

Chapter II.

COMMUNITY DEVELOPMENT

Town of Apple Valley Final Circulation Element Update

Prepared for: Town of Apple Valley

Amended October 14, 2025, Resolution 2025-29



FEHR  PEERS

Table of Contents

1. Executive Summary.....	1
2. Introduction.....	2
2.1 Purpose.....	2
2.2 Legal Requirements	2
2.2.1 Assembly Bill 1358.....	2
2.2.2 Assembly Bill 98.....	2
2.2.3 Senate Bill 743.....	3
2.2.4 Senate Bill 932.....	3
3. Indicators of Roadway Efficiency	4
3.1 Roadway LOS.....	4
3.2 VMT	4
3.2.1 VMT Analysis Methodology.....	4
3.2.2 VMT Results.....	5
4. Existing Condition.....	7
4.1 Existing Roadway Network.....	7
4.1.1 Classifications and Design Standards	7
4.1.2 Connectivity.....	14
4.1.3 Safety	14
4.2 Existing Transit Services	14
4.2.1 Bus Transit.....	15
4.2.2 Micro-Link.....	15
4.2.3 Paratransit.....	16
4.2.4 Rail	16
4.3 Existing Active Transportation Network	16
4.3.1 Pedestrian Sidewalk Network and Gaps.....	16
4.3.2 Bikeway System and Gaps.....	17
4.3.3 Multi-Use Trails System and Gaps.....	19
4.4 Existing Freight and Goods Movement	25
4.4.1 Truck Routes	25
4.4.2 Truck Parking	25
4.4.3 Freight Rail & At-Grade Crossings.....	25
4.5 Existing Transportation Programs and Plans.....	27

4.5.1 County and Regional Programs and Plans	27
4.5.2 State and MPO Programs and Plans	27
4.5.3 Town Programs and Plans	28
5. Future Transportation System	29
5.1 Future Roadway Network	29
5.1.1 Connectivity	29
5.1.2 Safety	29
5.2 Future Transit Services	31
5.2.1 Bus Transit and Paratransit	31
5.2.2 High-Speed Rail	31
5.3 Future Active Transportation Network	31
5.3.1 Bikeways and Pedestrian System Gap Closures	32
5.3.2 Multi-Use Trails	32
5.4 Future Freight and Goods Movement	34
5.5 Future Mobility Trends	34
5.5.1 Zero-Emission (ZE) Transportation	34
5.5.2 Transportation Network Companies (TNCs)	35
5.5.3 Microtransit	35
5.5.4 Autonomous Vehicles (Avs) and Connected Vehicles (CVs)	35
5.5.5 High-Speed Rail (HSR)	35
5.6 Future Funding and Implementation	36
5.6.1 Town Transportation Projects	36
6. Goals, Policies, and Strategies	38
6.1 GOAL 1: Mobility	38
Policy 1.A:	38
Policy 1.B:	39
6.2 GOAL 2: Safety	40
Policy 2.A: Complete Streets.	40
Policy 2.B: Safe Systems Approach.	41
6.3 GOAL 3. Sustainability	42
Policy 3.A: Encourage Walking & Transit Use.	42
Policy 3.B: Reduce Greenhouse Gas Emissions.	43
6.4 GOAL 4: Goods Movement	44
Policy 4.A: Freight Planning.	44

Policy 4.B: Sustainable Freight.....	44
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Appendices

Appendix A: Town’s Adopted VMT Significance Threshold

Appendix B: LOS Assessment

Appendix C: Existing Conditions Report

List of Figures

Figure 1: Roadway Classifications and Design Standards	10
Figure 2: Collision Density Map (2021 to 2023)	20
Figure 3: Existing Public Transportation Services	21
Figure 4: Existing Pedestrian Network	22
Figure 5: Existing Bicycle Facilities	23
Figure 6: Existing Multi-Use Trail System	24
Figure 7: Designated Truck Routes	26
Figure 8: General Plan Buildout Transportation Network	30
Figure 9: Future Bicycle Network	33

List of Tables

Table 1: 2050 Project-Generated VMT Estimates	6
Table 2: 2050 Project Effect on VMT Estimates	6
Table 3: Roadway Classification System	8
Table 4: 2024 SCAG RTP/SCS Transportation Projects	37

1. Executive Summary

The Circulation Element (Element) is a comprehensive document that is meant to guide the development of the Town's transportation system so that it can accommodate the needs of existing and planned land uses. The Element considers the flow of people and goods/services within the Town as well as to and from other communities in Southern California, including the broader Victorville Valley region. The following are major updates to the Circulation Element compared to the previous version adopted in 2009:

- The Town's truck routing map, **Figure 7**, was updated to ensure compliance with Assembly Bill 98, which is described later in the report. Notable updates include classifying all roads within the Northern Apple Valley Industrial Specific Plan (NAVISP) as local truck routes.
- The Town's anticipated land use pattern has evolved since the previous version of the Circulation Element. For example, the NAVISP area previously was expected to be built out with general industrial warehousing and manufacturing uses but now is expected to be built out with large, big-box, distribution centers. The Town's General Plan Buildout roadway network, **Figure 8**, was updated to accommodate the current and future needs of Town residents and employers. Notable updates include the removal of the High Desert Corridor and the addition of a new I-15 interchange at Falchion Road.
- The Town's updated General Plan Buildout roadway network is estimated to generate less VMT in 2050 compared to the 2009 General Plan Buildout roadway network. Therefore, the update to the Circulation Element is not anticipated to result in any new transportation impacts that were not previously disclosed.
- The Town's 2009 Circulation Element had a goal to "expand a safe and efficient circulation and transportation system". The Circulation Element Update used that previous goal as a basis to establish four new goals, which provide a detailed approach to achieve a "safe and efficient transportation system". Policies were paired with each goal so that the Circulation Element is consistent with legislation that has been passed since the adoption of the 2009 Circulation Element, such as Assembly Bill 1358, Assembly Bill 98, Senate Bill 743, and Senate Bill 932. The following four new goals are incorporated into the Goals, Policies, and Strategies chapter of the Circulation Element and will guide the expansion of the transportation system:
 - Goal 1: Mobility - The Town shall continue to maintain and expand an efficient transportation system that serves the mobility needs of a dynamic and prosperous Apple Valley.
 - Goal 2: Safety - The Town shall provide a safe, accessible, and equitable transportation system that serves the mobility needs of all users.
 - Goal 3: Sustainability – The Town shall foster improved traffic flow and air quality by encouraging the use of non-motorized transportation, alternative fuel vehicles, and carpooling vehicles.
 - Goal 4: Goods Movement: The Town shall provide for the safe and efficient movement of goods, while maximizing economic benefits and minimizing negative impacts.



2. Introduction

2.1 Purpose

The Circulation Element serves as a comprehensive transportation management strategy that ensures the Town of Apple Valley's transportation system accommodates the needs of existing and planned land uses. The Circulation Element considers not only the flow of people and goods/services within the Town but also to/from other communities in Southern California, including the broader Victorville Valley region.

Although the automobile has consistently been the dominant mode of transportation for decades, there is an opportunity for the Town to provide solutions for alternate modes of transportation which, in turn, promote the health of the community and a sustainable environment. The Circulation Element addresses the existing and planned alternative mode choices within the Town, such as bicycle, equestrian, pedestrian, and transit, providing detailed maps to assist with developing the Town's multimodal transportation system. The Circulation Element also provides mobility goals and policies that serve to guide and direct long-term planning within the Town.

2.2 Legal Requirements

The Circulation Element has fundamental effects on the Town's physical, social, and economic environments. Since the last update in 2009, new legislation has been passed, which has driven the development of transportation goals, policies, and strategies documented later. The following section provides a summary of the new laws, how they apply, and how the Circulation Element complies.

2.2.1 Assembly Bill 1358

Assembly Bill 1358 (AB 1358), also known as the California Complete Streets Act, was signed into law in 2008. Beginning in 2011, AB 1358 requires that general plan circulation elements plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways in a manner suitable to the rural, suburban, or urban context of the general plan. Although complete streets generally require improvements to better serve the needs of and provide safe alternatives for non-auto users, AB 1358 provides jurisdictions with the ability to ensure that their complete streets policy is sensitive to the surrounding environment. The Town's Circulation Element Update incorporates a complete streets policy that considers the modes of transportation relevant to the Town.

2.2.2 Assembly Bill 98

Assembly Bill 98 (AB 98) was signed into law on September 29, 2024. This bill stems from concerns raised by residents living near high concentrations of industrial warehouse development – most notably Riverside and San Bernardino Counties. The bill establishes several mandatory design standards, such as cool roofs, energy-saving measures, electric vehicle charging, on-site queuing for trucks, and setbacks from sensitive receptor. In addition to siting and design standards, the bill also mandates all local jurisdictions to establish



truck routes. The Circulation element documents all existing truck routes and established a goal to verify any new truck route will be in accordance with AB 98 requirements.

2.2.3 Senate Bill 743

Senate Bill 743 (SB 743) was signed into law in 2013 and has fundamentally changed the traditional transportation impact analyses conducted as part of the CEQA. This bill eliminates measures such as auto delay, Level of Service (LOS), and other vehicle-based measures of capacity in California. Instead, other measurements, such as Vehicle Miles Traveled (VMT) are now used to determine impacts.

The purpose of SB 743 is to balance the needs of congestion management, infill development, public health, greenhouse gas reductions, and other goals. The Office of Planning and Research (OPR) released the Technical Advisory on Evaluating Transportation Impacts in CEQA¹ (CEQA Guidelines) in December 2018. Section 1506.7(b) of the CEQA Guidelines encourages jurisdictions to formally adopt their own VMT significance thresholds, which the Town did on May 11, 2021 (see **Appendix A**). The Town is in the process of formally adopting Transportation Study guidelines that incorporate these VMT significance thresholds and establish methodology for performing VMT assessments and mitigating transportation impacts. Additionally, the Circulation Element sets forth a policy to reduce Greenhouse Gas Emissions (GHG) by focusing on reducing VMT within the Town by promoting sustainable automotive travel and alternative modes of transportation.

2.2.4 Senate Bill 932

Senate Bill 932 (SB 932) was signed into law in 2022. SB 932 states that, beginning in 2025, General Plan Circulation Elements (the plan) shall promote a Safe Systems approach by requiring jurisdictions to identify high-collision locations and develop safety improvements to reduce risks to vulnerable users, such as bicyclists, pedestrians, persons with disabilities, and children. SB 932 requires implementation of the Safe Systems Approach to begin within two years of adoption of Circulation Element updates and be completed within 25 years of adoption. Goals for initiation and completion of the Safe Systems Approach are documented in Section 6.

The Town is committed to supporting planning that enhances safe and equitable access to essential destinations within its limits without the use of motorized vehicles. The Town currently has established networks of bikeways and pathways that encourage and promote active transportation. The Circulation Element documents the Town's existing and proposed active transportation facilities and sets forth a policy for initiating and completing the Town's Safe System approach.

¹ [Technical Advisory on Evaluating Transportation Impacts in CEQA, 2018.](#)



3. Indicators of Roadway Efficiency

The efficient movement of goods, automotive, and non-automotive traffic throughout a region is critical to the normal day-to-day operations of a prosperous community. Transportation delays can result in longer travel times which, in turn, can lead to drivers experiencing increased stress during their daily commute and businesses experiencing economic loss, both of which adversely affect the wellbeing of a community.

The efficiency of a transportation system can be determined by assessing roadway Level-of-Service (LOS). LOS is a qualitative letter grade assigned to an intersection or roadway that measures vehicle congestion. Vehicle congestion leads to increased travel time and pollution, which has adverse effects on the transportation system and the community. Grades range from LOS A (minimal congestion) to LOS F (excessive congestion), with LOS E representing at-capacity operations. The Town recognizes LOS D as acceptable operating conditions. The methodology for determining roadway LOS is described below.

A roadway operations analysis is provided as **Appendix B**. It compares LOS at key roadways throughout the Town under 2024 and 2050 conditions. Comparing the 2024 and 2050 LOS allows the Town to identify existing deficiencies in the transportation system and ensure that the buildout of the transportation system addresses the existing deficiencies and anticipated growth in the Town.

3.1 Roadway LOS

Roadway operating conditions are evaluated using the Intersection Capacity Utilization (ICU) methodology. ICU methodology is a standard evaluation approach and reports the volume-to-capacity (V/C) ratio for the roadway segment.

3.2 VMT

As previously stated, VMT is now the criteria used to determine project transportation impacts under CEQA. According to Section 15378 (a) of the CEQA Guidelines, an activity directly undertaken by a public agency, including an amendment to a local General Plan Element, is considered a "Project" and is subject to CEQA. This section documents a comparison of VMT generated by the 2009 General Plan Buildout roadway network and the proposed General Plan Buildout roadway network, which is discussed in Section 5.1.1.

3.2.1 VMT Analysis Methodology

This transportation impact analysis presents the 'project-generated VMT' and the 'project effect on VMT'. Project-generated VMT represents total VMT generated by a project, and the effect on VMT is an estimate of how VMT within the region will change once a project is built. The most recent version of the San Bernardino Transportation Analysis Model (SBTAM+) was used to estimate VMT for both the previous and updated versions of the Town's Circulation Element roadway network. SBTAM+ is consistent with the SCAG regional travel demand model which utilizes the 2024 SCAG RTP/SCS and forecasts traffic volumes on roadway segments for the entire six-county SCAG region. The SCAG model was refined to provide additional



detail for San Bernardino County and was calibrated for use by ensuring the model can replicate existing traffic volumes on County roadways after refinement. SBTAM+ and is considered the most appropriate tool for testing changes in land use and roadway network in San Bernardino County.

3.2.1.1 Origin/Destination (OD) VMT

The Origin/Destination (OD) methodology was utilized to estimate project-generated VMT and was completed by multiplying the OD trip tables and the final assignment skim matrices. The OD tables provided the number of trips between each Traffic Analysis Zone (TAZ), and the skim matrices provided the distance on the roadway network, or trip length, between each TAZ. The full length of all trips with an origin or destination in the TAZ representing the Town were used to estimate the Town project-generated VMT.

3.2.1.2 Boundary VMT

The boundary method is utilized to measure the project's effect on VMT. The boundary method is the sum of all weekday VMT on a roadway network within a designated boundary. Boundary method VMT estimates VMT by multiplying the number of trips on each roadway segment by the length of that segment. This approach includes all trips, including those trips that do not begin or end in the designated boundary. This is the only VMT method that captures the effect of cut-through and/or displaced traffic. The Town limits were used for the boundary VMT analysis.

3.2.1.3 Thresholds of Significance

Below are the Town's adopted significance thresholds, which are consistent with the significance thresholds documented in **Appendix A**.

A project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

1. The cumulative project-generated VMT per service population exceeds Town of Apple Valley General Plan Buildout VMT per service population.

