas mandated by the State of California. Speed limits set by any other method, including by choice of the local jurisdiction, renders the speed limit unenforceable by radar, meaning tickets issued for exceeding a speed limit not set according to state law are invalid in a court of law. At this time, low housing density along Apple Valley Road does not qualify it as a residential area according to the State definition, even though it is zoned residential. As for police patrols, the Town has three full-time traffic officers covering 78 square miles. Units are assigned to maximize the safety of the community by covering areas with higher rates of accidents. Apple Valley Road is targeted regularly, and in 2003 our Police Department issued 578 citations between Bear Valley and Highway 18. Nearly one in ten of all citations issued in the Town of Apple Valley were issued

Frequently asked questions - continued

on Apple Valley Road. These included 162 for speeding and 196 for stop sign/stop light violations, and reflected an approximate 20% increase in citations issued the previous year. (2) Without adding vehicle storage capacity by widening the road first, stop signs would back up traffic on Apple Valley Road, potentially blocking other intersections and interfering with traffic flow from Highway 18, which Caltrans would not allow. Traffic signals will have a similar effect. More significantly, however, is that signals cost approximately \$200,000 per intersection. Installing them now could at best provide a temporary improvement. A final design for the road widening would be needed first to prevent having to relocate or replace poles and equipment when the widening was eventually done. (3) Apple Valley Road is not a designated truck route. The only time semi-trucks should be using Apple Valley Road is if it provides the shortest and most direct route between a destination and an established truck route.

Q: Can't the Town place a moratorium on development that impacts Apple Valley Road?

A: There is a balance to be struck between managed growth and the rights of the property owners. It would place the Town in a precarious legal position to tell owners that they cannot develop their property. What

the Town can and does implement through "conditions of approval" are requirements on the property owners to improve roads serving their land, or even major intersections that will be impacted by their development. For example, housing developments on Apple Valley Road, or those primarily accessed by Apple Valley Road, have paid for the widening and improvements in the southern section, as well as improvements to Sitting Bull. Certain projects south of Yucca Loma Road also have to contribute to the improvement of the Highway 18/Apple Valley Road right turn lane.

Q: Will environmental issues be addressed, such as noise and pollution?

A: Before any work can begin an environmental review must be conducted for the segment from Yucca Loma to Highway 18. The process looks at noise and pollution along with many other factors. Any significant impacts will require mitigation measures for construction.

Q: Will property owners be compensated for loss of property or declining property values?

A: By law the Town must adequately compensate for any property acquired. A professional appraiser determines fair market value, and the Town will negotiate with each property owner.

Town Information

Bob Sagona, *Mayor*
 Scott Nassif, *Mayor Pro Tem*
 Ted Burgnon, *Councilmember*
 Tim Jasper, *Councilmember*
 Mark Shoup, *Councilmember*
 Bruce Williams, *Town Manager*

How To Reach Us

Emergencies.....911

Police (Business calls).....240-7400
 Police dispatch after hours.....245-4211
 Town dispatch after hours.....961-6001

Town Hall.....240-7000

Department EXTENSIONS - Dial 240-7000 plus:

Animal Control.....240-7000 X 7555
 Building & Safety.....7101
 Economic Development.....7900
 Finance.....7000
 Job Information.....7747
 Personnel.....7600
 Planning.....7200
 Public Information.....7072
 Public Works.....7500
 Town Clerk.....7800
 Town Manager.....7051
 Transit.....7610

Other Town Departments & Services (dial direct)

Code Enforcement.....240-7560
 Parks & Recreation.....240-7880
 Trash (AVCO).....243-3967

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Our Town is published bi-monthly by the Public Information Department of the Town of Apple Valley, and mailed to every household and business in the Town of Apple Valley to keep citizens informed of vital issues. Questions or comments on the newsletter should be directed to Kathie Martin, Public Information Officer at 240-7000 x 7072.



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