The project's effect on VMT would be considered significant if the cumulative link-level VMT per service population within the Town's boundary increases under the plus project condition compared to the no project condition.

For purposes of this assessment, we assumed the Circulation Element update resulted in a significant impact if the project-generated VMT and/or project effect on VMT increased compared to the 2009 Circulation Element VMT estimates.

3.2.2 VMT Results

Project-generated VMT estimates were prepared using the OD method under Future Year 2050 General Plan buildout conditions using the 2009 General Plan Buildout roadway network and the proposed General Plan Buildout roadway network. The OD project-generated VMT estimates are provided in **Table 1**. Under



this scenario, less VMT per service population is generated by the proposed General Plan Buildout roadway network.

Table 1: 2050 Project-Generated VMT Estimates

Scenario	Service Population	VMT	VMT / Service Population
Updated Circulation Element	128,880	4,565,745	35.43
2009 Circulation Element	128,880	4,589,035	35.61

Source: *Fehr & Peers, 2025*

Project effect on VMT was estimated using the boundary method under Future Year 2050 General Plan buildout conditions using the 2009 General Plan Buildout roadway network and the proposed General Plan Buildout roadway network. The boundary VMT estimates are presented in **Table 2**. Consistent with the project-generated VMT estimates, under this scenario, less VMT per service population is generated by the proposed General Plan Buildout roadway network within Town limits.

Table 2: 2050 Project Effect on VMT Estimates

Scenario	Service Population	VMT	VMT / Service Population
Updated Circulation Element	128,880	1,730,435	13.43
2009 Circulation Element	128,880	1,743,492	13.53

Source: *Fehr & Peers, 2025*

Since the updated Circulation Element roadway network results in less project-generated and project effect on VMT than the 2009 General Plan Buildout roadway network, the update is not anticipated to result in any new transportation impacts that were not previously disclosed.



4. Existing Condition

The *Existing Conditions Report* documents the existing physical and operational conditions of the Town's transportation network and its Sphere of Influence (SOI). The report is provided as **Appendix C** and documents the existing conditions for roadways, public transit, active transportation networks (multimodal trails, sidewalks, and bikeways), aviation, and infrastructure that supports the movement of goods. This section summarizes the key findings documented in **Appendix C**.

4.1 Existing Roadway Network

4.1.1 Classifications and Design Standards

The Town organizes its roadways into "functional classifications" categorizing them based on purpose, location, adjacent land uses, and relative number of driveways. **Table 3** provides an overview of the seven classifications the Town recognizes, and the general characteristics and design standards associated with them. These roadway classification cross-sections are shown in **Figure 1**. **Figure 1** also shows typical design standards for bicycle facilities on specific roadway classifications. Section 4.3.2 provides descriptions and requirements for each type of bicycle classification, according to the California Manual for Uniform Traffic Control Devices (CA MUTCD).

The roadway classification standards are intended to guide the design of new streets, ensuring they can adequately handle future traffic volumes. This form of classification can be limiting when considering broader travel characteristics, such as modes served, characteristics associated with each mode (e.g., travel speeds, vehicle profiles, etc.), and potential modal conflicts due to these characteristics (e.g., travel speeds of motorized vehicles versus non-motorized vehicles).

When evaluating changes to the existing functional classifications, State laws SB 743 and AB 1358 recommend planning street networks pursuant to a "layered network approach" whereby travel modes (e.g., pedestrians, bicyclists, trucks, transit, etc.) are separated into complimentary travel networks to enhance safety, efficiency, and mobility by designing streets that prioritize certain modes based on their relationship to the surrounding land uses. The layered network approach identifies mode-specific corridors, such as truck routes, bicycle and pedestrian-friendly corridors, and major transit corridors. Four primary principles of the layered network approach are: 1) minimize conflicts, 2) provide network redundancy and connectivity, 3) incorporate context-sensitive design standards, and 4) incorporate safe systems design standards on multimodal corridors (e.g., buffered bike lanes on designated truck routes). The Town's proposed layered network is described in the Future Transportation System section.



Table 3: Roadway Classification System

Classification	Description	Design Features
Major Divided Parkway	Main facility that connects developments in the northern portion of the Town to the freeway and southern portion of the Town.	<p>ROW: 142'</p> <p>Number of Travel Lanes: 6</p> <p>Travel Lane Width: 12' to 14'</p> <p>Median Width: 20'</p> <p>Bike¹ or Parking Lane Width: 8' to 10'</p> <p>Sidewalk and associated landscape width: 15'</p>
Major Divided Arterial	Connects freeways to Major and Secondary Roads.	<p>ROW: 128'</p> <p>Number of Travel Lanes: 6</p> <p>Travel Lane Width: 12' to 14'</p> <p>Median Width: 12'</p> <p>Bike¹ or Parking Lane Width: 8' to 10'</p> <p>Sidewalk and associated landscape width: 12'</p>
Major Road	Connects Major Divided Parkways and Arterials to Secondary Streets.	<p>ROW: 104'</p> <p>Number of Travel Lanes: 4</p> <p>Travel Lane Width: 12' to 14'</p> <p>Median Width: 12'</p> <p>Bike¹ or Parking Lane Width: 8' to 10'</p> <p>Sidewalk and associated landscape width: 12'</p>



Table 3: Roadway Classification System

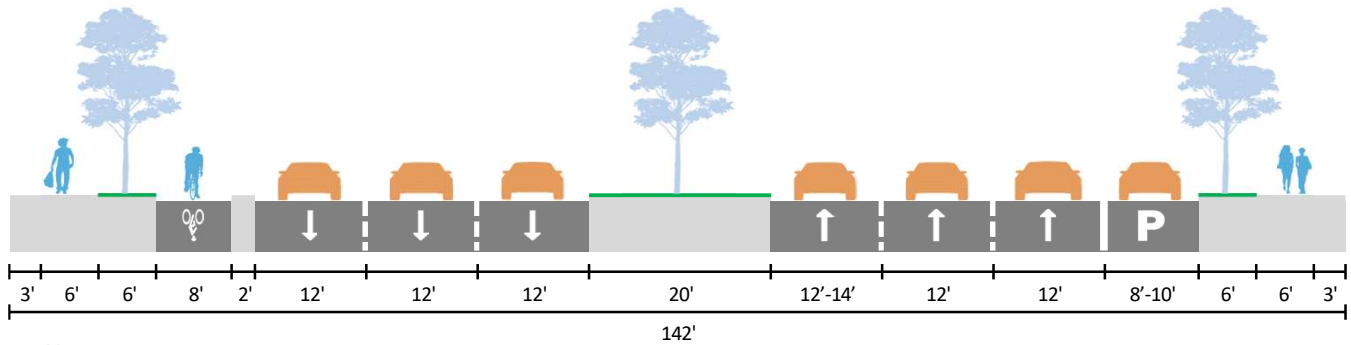
Classification	Description	Design Features
Secondary Roads	Connect Major Roads to Local Streets.	<p>ROW: 88'</p> <p>Number of Travel Lanes: 4</p> <p>Travel Lane Width: 12'</p> <p>Bike¹ or Parking Lane Width: 8'</p> <p>Sidewalk and associated landscape width: 12'</p>
Collector Streets	Like Secondary Roads, these facilities connect Major Roads and Local Streets. The key difference is these facilities have one less lane in each direction.	<p>ROW: 60'-66'</p> <p>Number of Travel Lanes: 2</p> <p>Travel Lane Width: 20'-22'</p> <p>Parkway: 10'-11'</p>
Local Industrial/Commercial Streets	Transports local traffic from commercial and industrial areas to higher volume and speed roadways. It accommodates the increased trip generation associated with industrial areas and the turning radius required by delivery trucks.	<p>ROW: 66'</p> <p>Number of Travel Lanes: 2</p> <p>Travel Lane Width: 22'</p> <p>Parkway: 11'</p>
Local Streets	Roadways in residential areas.	<p>ROW: 60'</p> <p>Number of Travel Lanes: 2</p> <p>Travel Lane Width: 18'</p> <p>Non-Paved Shoulder: 12'</p>

Note:

- The Town's future bicycle network is shown in Figure 9 and should be referenced to determine where specific types of bicycle facilities (Class I, II, III, or IV) are planned. Section 4.3.2 provides descriptions and requirements for each type of bicycle classification, according to the CA MUTCD.



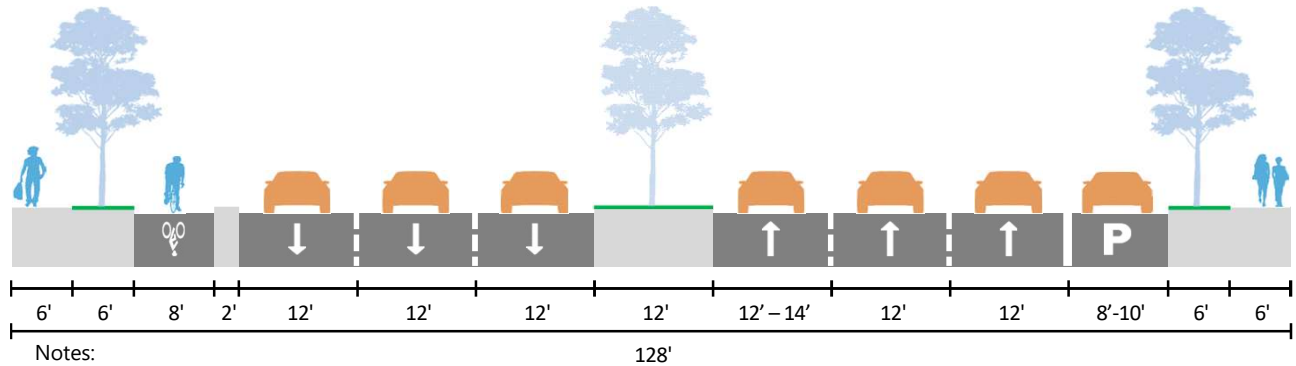
Major Divided Parkway (Dale Evans Road) 142' Right-of-Way



Notes:

1. The bike lane may be replaced with on-street parking, and the on-street parking may be replaced with a bike lane.
2. A Class IV bikeway is shown in the cross-section above. The Town's future bicycle network is shown in Figure 9 and should be referenced to determine where specific types of bicycle facilities (Class I, II, III, IV) are planned. Section 4.3.2 provides descriptions and requirements for each type of bicycle classification, according to the CA MUTCD.

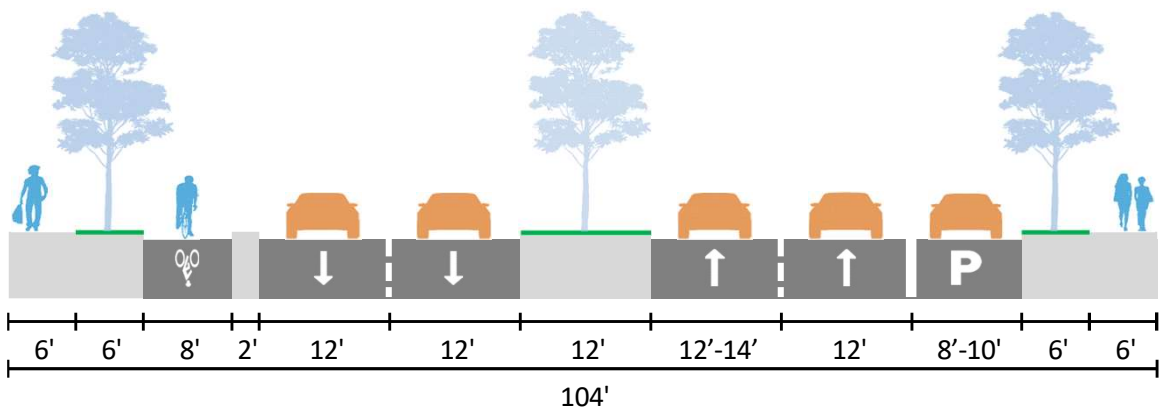
Major Divided Arterial (6-Lane) 128' Right-of-Way



Notes:

1. The bike lane may be replaced with on-street parking, and the on-street parking may be replaced with a bike lane.
2. A Class IV bikeway is shown in the cross-section above. The Town's future bicycle network is shown in Figure 9 and should be referenced to determine where specific types of bicycle facilities (Class I, II, III, IV) are planned. Section 4.3.2 provides descriptions and requirements for each type of bicycle classification, according to the CA MUTCD.

Major Road (4-Lane) 104' Right-of-Way



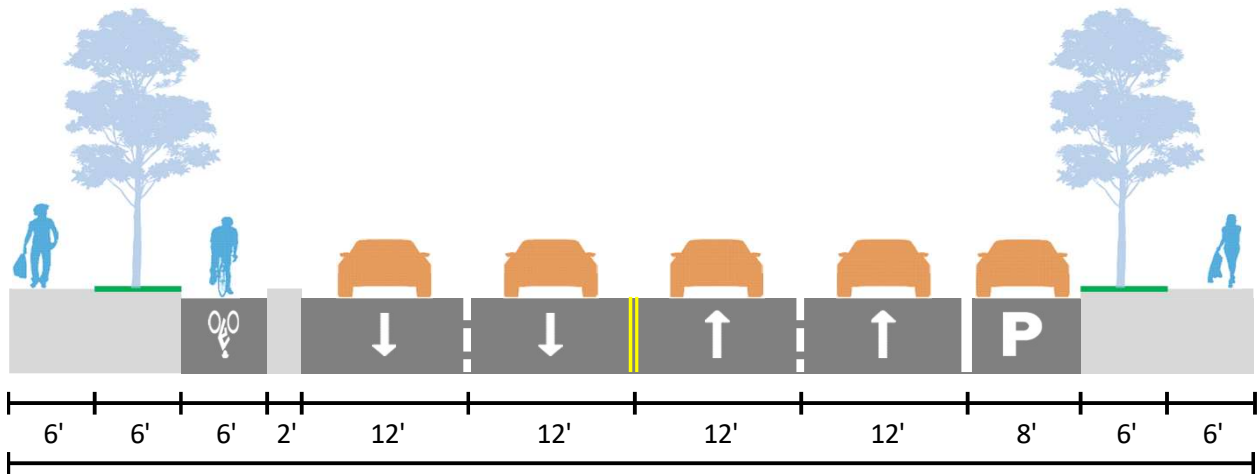
Notes:

1. The bike lane may be replaced with on-street parking, and the on-street parking may be replaced with a bike lane.
2. A Class IV bikeway is shown in the cross-section above. The Town's future bicycle network is shown in Figure 9 and should be referenced to determine where specific types of bicycle facilities (Class I, II, III, IV) are planned. Section 4.3.2 provides descriptions and requirements for each type of bicycle classification, according to the CA MUTCD.
3. The twelve-foot wide median shown in the figure above may be replaced with a twelve-foot wide center left turn lane.



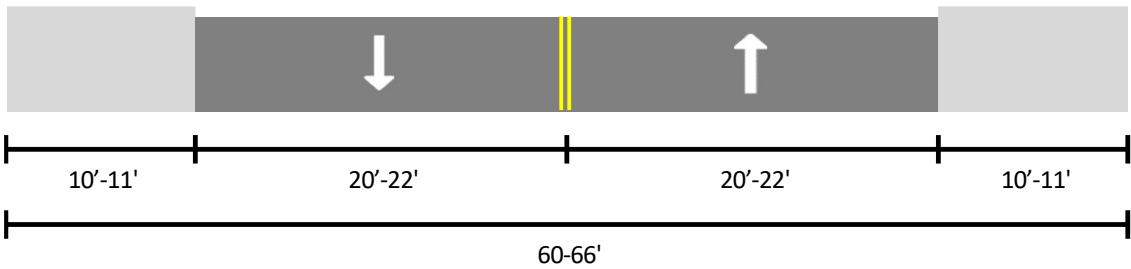
Figure 1
Roadway Classifications and Design Standards

Secondary Road 88' Right-of-Way



- Notes:
1. The bike lane may be replaced with on-street parking, and the on-street parking may be replaced with a bike lane.
 2. A Class IV bikeway is shown in the cross-section above. The Town's future bicycle network is shown in Figure 9 and should be referenced to determine where specific types of bicycle facilities (Class I, II, III, IV) are planned. Section 4.3.2 provides descriptions and requirements for each type of bicycle classification, according to the CA MUTCD.
 3. Curbs and gutters may not be required in low-density residential areas but are required in industrial areas.

Collector Street 60'-66' Right-of-Way



Industrial & Commercial Local Street 66' Right-of-Way

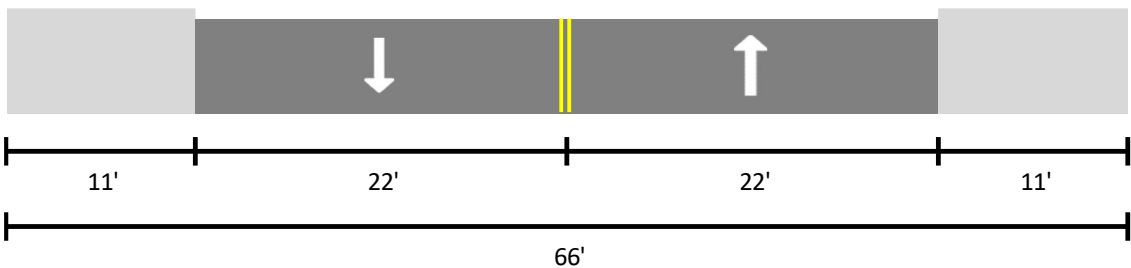
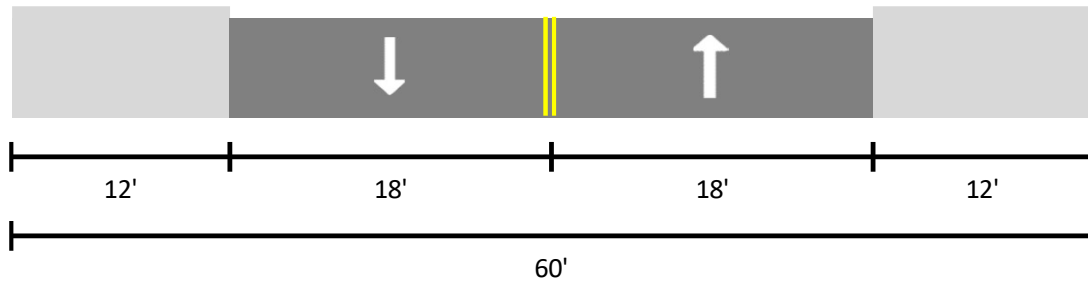
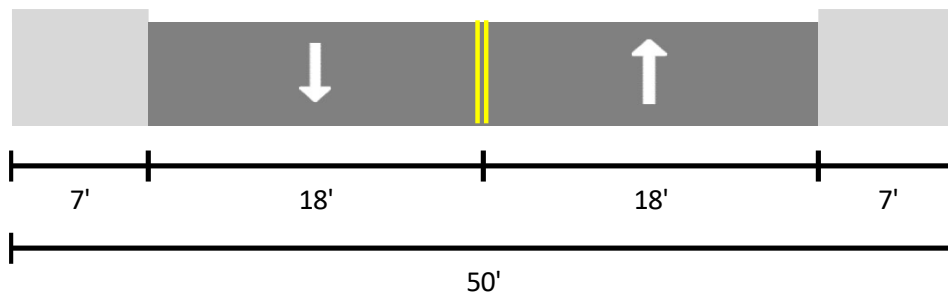


Figure 1
Roadway Classifications and Design Standards

Local Street 60' Right-of-Way



Rural Street 50' Right-of-Way (<1,000 ADT)



Cul-De-Sac 50' Right-of-Way

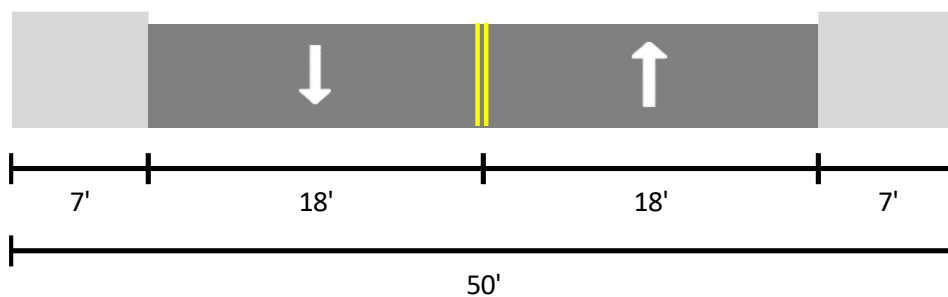
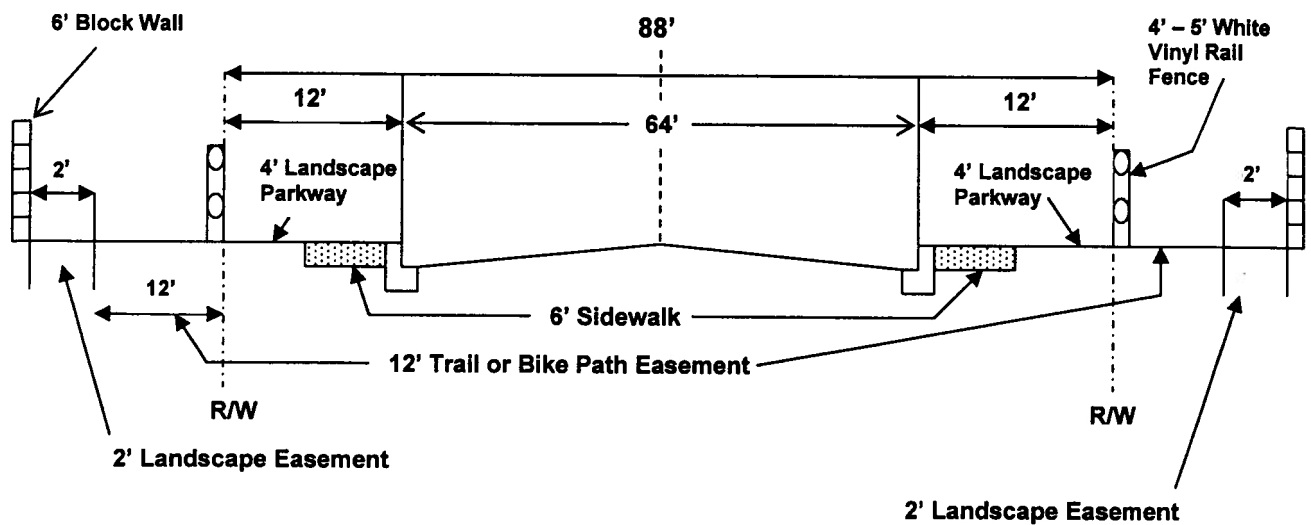
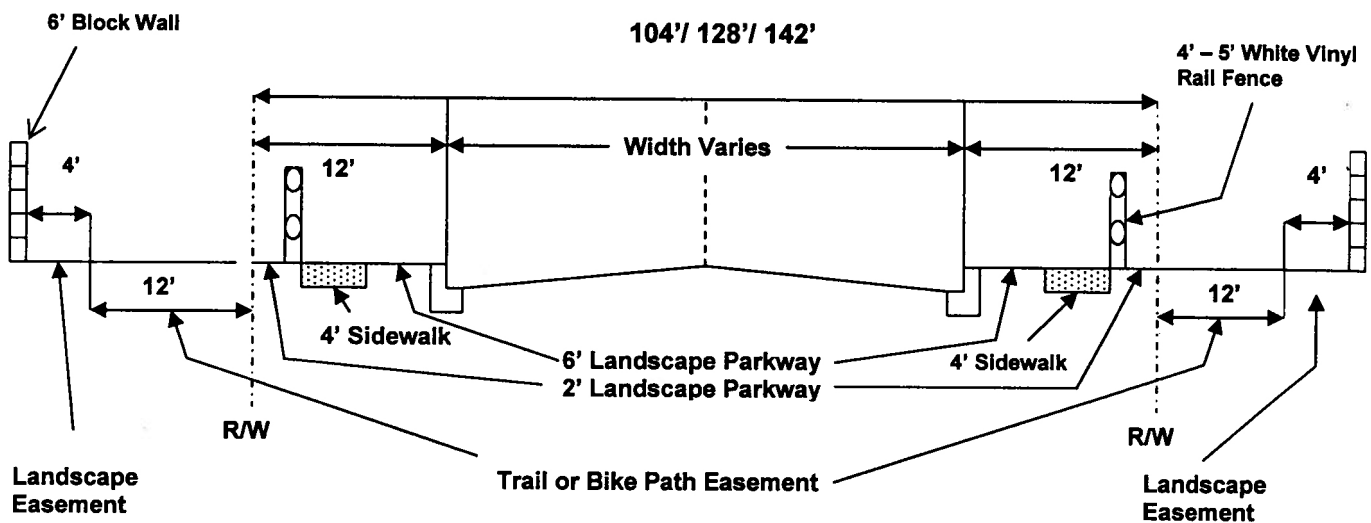


Figure 1
Roadway Classifications and Design Standards

WHEN THERE ARE ADDITIONAL REQUIREMENTS FOR BIKE PATH AND/OR EQUESTRIAN TRAILS



88' SECONDARY ROAD



MAJOR ROADWAYS

* In Commercial Zones: Staff recommends combining the sidewalk with bike path as constructed at the northeast corner of Bear Valley Road and Apple Valley Road.



Figure 1
Roadway Classifications and Design Standards

4.1.2 Connectivity

The Town manages a variety of different types of public roadway facilities, including a mix of regional arterials and local streets. Northern and southern regional access to the Town is provided by Interstate 15 (I-15), and eastern and western regional access to the Town is provided by State Route 18 (SR-18), Bear Valley Boulevard, and Yucca Loma Road/Green Tree Boulevard. The local roadway network south of Waalew Road is well connected and provides convenient access to surrounding jurisdictions including Victorville and Hesperia to the west and southwest, respectively. While the Town is well connected, most of its major local roadways are not built to their full capacity. There are limited paved roads north of Waalew Road, and those that do exist serve existing residential and industrial developments by providing access to I-15, SR-18, and the area of the Town south of SR-18. **Appendix C** describes the Town's local and regional access in further detail.

4.1.3 Safety

The Town is committed to maintaining and expanding a safe and efficient transportation system. Additionally, state and national goals aimed at eliminating traffic-related fatalities suggest that safer roads are a critical priority for community members, and resources are available to address concerns. **Appendix C** documents a detailed review of Town-wide vehicle, pedestrian, and bike collision types, frequencies, and causes from 2021 to 2023. The key findings of the collision review are shown below.

- The Town experienced an average of 446 vehicle collisions per year. This is consistent with the Town's recently adopted Local Roadway Safety Plan (2022), which concluded that the Town experienced an average of 443 collisions per year between 2016 to 2020.
- Most collisions are clustered along Major Divided Arterials, specifically SR-18 and Bear Valley Road.
- The most common vehicle collisions causes are unsafe speed, automobile Right-of-Way (ROW) violations, and failure to adhere to traffic signs/signals.
- The Town experienced an average of 15 pedestrian-related collisions per year, which resulted in 11 total fatalities and nine severe injuries.
- The pedestrian-related collisions were clustered along major corridors with higher travel speeds to include SR-18, Bear Valley Road, Navajo Road, and Kiowa Road.

Figure 2 shows the overall collision density during 2021 to 2023 throughout the Town's limits.

4.2 Existing Transit Services

Public transportation provides an essential service for those without access to a vehicle or cannot drive. The most frequent users include some of the most vulnerable residents and workers, such as older adults, persons with disabilities, students, and disadvantaged community residents. The Town has various forms of public transportation that enable its residents to reach local and regional destinations without the need of an automobile.



4.2.1 Bus Transit

Victor Valley Transit Authority (VVTA) provides transit services within the Town and offers a regional transit system designed to connect Apple Valley and other High Desert communities including Adelanto, Barstow, Hesperia, Victorville, and unincorporated San Bernardino County. As of January 2024, VVTA offers six fixed transit routes within the Town and another fixed route service to and from the Providence St. Mary Medical Center, Barstow, and Victorville. These routes are shown in **Figure 3** and generally listed below. The transit headways, service costs, and service stop locations are detailed within **Appendix C**.

- Route 15: Fontana, San Bernardino, and Barstow to and from Sain Mary Medical Center
- Route 40: Apple Valley Post Office to and from Walmart
- Route 41: Apple Valley to and from Victorville
- Route 42: Victor Valley College to and from Public Safety Training Center
- Route 43: Apple Valley Post Office to and from Victor Valley College
- Route 47: Apple Valley Post Office to and from Bear Valley + Navajo
- Route 49: Apple Valley to and from Victor Valley Mall

4.2.2 Micro-Link

The VVTA Micro-Link offers an on-demand, curb-to-curb shared transit service, operating in parts of Victorville, Hesperia, and Apple Valley. It provides flexible and convenient transportation within specific zones, running Monday to Friday from 6:00 am to 8:00 pm. The cost is \$2 per ride (paid within the app), with K-12 students riding for free. Rides can be scheduled via the VVTA AccessLink app. Additionally, each \$2 trip includes a free fixed route Day Pass if traveling outside the service area.



4.2.3 Paratransit

The Americans with Disabilities Act (ADA) requires all public transit operators to provide a paratransit (door-to-door) service to persons whose disabilities prevent them from using accessible fixed-route public transit. The VVTA offers complementary curb-to-curb paratransit service for those who apply and are certified as ADA eligible. Along the Route 40 service, time is built-in for deviations, which allows ADA-certified riders and the general riding public to be served in tandem. ADA deviations are allowable up to three-quarter miles from the fixed route service, which increases VVTA's serviceable area.

4.2.4 Rail

There are currently no existing passenger rail stations in the Town of Apple Valley, with the closest located in Victorville to the west of the Town boundary with service provided by Amtrak. This station and rail line are shown in **Figure 3** and connect the Town to other parts of California and national destinations. There are plans for a future High-speed passenger rail that will connect the Town of Apple Valley to Las Vegas, Hesperia, and Rancho Cucamonga. This passenger rail line is discussed in section 5.2.2.

4.3 Existing Active Transportation Network

A balanced transportation system in the Town of Apple Valley should provide complete, safe, and convenient options for people of all ages and abilities to bike, utilize e-mobility devices, walk, or take transit to their destinations. Encouraging active transportation infrastructure provides opportunities for a healthy population, economy, and environment. The Town has a network of existing trails, paths, and bike facilities, which complement the roadway network and increases active transportation access to key destinations. Additional bicycle, pedestrian, and multi-use trails facility baseline details, and a comparison to the 2009 General Plan baseline can be found in **Appendix C**.

4.3.1 Pedestrian Sidewalk Network and Gaps

Walking is a low-cost and sustainable mode of transportation that cultivates personal and social well-being. High quality pedestrian infrastructure, such as sidewalks, trails and paths, crosswalks, and signals, are integral to the function of a safe, complete, and easy to use network. In areas where these facilities are present, people are more likely to walk instead of using an automobile for short trips, further reducing vehicle miles travelled.

As outlined in **Appendix C** and shown in **Figure 4**, some areas in the Town provide more pedestrian infrastructure than others. Most schools offer continuous sidewalks along their frontage, marked crosswalks at nearby intersections, and signage associated with school zones which make walking to and from school an accessible mode of transportation. All signalized intersections along major roadways offer marked crosswalks and pedestrian pushbuttons. While these intersections provide curb-ramps, the sidewalks are typically discontinuous, specifically in low-density residential neighborhoods.



4.3.2 Bikeway System and Gaps

On- and off-street bicycle facilities are an important resource to the Town. Cycling not only helps meet the transportation needs of the community but also provides significant health benefits. Emerging and more affordable e-mobility devices (bikes, scooters, and Neighborhood Electric Vehicles (NEVs)) and an expanding bicycle network underscore the potential for travel behavior mode shift to cycling and bolster support for people of all ages and abilities to replace automobile trips with cycling.

There are opportunities to expand and enhance bicycle infrastructure, improving connectivity to key destinations such as employment activity hubs, schools, and residential areas. With a complete streets approach to roadway design, bicycle infrastructure can be feasibly planned. **Appendix C** details existing conditions and the planned bicycle network. The typologies are listed below (as defined by the CA MUTCD)) and shown in **Figure 5**; currently the Town's existing bicycle network is comprised of mainly Class I and Class II facilities.

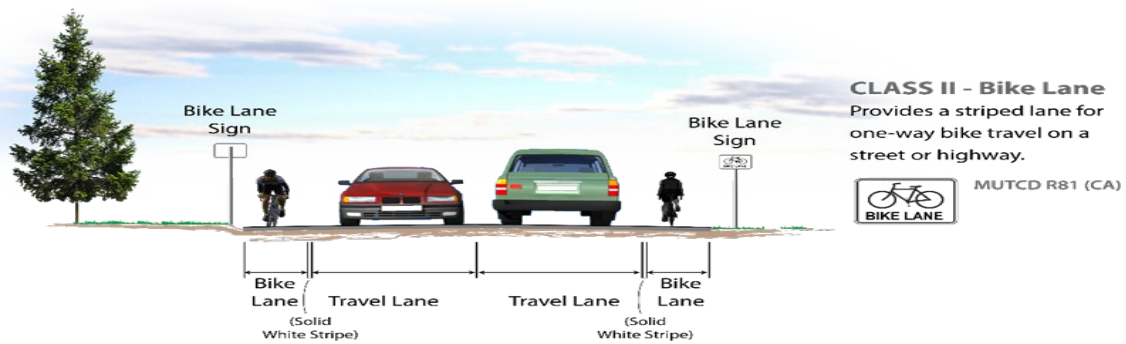
Class I Bikeways (Bike Paths)

Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel with designated street crossings where needed and optional wayfinding signage, if desired. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate ROW that meanders through a neighborhood or along a flood control channel or utility ROW.



Class II Bikeways (Bike Lanes)

Class II bicycle facilities are striped lanes that provide bike travel and can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a bike lane adjacent to a parking lane can be four feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.



Class III Bikeways (Bike Routes)

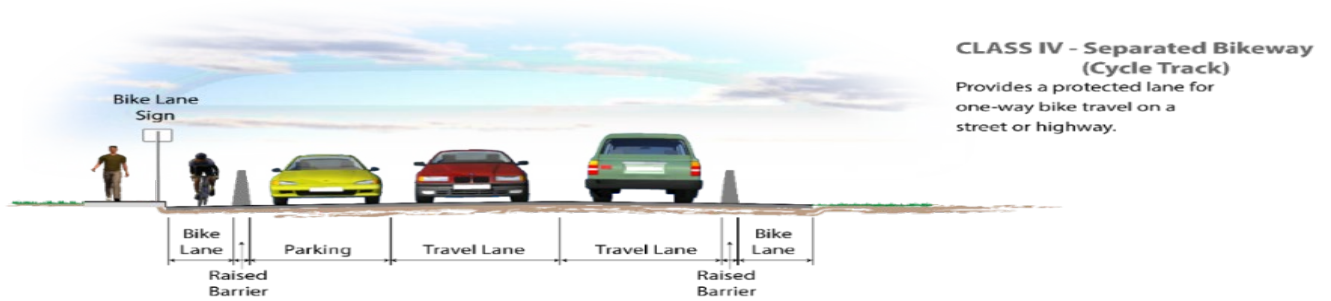
Class III Bikeways are streets accommodating shared use by motor vehicles and bicyclists. While bicyclists have no exclusive priority, signage both on the side of the street and stenciled on the roadway surface alerts motorists to bicyclists sharing the roadway and denotes that the street is an official bike route.



Class IV Bikeways (Cycle Tracks)

Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a ROW designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via separations (e.g. grade separation, flexible posts, inflexible physical barriers, on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.



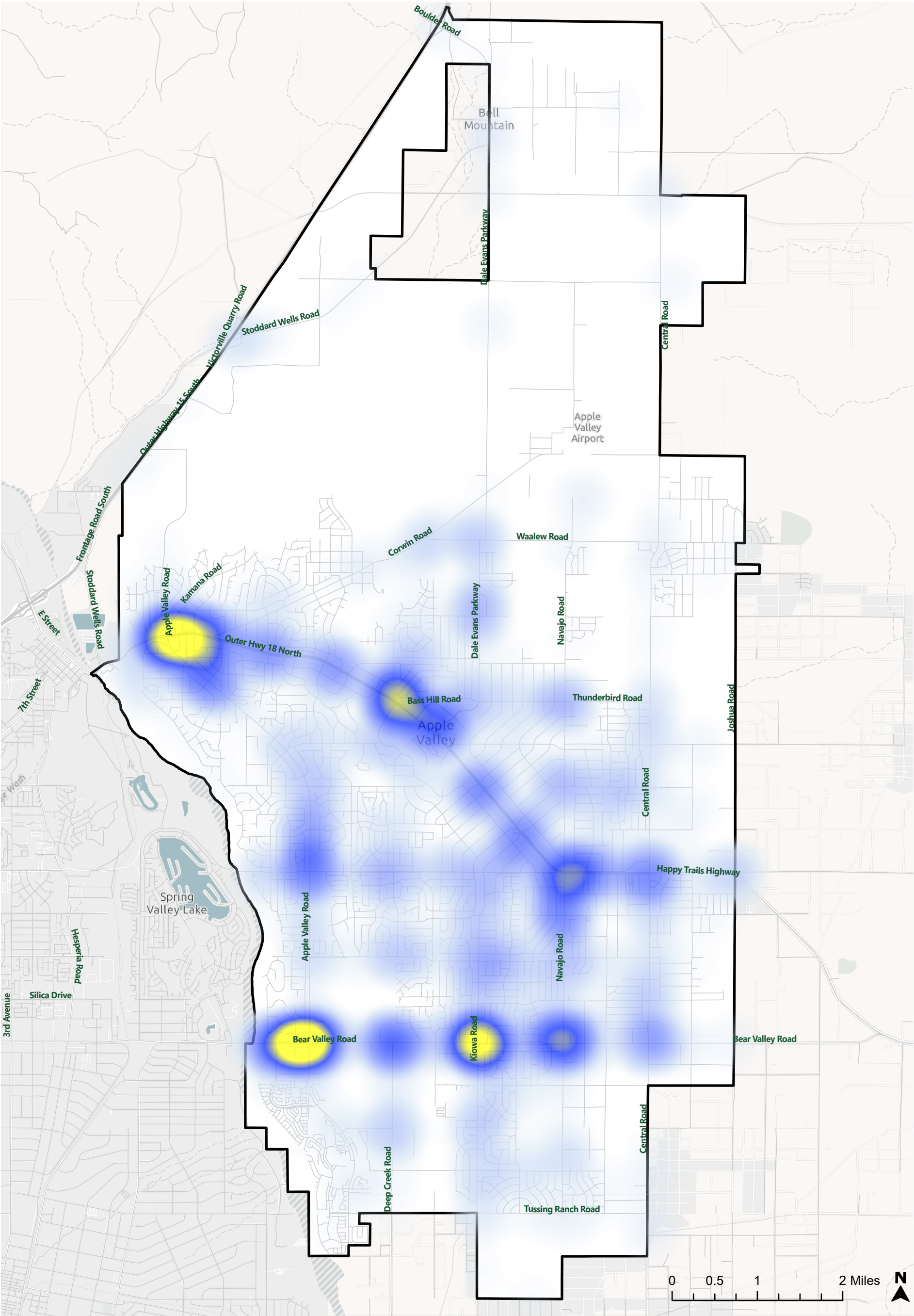


4.3.3 Multi-Use Trails System and Gaps

The Town of Apple Valley has an extensive network of multi-use trails that add to the Town's rural atmosphere and are shown in **Figure 6**. These trails serve as vital recreation and utilitarian connections for the community to both urban and natural environments while promoting multi-use transportation. There are two types of trails provided in the Town: Bridle trails and multi-use trails. More details on these typologies can be found in **Appendix C**.

Bridle trails are primarily located within General Plan designated Equine Districts and are connected to multi-use trails. While bridle trails are limited to horse traffic, multi-use trails are open to all non-motorized modes of transportation, including horses, walking, and cycling.





Data Source: SBCTA, 2020; Fehr & Peers, 2024

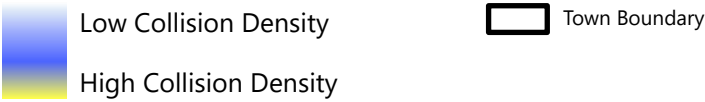
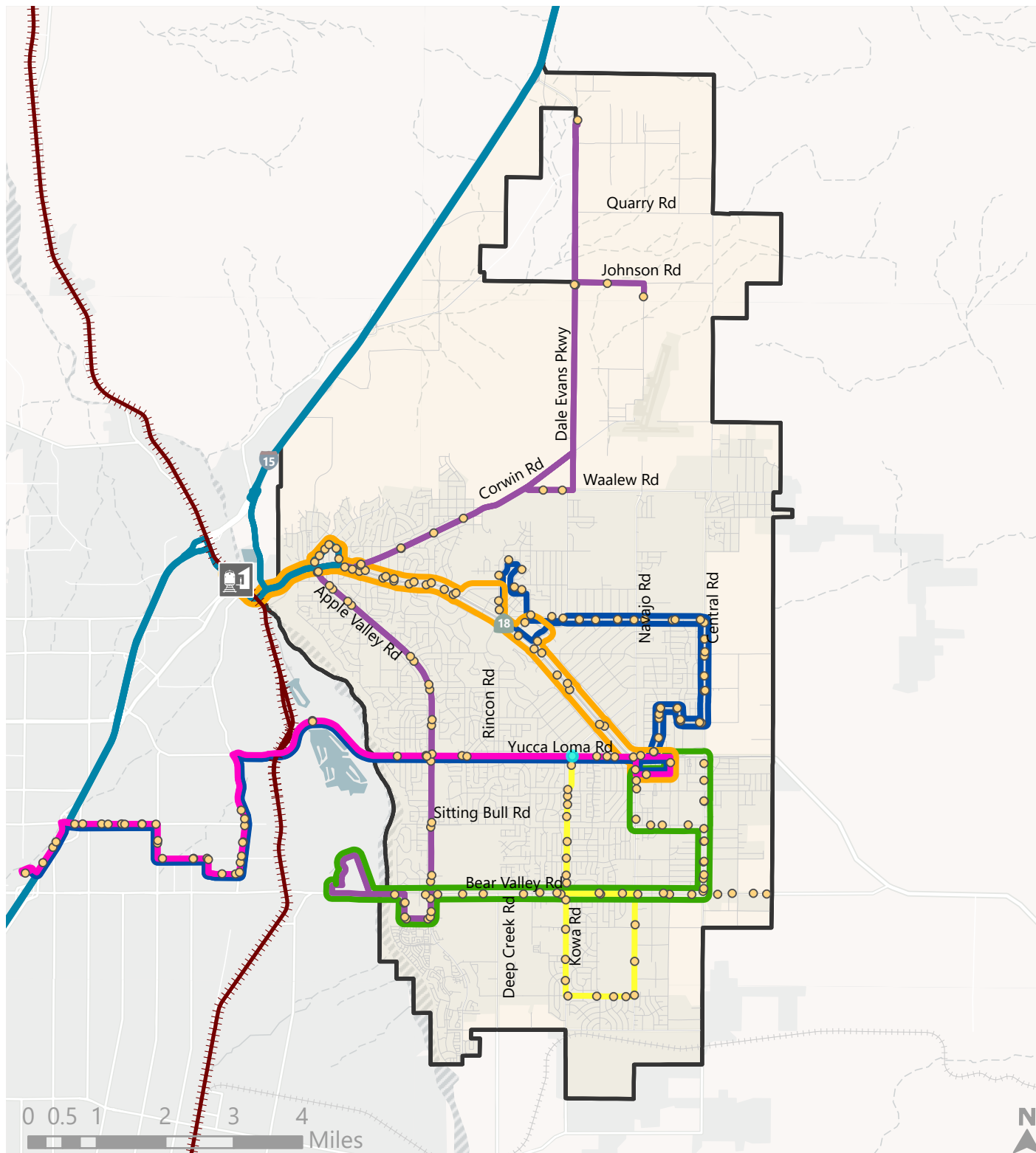


Figure 2
Collision Density Map (2021 to 2023)



Legend

Victor Valley Transit Routes

- 40
- 41
- 42
- 49
- 43
- 47
- BV Link

Bus Stops

Amtrak Route

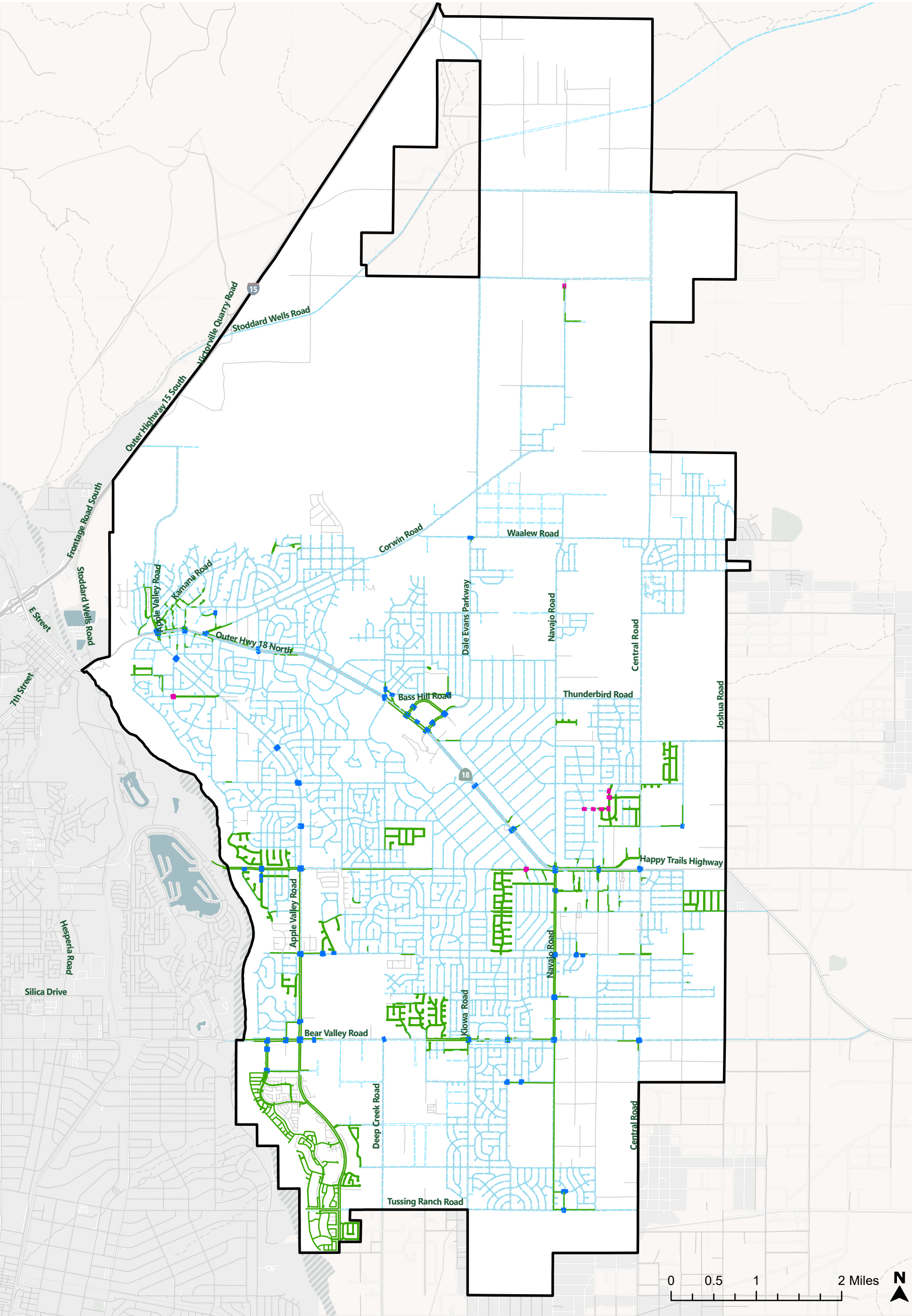
Amtrak Station

Town of Apple Valley

Data Source: Victor Valley Transit Authority, 2024; Amtrak, 2024



Figure 3
Existing Public Transportation Services



Data Source: SBCTA, 2020; Fehr & Peers, 2024

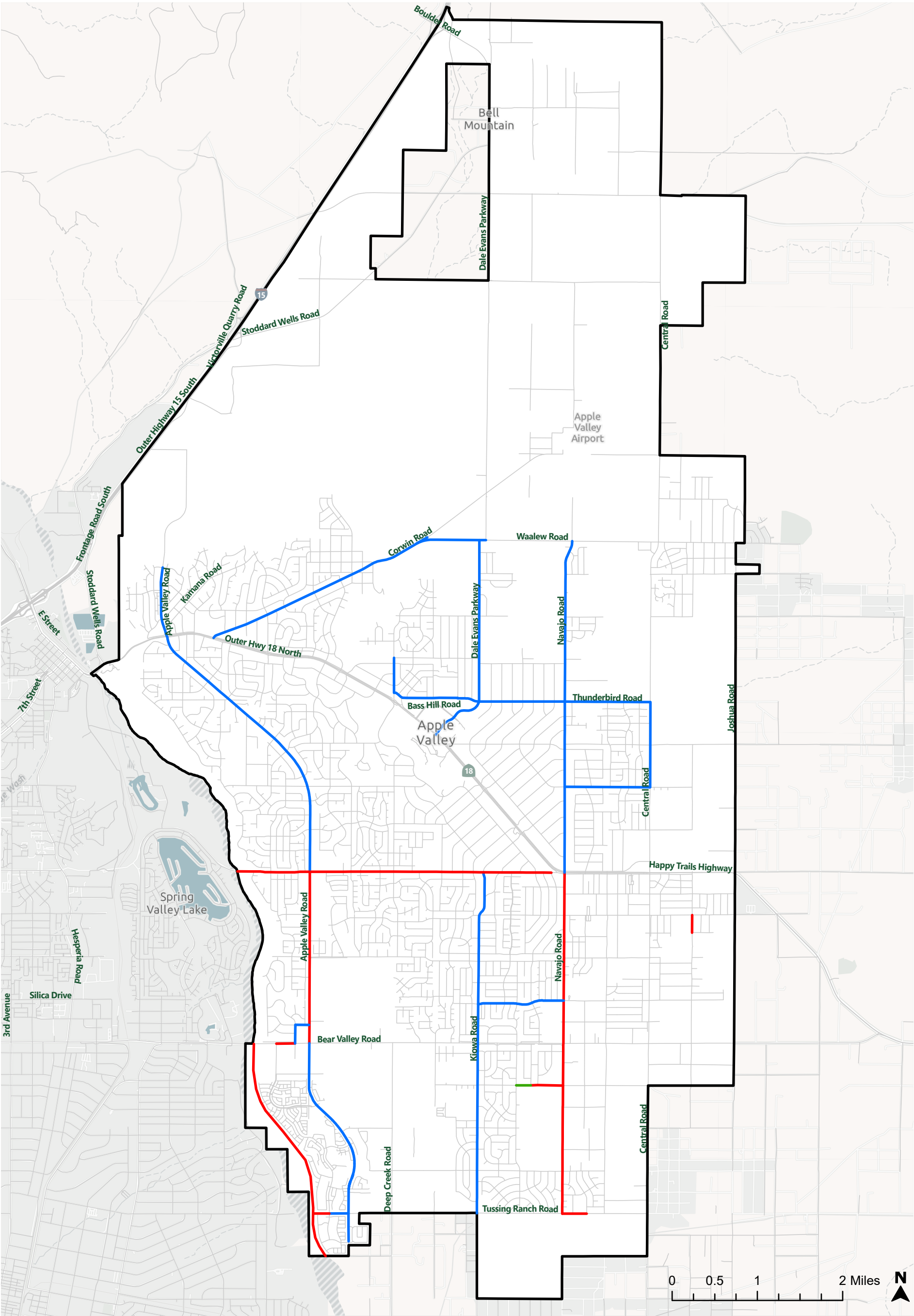
- Sidewalks

 - Sidewalk
 - No Sidewalk
- Crosswalks

 - Basic Crosswalk
 - High Visibility Crosswalk
- Town Boundary



Figure 4
Existing Pedestrian Facilities



Data Source: SBCTA, 2020; Fehr & Peers, 2024

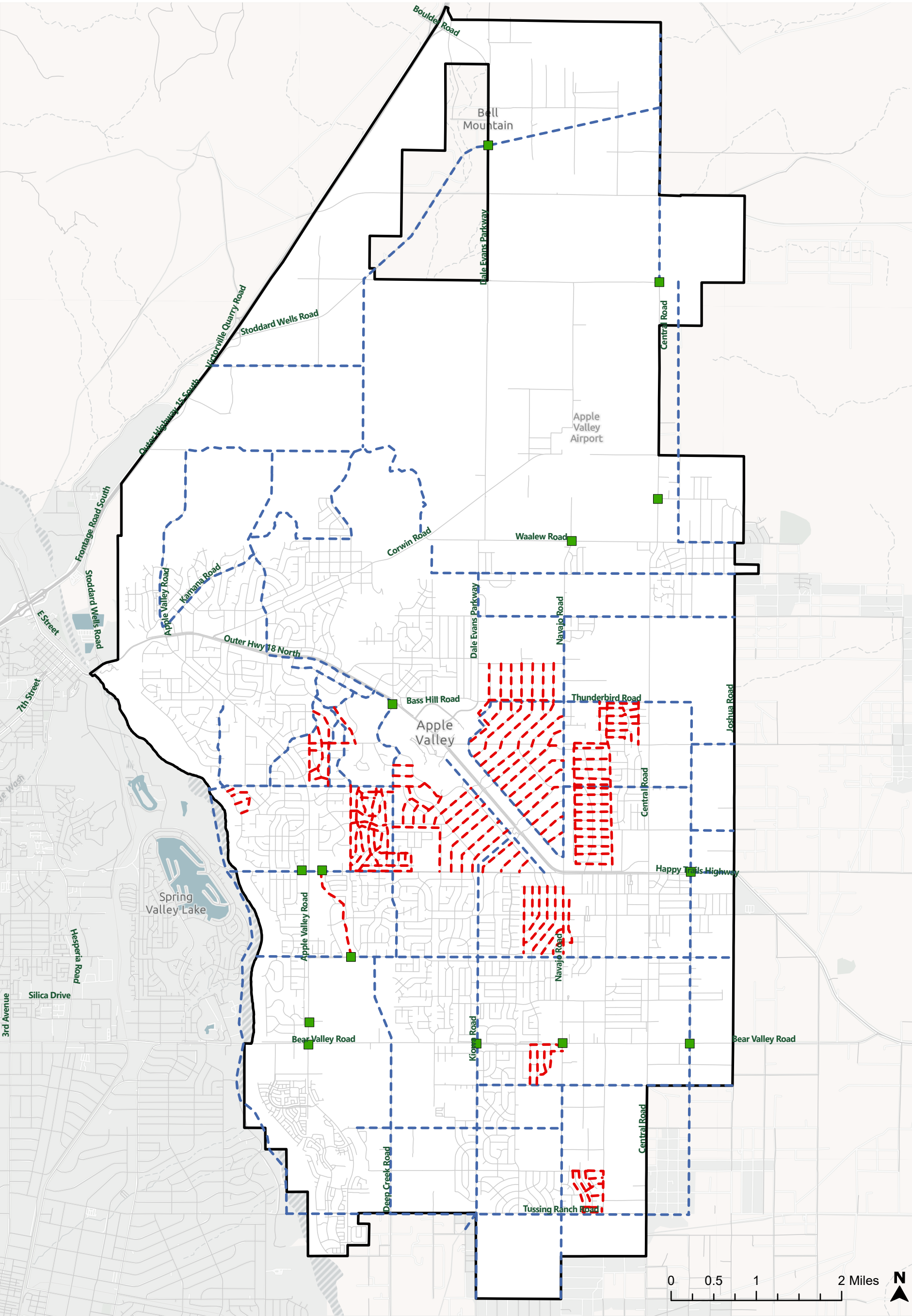
Existing Bike Facilities

- Off-Street (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)

Town Boundary



Figure 5
Existing Bicycle Facilities



Data Source: Town of Apple Valley

- Recorded Bridle Trails
- Lifeline Trails
- Major Street Crossings
- Town Boundary



Figure 6
Existing Multi Use Trail System

4.4 Existing Freight and Goods Movement

Freight and goods-movement play a vital role in the Apple Valley's economy, connecting local and regional businesses to larger distribution networks through the Town's proximity to major highways and rail corridors. However, the system faces challenges including the need to manage increasing freight volumes, proximity to vulnerable land uses, and alignment with California Assembly Bill 98 (AB 98).

4.4.1 Truck Routes

Truck traffic within the Town is allowable under two formally designated routes: Local Truck Routes and Regional Truck Routes. Chapter 12, Section 36, of the Town's municipal code provides the following definition of the truck routes:

- Local Truck Route – Any street as herein designated upon which trucks with an origin and/or destination within the Town may operate only between the hours of 7:00 AM and 7:00 PM.
- Regional Truck Route – Any street as herein designated upon which the unrestricted use of trucks is permitted.

The Town's truck route designations are shown in **Figure 7**. Note, as the NAVISP develops more truck routes will be available in the area as all existing and future roadways within the NAVISP area are designated truck routes.

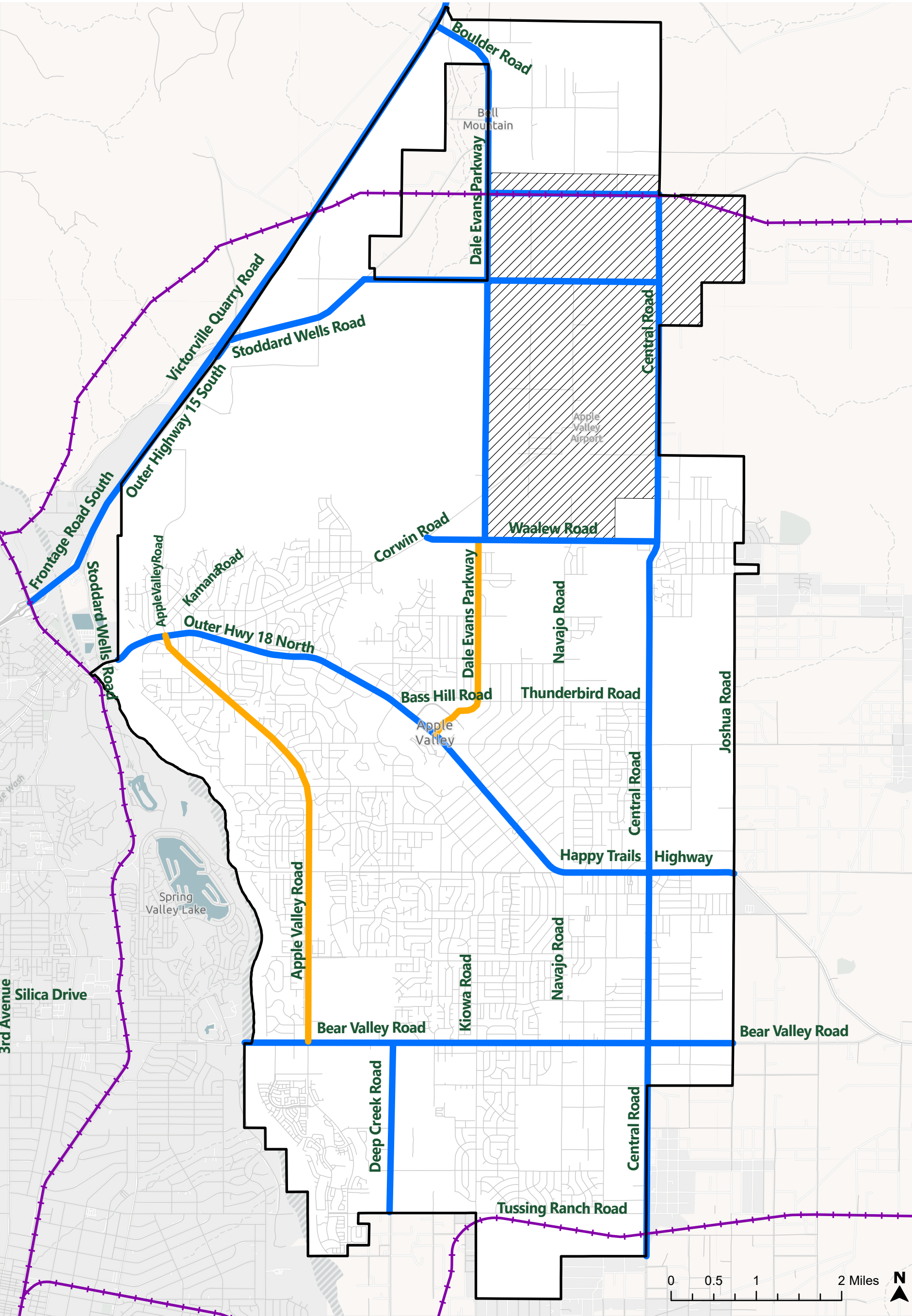
4.4.2 Truck Parking

Truck parking guidelines are found within [Chapter 12 Section 38](#) of the Town's Municipal Code. Truck parking is generally not allowed on public right-of-way residential streets and/or in any areas identified in Chapter 12 Section 37 (General Vehicle Parking Restrictions). Most guidelines for public right-of-way truck parking are restrictive and do not explicitly outline allowable parking areas. Parking and/or storage of trucks and commercial vehicles on private property is allowable under certain conditions outlined in the Town Municipal Code, which identifies a requirement for a parking permit to be displayed.

4.4.3 Freight Rail & At-Grade Crossings

There are two existing freight rail lines that intersect the Town, both of which are privately owned and operated by. One line passes through the southern portion of the Town and intersects Kiowa Road and Central Road south of Tussing Ranch Road. The other passes through the northern portion of the Town and travels parallel to Quarry Road. This line intersects Stoddard Wells Road and Dale Evans Parkway north of Quarry Road. Although the lines do not stop in Town, they are integrated with the BNSF railway network and make stops in neighboring jurisdictions. These lines are shown in **Figure 7**.





Truck Route Type






 Local Truck Route- Operational between 7:00 AM and 7:00 PM	 Freight Railroad Corridor	 All Roads within Northern Apple Valley Industrial Specific Plan (NAVISP) are classified as local truck routes.
 Through Truck Route- Unrestricted Operations	 Town Boundary	



Figure 7
Existing Truck Routes and Freight Lines

4.5 Existing Transportation Programs and Plans

The Town of Apple Valley's transportation system is progressed through internal programs and plans, as well as county and regional agencies and jurisdictions. A review of these programs and plans is listed below, looking at those that are temporally relevant and prepared after 2015.

4.5.1 County and Regional Programs and Plans

- San Bernardino Transportation Authority (SBCTA) Long Range Multimodal Transportation Plan ([LRMTP](#)), incorporates strategies for improving access, safety, connectivity, and sustainability for bus and rail riders, auto and truck drivers, cyclists, and pedestrians through 2040/2050.
- SBCTA Countywide Transportation Plan ([CTP](#)), prepared in 2021 lays out the strategy for long term investment in and management of San Bernardino County's regional transportation assets.
- SBCTA Comprehensive Pedestrian Sidewalk Inventory Plan involved two phases between 2018 and 2023 to inventory sidewalk assets and obstructions for improved mobility, safety, connectivity for first/last mile, and encourage livable streets.
- SBCTA Non-Motorized Transportation Plan ([NMTP](#)) identifies facility priorities that will enable local jurisdictions to create attractive and usable infrastructure that enhances the enjoyment and quality of life for residents of San Bernardino County. The plan includes the Safe Routes to School Plan, Points of Interest Pedestrian Plan, and active transportation planning resources for agency use.
- SBCTA – Congestion Management Plan ([CMP](#)) defines a network of state highways and arterials, level of service standards and related procedures, a process for mitigation of the impacts of new development on the transportation system and technical justification for the approach.
- SBCTA Regional Transportation Improvement Plan ([RTIP](#)), a 2022 document that is submitted to the State for inclusion in the State Transportation Improvement Plan (STIP), which includes SBCTA projects focused on multi-modal corridor improvement planning, programming, and monitoring through fiscal year 2026/2027.
- SBCTA Transportation Development Act ([TDA](#)) is a program made available to agencies for facilities geared toward the exclusive use of pedestrians and bicyclists; guidelines were last updated in May of 2023.
- The [Measure I](#) Strategic Plan 2010-2040 is a two-volume plan that outlines the scope of each half cent sales tax program, and the specific policies by which the Measure I funds will be administered.
- Victor Valley Transit Authority (VVTa) FY20 Short-Range Transit Plan ([SRTP](#)), requires a document update every five years and is submitted to SBCTA and the State detailing transit services and routes, capital assets, budget, data, and programs (i.e. Micro-Link, Accessibility, and Transportation Reimbursement and Information Program).

4.5.2 State and MPO Programs and Plans

- Southern California Association of Governments' (SCAG) Regional Transportation Plan ([RTP](#)) – Connect SoCal outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals through 2050.



4.5.3 Town Programs and Plans

- Town Wide Complete Streets Action Plan (TWCSAP), is a 2024 ongoing effort funded by Safe Streets for All (SS4A) is a comprehensive planning and design effort that provides recommendations for improving all modes of travel throughout the Town.
- Safe Routes to School Master Plan (SRTSMP) was prepared in 2015 seeking to increase the number of Apple Valley students using active transportation to and from school by providing accessible bicycle and pedestrian facilities; through varying funding opportunities, over \$4.5 million in grants have been used to implement planned projects.
- Local Roadway Safety Plan (LRSP) was prepared in 2022 and outlined top systemic collision patterns and locations throughout the Town, including areas surrounding schools, parks and commercial facilities based on collected collision data. The LRSP also provides a Town Wide School Zone Analysis which evaluated every school zone within the Town and provided a deployment plan for signing, striping, and pavement markings.
- Local Hazard Mitigation Plan (LHMP) updated in 2017, provides guidance that helps the Town respond to, recover from, and mitigate the effects of natural disasters so it may return to “normal” with fewer impacts to its people and infrastructure.
- The Apple Valley Village SR-18 Corridor Enhancement Plan (2017) is a comprehensive study of the Town’s original business district between Navajo Road and Central Road identifying multi-modal opportunities. Through this plan, over \$2 million has been awarded to the Town to fund the implementation of gap closure improvements.
- The Town of Apple Valley Highway 18 Access Plan was adopted in February 2025 is a comprehensive analysis of SR-18 between Apple Valley Road and Bass Hill Road identifying transportation opportunities for bicyclists and pedestrians along the corridor.
- Apple Valley Village Specific Plan was approved in 2022, and aims to support and implement the shared vision of a vibrant downtown that serves as a destination for shopping, dining, and entertainment and balances the needs of residents, workers, business owners, and visitors, alike.
- Climate Action Plan (CAP) prepared in 2019 includes existing and forecasted greenhouse gas emission data, and proposes reduction measures that will enable the Town to achieve the targeted reduction level, thereby doing its part to limit greenhouse gas emissions statewide that contribute to climate change. .
- Housing Element Update is prepared as part of the General Plan. The latest update occurred in 2022 and determines the needs of the community from 2021 to 2029.
- Desert Renewable Energy Conservation Plan (DRECP) is a comprehensive multi-regional desert community conservation plan, which in 2015 the Town submitted a committed letter of support for the congruency between Town general planning and DRECP efforts.
- North Apple Valley Industrial Specific Plan (NAVISP) was adopted in 2006. NAVISP governs land use for an area totaling 6,221 acres in the northern portion of the Town. Its intent is to establish land use designations which facilitate industrial and commercial development to broaden the Town’s economic base and provide long term growth and prosperity.



5. Future Transportation System

5.1 Future Roadway Network

5.1.1 Connectivity

Figure 8 shows a map of the Town roadways and their classifications under general plan buildout conditions. The roadway operations assessment provided in **Appendix B** shows that under these conditions all key roadways within the Town are forecasted to operate within the acceptable LOS D standard. This assessment shows that the Town's planned transportation roadway network will be able to accommodate future land use projections.

5.1.2 Safety

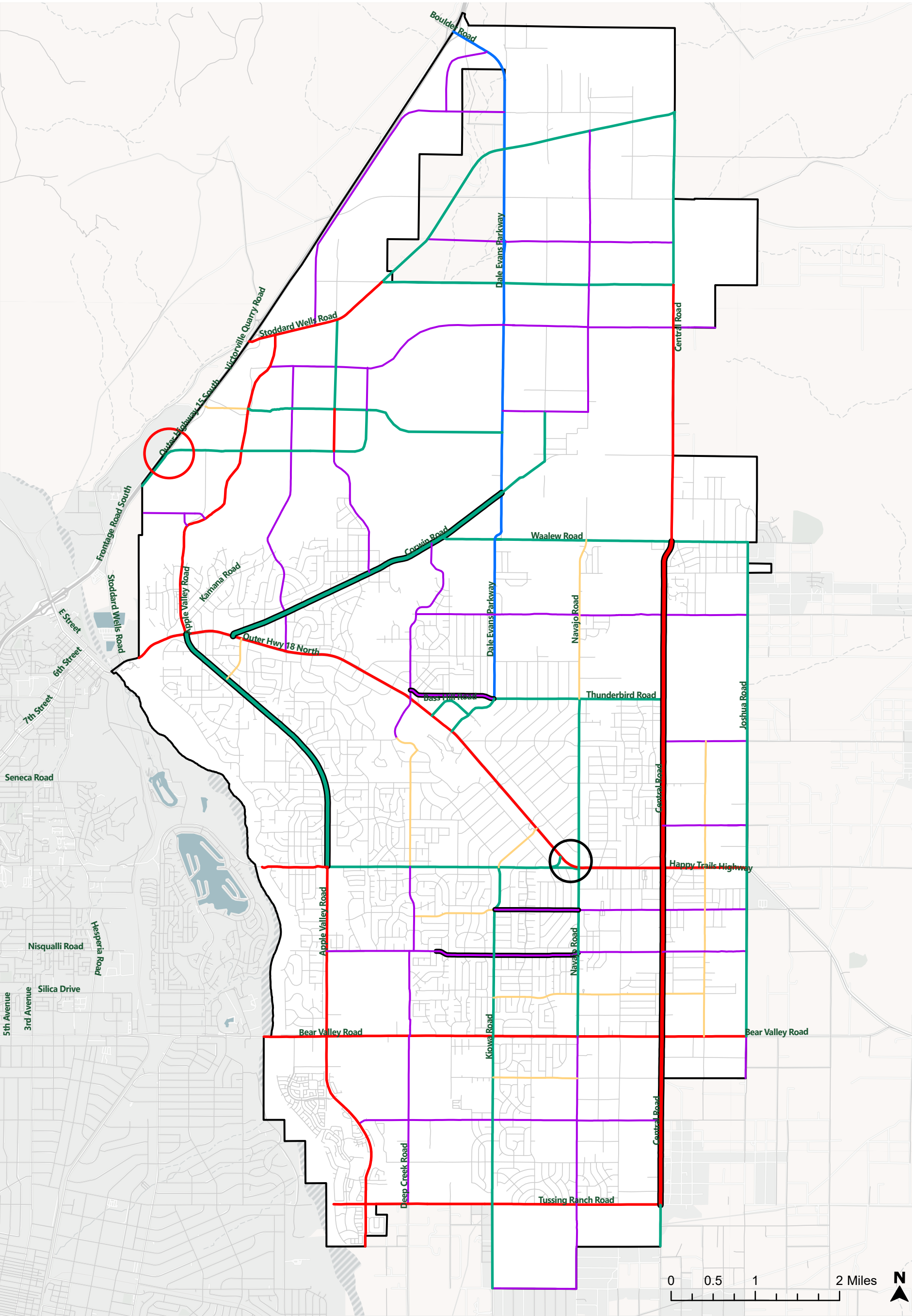
Safety for all modes of transportation is a top priority to the Town, which completed an LRSP in 2022. The Town will use this and other research documents as guidance for implementing infrastructure improvements aimed at reducing or minimizing the frequency and severity of all types of collisions.

Providing infrastructure improvements will take time, but there are immediate actions the Town can take to begin reducing collisions. Based on existing collision data, the primary collision factors are due to vehicle, pedestrian, and bicyclist violations. These violations include speeding, right-of-way violations, or not abiding by traffic signals/signs. In addition, pedestrian- and bicycle-involved collisions on roadways lacking designated bicycle or pedestrian facilities is also a factor.

Consistent with strategies documented in the LRSP, the Town should conduct and support public outreach activities that elevate awareness of the dangers of not following the rules of the road. Public education along with infrastructure improvements will help the Town achieve the Safe Systems Approach outlined in SB 932.

The Goals, Policies, and Strategies section of the Circulation Element documents the Town's plan to provide a safe transportation system that serves the needs of all users.





Data Source: Town of Apple Valley

- Roadway Classification**
- Major Divided Parkway (142' ROW)
 - Major Divided Arterial (128' ROW)
 - Major Road (104' ROW)
 - Secondary Road (88' ROW)
 - Collector (60'-66' ROW)
 - Modified Major Divided Arterial
 - Modified Major Road
 - Modified Scondary Road
- Future Interchange**
- Special Study Intersection**
- Town Boundary**



Figure 8
General Plan Buildout Transportation Network

5.2 Future Transit Services

The future growth of public transit service in the Town will largely be represented by the addition of the Brightline high-speed rail station in the northern portion of the Town. Subsequent fixed route expansions in tandem are anticipated to meet population demands. VVTA reviews service and publishes route updates semi-annually. ADA curb-to-curb service accommodation will remain consistent according to existing and future ADA guidance and where feasible along specific routes (i.e., Route 40). VVTA will provide deviated fixed route ADA accommodations within three-quarters of a mile.

5.2.1 Bus Transit and Paratransit

The VVTA frequently, refreshes routes for service areas and provides updates to the public to include information pertaining to new routes, stop locations, headways, and service fares. With a planned high-speed rail station in the northern portion of the Town, route expansion is anticipated.

Paratransit services provided by the VVTA are expected to continue in accordance with ADA guidelines. As long as deviations along select routes remain efficient(i.e., Route 40), it is anticipated this provision will remain and possibly include expanded fixed route services up to three-quarters of a mile in deviation.

5.2.2 High-Speed Rail

High-speed passenger rail will connect the Town along a 218-mile route, with stops in the Town of Apple Valley, Las Vegas, Hesperia, and Rancho Cucamonga. The service will be operated by Brightline, a private enterprise, offering travel speeds of up to 200 miles per hour, moving passengers from Apple Valley to Las Vegas in about 90 minutes. Brightline has acquired property in the northern portion of town near Dale Evans Parkway and I-15. According to Brightline West, the project is expected to start construction in 2025, and they anticipate moving passengers by 2028. Construction of Brightline West is expected to bring numerous jobs to the area and is anticipated to reduce approximately 811 million vehicle miles travelled on I-15 annually.

5.3 Future Active Transportation Network

The Town began preparing the Town Wide Complete Streets Action Plan (TWCSAP) in 2023, and the project will build a layered network of active transportation and complete streets facilities. The Plan will consist of a review of years of prior Safe Routes to School (SRTS), corridor enhancements, and complete streets infrastructure projects and will provide a future-focused approach to planning and implementing bike, pedestrian, and multi-use trails facilities throughout the Town pursuant to this chapter. These future focuses will help the Town comply with Senate Bill (SB) 1458 (Complete Streets) and SB 932 (Vision Zero) and ensure that the Town continues to prioritize pedestrian and bicycle safety and connectivity as it grows.



5.3.1 Bikeways and Pedestrian System Gap Closures

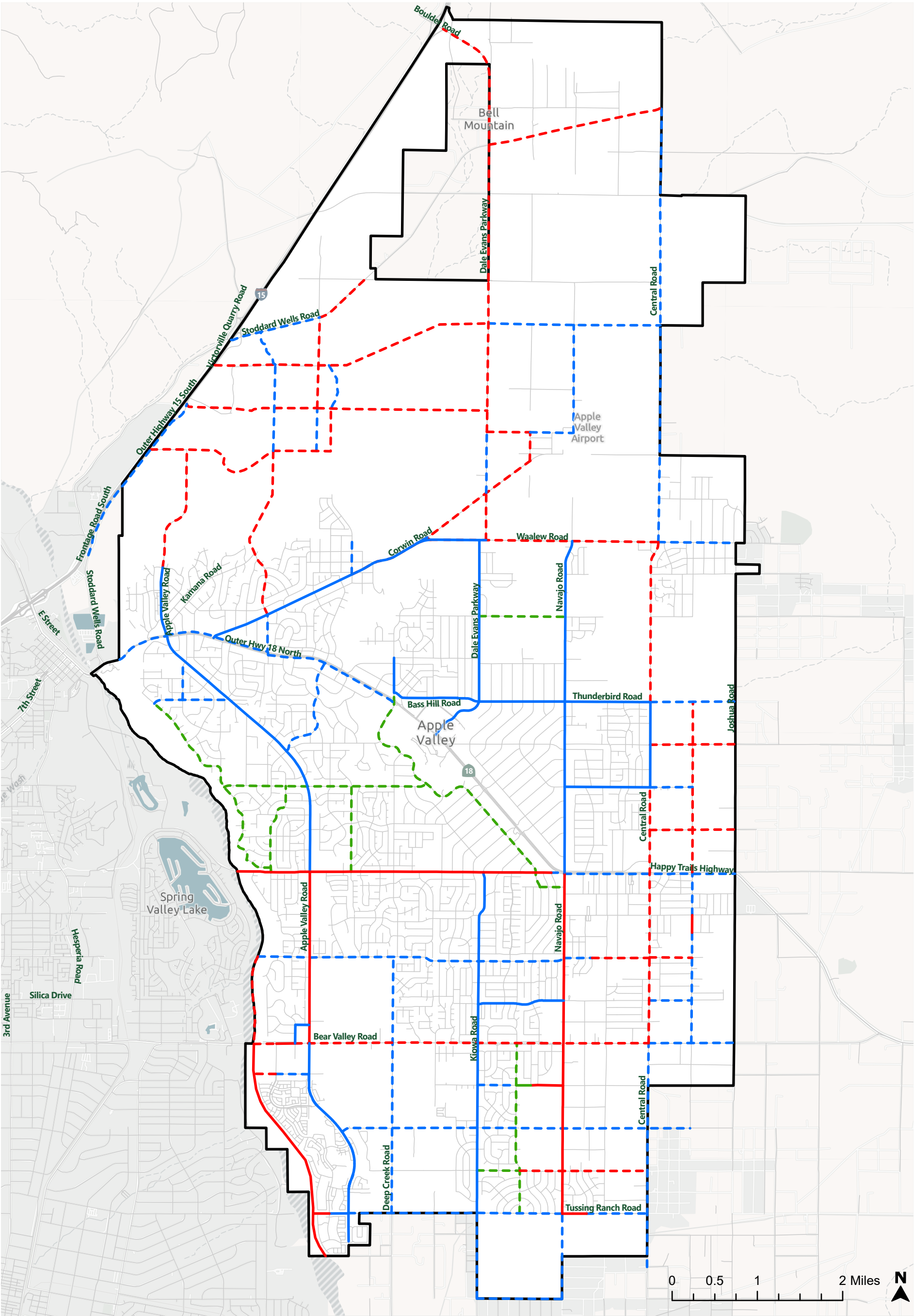
Over the years, the Town has worked aggressively to close gaps in its bicycle and sidewalk network and will continue to do so to ensure all residents have multi-modal access to key destinations. **Figure 9** shows the Town's plans to increase its bikeway network from 38 to 179 miles. Further details of these are listed in **Appendix C**. The planned bicycle network will close gaps in the existing network and provide an extensive and well-connected network, enhancing cycling circulation within the Town and adjacent communities. Gap closure data are sourced from the [2024](#) San Bernardino County Transportation Authority (SBCTA) Long Range Multimodal Transportation Plan ([LRMTP](#)), and implementation should take into account current design best practices for Class I through Class IV facilities and the TWCSAP recommendations.

Figure 9 shows that some gaps are located in low-density residential areas and others are located in more dense urban areas. These gaps make it challenging for people to access popular destinations within the Town. The gap closures for pedestrians will be part of the layered network approach to complete streets planning in the Town's TWCSAP, which is ongoing. The intent is to increase equity within its population while remaining compliant with state standards regarding Complete Streets regulations ensuring alignment with current and future plans including the SBCTA LRMTP.

5.3.2 Multi-Use Trails

Trails serve recreational purposes and function as vital utilitarian transportation corridors, enabling residents to walk or cycle to work, school, and other key destinations (SBCTA identified pedestrian points of interest locations). While many multi-use trails are designed for equestrian enjoyment, others play an integral role in the Town's broader mobility network. As the Town continues to expand, the multi-use trail system has the potential to grow in tandem, offering more opportunities for residents to opt for walking or cycling rather than driving. In recognition of their importance, certain trails may be included in the Town's TWCSAP or presented in the SBCTA LRMTP, aligning them with roadways and sidewalks as critical infrastructure investments.





Data Source: SBCTA, 2020; Fehr & Peers, 2024

- | Existing Bike Facilities | Future Bike Facilities | |
|--------------------------|------------------------|---------------|
| Off-Street (Class I) | Off-Street (Class I) | Town Boundary |
| Bike Lane (Class II) | Bike Lane (Class II) | |
| Bike Route (Class III) | Bike Route (Class III) | |



Figure 9
Future Bicycle Network

5.4 Future Freight and Goods Movement

The future growth of e-commerce goods movement is anticipated to stimulate industrial and commercial land use development within the Town. This is acutely planned for in the North Apple Valley Industrial Specific Plan (NAVISP), which focuses on job creation, streamlined permitting, and ensuring compatibility with residential areas through buffer zones. While the NAVISP segments a portion of the Town, the future build out of the high-speed rail in the northwest sector of the Town will promote growth and stimulate development in the Town.

Balanced Town-wide considerations should be made for freight and goods movement routes and connections, and parking and storage in addition to the investment already made in the NAVISP. Congruency and collaboration with overlapping Town-wide strategies found in the Town-wide Complete Streets Action Plan (TWCSAP), which began in 2023, and the Circulation Element Update policies can further the attainment of the Town's development goals.

5.5 Future Mobility Trends

An essential component of planning for a complete transportation system of the future relies on how accurately emerging mobility options are monitored, defined, and assessed. This section identifies emerging mobility choices that may help the Town achieve its circulation, safety, and sustainability goals. In the changing mobility landscape of Apple Valley and San Bernardino County at large, there are opportunities to lead by aligning emerging mobility trends, transportation governance, and effective implementation processes. The following options have already shaped mobility today and will continue to influence mobility choices in the future.

5.5.1 Zero-Emission (ZE) Transportation

Zero-emission transportation aims to eliminate or reduce greenhouse gas (GHG) emissions, which is a sub-goal of assessing and reducing vehicle miles traveled (VMT). Electric vehicles, hydrogen fuel cell vehicles, cycling, walking, certain public transit options, clean fleets, shared mobility options, and alternative fuel devices all support ZE transportation. These modes largely operate within the bounds of existing transportation networks and systems, which, if future-forward considerations are implemented, would further support them.

- **Charging/Fueling Network:** The quality of a zero-emission mobility system for all modes is derived from the quality of the charging and fueling network. The scale, distribution, dependability, and diversity of fueling types all play into considerations for future charging and fueling nodes across the Town and their positioning within the region. Expanding the charging network can be supported through public-private partnerships (PPPs) and further supported by the Town's General Plan vision and policies.
- **Zero-Emission Legislation:** Various requirements, goals, and visions are derived from the California Air Resource Board (CARB) and Assembly Bill 98 (AB 98) prescribe changes to existing and planned operations and infrastructure for ZE vehicles. AB 98 directs that all future industrial



warehouses provide charging infrastructure, which specifically would impact the NAVISP. In addition, CARB has identified 2035 for the transition from allowing the sale of combustion engine vehicles to ZE vehicles. A progression towards this begins with certain percentages of sales to be ZEs. Fleets will follow a similar progression, and by 2036 transition fully to ZE fleets.

- **Micromobility:** This refers to emerging trends such as bike-sharing, e-scooters, and e-bikes. E-scooters and e-bikes are powered by electric motors to assist riders along streets and up hills. There are various classifications for these devices that differentiate between what is and is not an e-bike, supporting applications of State restrictive regulations for operations. The siting and density of shared mobility devices should consider collateral transit linkages, location to destinations, proximity to high-quality cycling and pedestrian routes. E-mobility devices like e-bikes and e-scooters can be operated within the bounds of human powered devices (i.e., sidewalks, trails, bicycle facilities).

5.5.2 Transportation Network Companies (TNCs)

TNCs, such as Uber and Lyft, provide on-demand ride-hailing services through smartphone apps. These services offer passengers the flexibility and convenience of door-to-door service. TNCs use advanced algorithms for efficient dispatching and routing. Although generally a more expensive alternative to public transit, they offer a high level of convenience and are available at any time.

5.5.3 Microtransit

Microtransit combines elements of traditional public transit and TNCs, offering flexible, on-demand, or pre-scheduled shared rides. VVTA has begun to offer microtransit service in Apple Valley via Micro-Link service as of October 28th, 2024. It aims to balance cost-efficiency with convenience, making it more affordable than TNCs while enhancing mobility in underserved areas.

5.5.4 Autonomous Vehicles (AVs) and Connected Vehicles (CVs)

AVs are vehicles that can drive with minimal or no human input. They range from Level 0 (needing driver input) to Level 5 (fully automated with no human input). AVs could support lower VMT if priced and used as shared vehicles but may increase VMT if used as personal vehicles.

CVs are vehicles that can communicate with each other and with infrastructure; they can be either autonomous or human-operated. Integrating CVs with infrastructure is crucial and cost-effective when planned early. Investments can be made in an Advanced Traffic Management System (ATMS) to manage existing traffic and ensure compatibility as more CVs join the fleet and require communication infrastructure. AVs and CVs have the potential to transform transportation into a safer, more efficient, and environmentally friendly system for Apple Valley.

5.5.5 High-Speed Rail (HSR)

State and Federal goals and policies have driven investments into HSR as a transportation means to quickly connect destinations with populations that are both existing and expanding. The efficiency of this service promotes connections to station locations within communities. Brightline West is planning to build a station



in the northern underdeveloped sector of the Town, which would connect to Las Vegas, Hesperia, and Rancho Cucamonga along a 218-mile long route.

5.6 Future Funding and Implementation

The Town regularly coordinates with SBCTA, Caltrans, and VVTA on regionally significant transportation improvements, such as the future Brightline Station. In addition, regular coordination with partner agencies allows the Town to remain abreast of and in compliance with the latest state and federal regulations to ensure the Town receives its fair share of transportation formula funds and remains competitive for discretionary grant funding. These projects align with the goals and policies of the Circulation Element Update, facilitating continued collaboration with federal programs and regional initiatives, and integrating these efforts into the Capital Improvement Plan (CIP) as needed.

External funding sources are rapidly evolving, with available amounts varying from year to year. Current funding programs include the Active Transportation Program (ATP), Transportation Development Act (TDA) Article 3, and Safe Streets and Roads for All (SS4A). The Town may continue to track resources, including the sources mentioned above, and submit applications with the goal of securing funding that best aligns with goals and policies of the Town.

The ongoing TWCSAP aligns planning improvements with available implementation funds, streamlining the process for more rapid development.

5.6.1 Town Transportation Projects

The 2024 SCAG Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) identifies roughly 20 transportation infrastructure projects within the Town. According to the 2024 SCAG RTP/SCS, these projects all have been programmed for future funding. These projects are shown in **Table 4**. Most of the projects would increase capacity in the southern portion of Town (south of Waalew Road) by widening existing roadways to include Yucca Loma Road and Bear Valley Road. Other projects will help promote access to the north by increasing capacity along routes that provide access from the south.



Table 4: 2024 SCAG RTP/SCS Transportation Projects

Number	RTP ID	Description	Category
1	SBD55011	Yucca Loma Rd: from Apple Valley Rd to Rincon Rd – Widen Yucca Loma Rd from Apple Valley Rd to Rincon Rd from 2 to 4-lane road	FTIP
2	4120097	Widen Yucca Loma Rd from Apple Valley Rd to SR-18 from 2 to 4 lanes	FC
3	4A01008	Widen Apple Valley Rd from SR-18 to Yucca Loma Rd from 2 to 4 lanes	FC
4	4A01011	Widen Bear Valley Rd from Apple Valley Rd to Navajo Rd from 4 to 6 lanes	FC
5	4A01013	Widen Corwin Rd from SR-18 to Dale Evans Pkwy from 2 to 4 lanes.	FC
6	4A01018	Widen Thunderbird Rd from Rancherias Rd to Central Rd from 2 to 4 lanes	FC
7	4A07006	Widen Falchion Rd from I-15 to Apple Valley Rd from 2 to 4 lanes	FC
8	4A07007	Widen Dale Evans Pkwy from Thunder bird Rd to I-15 from 2 to 4 lanes	FC
9	4A07010	Widen Del Oro Rd from Depp Creek Rd to Central Rd from 0 to 2 lanes	FC
10	4A07015	Widen Central Rd from Bear Valley Rd to Waalew Rd from 2 to 4 lanes	FC
11	4A07026	Widen Sitting Bull Rd from Apple Valley Rd to Navajo Rd from 2 to 4 lanes	FC
12	4A07029	Widen Waalew Rd from Corwin Rd to Central Ave from 2 to 4 lanes	FC
13	4A07032	Widen Rancherias Rd from Rincon Rd to Corwin Rd from 2 to 4 lanes	FC
14	4A07058	Widen Roundup Way from Kiowa Rd to Central Ave from 2 to 4 lanes	FC
15	4A07063	Widen Deep Creek Rd from Bear Valley Rd to Sitting Bull Rd from 0 to 4 lanes	FC
16	4A07069	Widen Deep Creek Rd from Tussing Ranch Rd to Bear Valley Rd from 2 to 4 lanes	FC
17	4A07070	Widen Kiowa Rd from Ocotillo Rd to Yucca Loma Rd from 2 to 4 lanes	FC
18	4A07071	Widen Navajo Rd from SR-18 to Thunderbird Rd from 2 to 4 lanes	FC
19	4A07080	Widen Bear Valley Rd from Quinnault Rd to Joshua Rd from 2 to 4 lanes	FC
20	4A07091	Widen Central Rd from Roundup Way to N/ Poppy Rd from 2 to 4 lanes	FC
21	4A07161	Widen Falchion Rd from Apple Valley Rd to Navajo Rd from 0 to 2 lanes	FC
22	4M1006	I-15 at Boulder Rd/Dale Evans Pkwy Interchange reconstruction	FC

Notes:

1. "FTIP" means Federal Transportation Improvement Program. FTIP projects are considered to be programmed.
2. "FC" means Financially Constrained.

Source: 2024 SCAG RTP/SCS



6. Goals, Policies, and Strategies

The Apple Valley General Plan update is an opportune time to implement transportation best management practices. The following recommended Goals, Policies, and Strategies have been prepared for the Town's consideration.

6.1 GOAL 1: Mobility

The Town shall continue to maintain and expand a safe and efficient transportation system that serves the mobility needs of a dynamic and prosperous Apple Valley.

Policy 1.A: *Develop and maintain a roadway network consistent with the Town's Circulation Map that meets Apple Valley's needs and responds to new development.*

Strategy 1.A.1: New Streets. Pursue expansion of the Town's roadway network to accommodate planned residential, commercial, and industrial growth. Final design, location, and alignment shall provide levels of access, connectivity, and circulation consistent with the conceptual cross-sections shown in **Figure 1**. The maximum identified cross-sections should be:

- 142 feet for a Major Divided Parkway
- 128 feet for Major Divided Arterials
- 104 feet for Major Roadways
- 88 feet for Secondary Roadways
- 60-66 feet for Collector Streets
- 66 feet for Industrial and Commercial Local Streets
- 60 feet for Local Streets
- 50 feet for Rural Streets and Cul-de-Sacs

Responsible Parties: Planning Division, Engineering Department, Public Works Department, Planning Commission, Town Council

Schedule: Ongoing

Strategy 1.A.2: Street Design. Implement innovative street and intersection designs to maximize efficiency and safety. Use traffic calming tools, such as roundabouts, curb extensions, and high-visibility crosswalks.

Responsible Parties: Engineering Department, Planning Division

Schedule: Ongoing



Strategy 1.A.3: Roadway Standards. The Town's Engineering Division and Public Works Department shall amend its roadway standards to correspond with those set forth in the Circulation Element. This includes updating all applicable Roadway standards within Specific Plans.

Responsible Agency: Public Works Department, Engineering Department

Schedule: Ongoing

Policy 1.B: *Ensure the efficient movement of traffic.*

Strategy 1.B.1: Facility Service Levels. The Town shall require that all intersections maintain a Level of Service D during both the morning and evening peak hours on all roadways and intersections.

Responsible Agency: Engineering Department , Planning Division

Schedule: Ongoing

Strategy 1.B.2: Development Requirements. Concurrently with construction, all new development proposals located adjacent to public roadways shall be required to install all improvements to their ultimate General Plan half-width.

Responsible Agency: Engineering Department , Planning Division

Schedule: Ongoing

Strategy 1.B.3: Capital Improvement Program. Maintain a five-year Capital Improvement Program (CIP) with annual update to ensure the organized financing and construction of roadway and intersection improvements that meet existing and future demands of the community.

Responsible Agency: Engineering Department, Public Works Department, Planning Commission, and Town Council

Schedule: Ongoing

Strategy 1.B.4: Regional Development Support. Support the development of regional transportation facilities that ensure the safe and efficient movement of people and goods between the Town and outside areas, accommodating regional travel demands while minimizing adverse transportation impacts on Town's residents and businesses.

Responsible Agency: Engineering Department, Public Works Department, Planning Commission, and Town Council

Schedule: Ongoing



Strategy 1.B.5: Curbside Management. Manage curb space in developing commercial areas of the Town to accommodate transit, transportation network companies (e.g., Lyft and Uber), and deliveries.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

Strategy 1.B.6: Pavement Management. Regularly update the pavement management plan and maintain roadways to ensure safety and functionality, as an investment strategy, and to improve the Town's image and quality of life.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

6.2 GOAL 2: Safety

The Town shall provide a safe, accessible, and equitable transportation system that serves the mobility needs of all users.

Policy 2.A: Complete Streets. *Require that new roadways include provisions for complete streets consistent with Assembly Bill 1358 (AB 1358).*

Strategy 2.A.1: Bikeways. As a component of the Town's Active Transportation Plan (Strategy 2.B.1), develop and maintain a dedicated system of bikeways that encourages non-motorized mobility and is consistent with this Element. Provide safe separation between bicycle and truck traffic on truck routes and other roadways with higher volumes of trucks.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

Strategy 2.A.2: Sidewalks & Pathways. Provide sidewalks on Local Streets 60 feet in width or wider and on all roadways 88 feet wide or wider. In Rural Residential land use areas, designated pathways may be provided as an alternate to sidewalks.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

Strategy 2.A.3: Flood Control Channels. 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.

Responsible Agency: Planning Division and Engineering Department



Schedule: Ongoing

Strategy 2.A.4: ATP Requirements for New Development. New development proposals shall be required to construct recreational trails consistent with this Element in conjunction with off-site improvements.

Responsible Agency: Planning Division, Planning Commission, Town Council

Schedule: As Development Proposals Are Presented

Strategy 2.A.5: Safe Routes to School. Develop safe routes to school in conjunction with the School District.

Responsible Agency: Engineering Department, School District

Schedule: Ongoing

Policy 2.B: Safe Systems Approach. *The Town shall develop and implement a Safe Systems Approach in accordance with Senate Bill 932 codified into CA State law as Section 65302.(b)(1)(B) of the Government Code.*

Strategy 2.B.1: Active Transportation Plan. Develop an active transportation plan consistent with Caltrans Active Transportation Program (ATP) requirements.

Responsible Agency: Engineering Department and Planning Division

Schedule: Complete before June 2027

Strategy 2.B.2: High-Injury Network. Use the Town's LRSP to develop a high-injury network to evaluate compliance with the Safe Systems Approach. Prioritize the implementation of safety improvements that minimize the impacts of human error on vulnerable roadway users. Update the network every five years to monitor progress.

Responsible Agency: Engineering Department and Planning Division

Schedule: Completed before June 2027

Strategy 2.B.3: Countermeasure Implementation. Begin implementing actions identified in the LRSP and ATP at high-risk locations within two years of the Town's adoption of this Element. The Town's goal is to complete all actions identified in the LRSP and ATP within 25 years in accordance with Government Code Section 65302(b)(1)(B)(ii)(III).

Responsible Agency: Engineering Department and Planning Division

Schedule: Initiate implementation by June 2027 and complete implementation by June 2050

Strategy 2.B.4: Countermeasure Funding. Pursue and secure outside funding for bicycle and pedestrian safety enhancements, including provisions for safe routes to school, from private developers and public agencies,



such as Caltrans, San Bernadino County Transportation Association (SBCTA), Sustainable Communities, and the State Lands Commission.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

6.3 GOAL 3. Sustainability

Foster improved traffic flow and air quality by encouraging the use of non-motorized transportation, alternative fuel vehicles, and multi-occupant vehicles.

Policy 3.A: Encourage Walking & Transit Use. *Upgrade, construct new, and maintain walkways that promote safe and convenient travel to transit stops and between residential and commercial areas, schools, parks, recreation facilities and other key destination points.*

Strategy 3.A.1: Sidewalk Inventory. Maintain an inventory of discontinuous sidewalks on all qualifying roadways and regularly develop and include individual improvement projects in the Capital Improvement Program to connect these sidewalks. Prioritize corridors that provide access to schools and transit stops.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

Strategy 3.A.2: Transit Corridors. Install shade trees, shelters, benches, and trash receptacles along transit corridors and at transit stops.

Responsible Agency: Engineering Department

Schedule: Ongoing

Strategy 3.A.3: Transit Provider Partnering. The Town will continue to work with VVTA in expanding transit services of all types (fixed route, on-call and other options, as appropriate) to meet the needs of the community.

Responsible Agency: Engineering Department

Schedule: Ongoing

Strategy 3.A.4: Transit-Supportive Conditions of Approval. Require new development to provide transit facilities, such as bus shelters, transit bays and turnouts, as necessary.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing



Strategy 3.A.5: Regional Transit Development Support. Support the development of a regional commuter rail line that connects residents with employment centers and essential services in San Bernardino and Los Angeles counties and to reduce traffic on Interstate 15.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

Strategy 3.A.6: Apple Valley Village Specific Plan. Within the Village Specific Plan area, provide pedestrian amenities such as improved street lighting, benches, trash receptacles and shade structures or shade trees to increase pedestrian comfort.

Responsible Agency: Engineering Department

Schedule: Ongoing

Policy 3.B: Reduce Greenhouse Gas Emissions. *Provide a transportation network that adapts to and encourages innovations for reducing greenhouse gas emissions.*

Strategy 3.B.1: VMT Guidelines. Maintain VMT guidelines for analyzing and mitigating vehicle miles of travel (VMT) impacts generated by new development and transportation projects pursuant to the California Environmental Quality Act (CEQA).

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

Strategy 3.B.2: Reduce VMT. Promote sustainable development by encouraging growth in VMT efficient areas of the Town. VMT-efficient areas are defined as those areas where the addition of jobs and/or housing would not result in more miles of travel per person than the General Plan Buildout. Prioritize the implementation of Travel Demand Management strategies over the expansion of roadway capacity.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

Strategy 3.B.3: Clean Fueling. Develop a zero-emission vehicle infrastructure plan to accommodate clean fueling of automobiles, trucks, buses, e-bicycles, and other modes of transportation. This plan should develop greenhouse gas targets and emissions reduction strategies that are consistent with State regulations, such as truck idling limits and truck auxiliary and charging infrastructure at loading docks.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing



Strategy 3.B.4: Clean Fleet. The Town shall purchase and/or replace vehicles with alternate fuel vehicles to the greatest extent possible and shall encourage other agencies to do the same.

Responsible Agency: Public Works Department

Schedule: Ongoing

6.4 GOAL 4: Goods Movement

Provide for the safe and efficient movement of goods through the Town that maximizes economic benefits and minimizes negative impacts.

Policy 4.A: Freight Planning. *Provide the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses.*

Strategy 4.A.1: Truck Routes. Maintain a network of truck routes that provides for the safe and efficient transport of goods while minimizing negative impacts on local circulation and sensitive receptors. Maximize use of interstate and state highways to accommodate truck access needs, minimize impacts on the community (to the extent feasible) by designating local truck routes that avoid passing by sensitive receptors, such as homes, schools, daycare facilities, and hospitals, and create and publish a GIS truck routes layer.

Responsible Agency: Engineering Department, Planning Division, Department of Innovation and Technology

Schedule: Ongoing

Strategy 4.A.2: Freight Mobility. Support improvements to roadways and rail facilities that increase the efficiency of goods movement; enhance the safety of rail operations, motor vehicles, and non-motorized modes of mobility; and minimize noise and vibration impacts on sensitive land uses. Coordinate with SBCTA, the County, and the freight industry to plan and implement goods movement strategies, including those that improve mobility, deliver goods efficiently and minimize negative environmental impacts.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

Policy 4.B: Sustainable Freight. *Support the safe and sustainable movement of trucks.*

Strategy 4.B.1: Industrial Warehouse Development Planning. The sustainable movement of trucks begins with the planning of the land uses that generate truck trips, industrial warehouse developments. Additionally, AB 98 establishes design standards and setbacks from sensitive receptors for these land uses. The Town's Zoning Development Code, NAVISP, and Land Use Element shall be updated to accommodate appropriate land uses and the requirements set forth in AB 98.



Responsible Agency: Engineering Department, Planning Division, Planning Commission, and Town Council

Schedule: Ongoing

Strategy 4.B.2: Truck Parking. Minimize unauthorized truck parking in the community by planning for truck parking demand associated with planned truck-generating land uses. Determine the potential demand for truck parking and identify land use and performance-based zoning standards to accommodate the demand.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

Strategy 4.B.3: Clean Trucks. Estimate demand for clean fueling infrastructure for medium- and heavy-duty trucks and develop a clean fueling infrastructure implementation plan.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

