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1. INTRODUCTION

This Bicycle Master Plan was originally adopted by the San Dimas City Council in July 1997 and readopted without changes in January 2004. This update includes significant revisions and changes to ensure the plan reflects the current conditions in the City as well as incorporate required elements into the plan.

1.1 Background

This Bicycle Master Plan represents the City's commitment to providing safe, convenient and efficient alternative transportation facilities for the residents of San Dimas. The City recognizes that bicycling can be a viable and beneficial means of transportation within the City as well as to and from surrounding communities.

The San Gabriel Valley urban landscape with closely spaced cities and the compact design of San Dimas in particular allows for bicycle commuters to travel directly between destinations in a minimum amount of time. While the typical commuter travels in a single-occupancy-vehicle, causing traffic congestion, increased noise, and air pollution, by promoting the use of alternative modes of transportation through increased safety, education, and incentives, the shift away from the personal vehicle for shorter trips can begin.

1.2 Purpose

This Master Plan serves as a policy document to provide the necessary framework for the planning, implementation and funding of a safe and efficient bicycle network, responding to the stated desires of surveyed citizens, past planning efforts, and review of the City's roadway systems. The plan includes policies and programs intended to promote bicycling among all ages as it is a sustainable, healthy and environmentally beneficial mode of transportation.

This plan considers the Metro Bicycle Transportation Strategic Plan (2006) issued by the LA County Metropolitan Transportation Authority (MTA), the County of Los Angeles Bicycle Master Plan (2011), the San Dimas General Plan, and the California Highway Design Manual.

1.3 Community Profile

The City of San Dimas has a population of approximately 35,000, with almost half of the City's 9,270 acres contained in permanent open space as part of the Angeles National Forest and County Regional Parks. The City is primarily bounded on the south by Bonelli Park and the 10 Freeway, with the 57 Freeway connecting over the western edge of the city to the 210 Freeway. The Metro Gold line extension is slated to come through downtown San Dimas as part of the eventual connection from Pasadena to the Ontario Airport. The proposed station location is southeast of Bonita Avenue and San Dimas Avenue in the downtown core of San Dimas.

East to west travel in the City is primarily achieved by Covina Boulevard, Cienega Avenue, Arrow Highway, Bonita Avenue, Gladstone Street, and Foothill Boulevard. North to south main

thoroughfares include San Dimas Canyon Road, San Dimas Avenue, Lone Hill Avenue and Valley Center Avenue. Neighborhood and collector streets also provide several options for different routes from point A to point B.

As the City is primarily a built-out urban environment, the street right of way is maxed out in most locations, leaving minimal opportunities for actual widening to provide additional lanes for cyclists. Providing dedicated bicycle lanes in this environment will require some sort of trade off, such as reducing vehicle travel lanes or reduction in on-street parking.

In addition to Foothill Transit serving the City, Park and Ride lots are located downtown on San Dimas Avenue and on Via Verde. The Metrolink stations in Covina to the west and Pomona to the east provide commuters with the ability to make County-wide destinations with minimal vehicle travel time. The City also provides dial-a-ride and van services for disabled and senior residents for regional destinations.

The majority of non-residential uses and employment centers are located along Arrow Highway, Bonita Avenue, east of the 57 Freeway, Covina Blvd, Lonehill north of Arrow Highway, and Foothill Boulevard. Residential density varies from very low (along the hillside developments) to very high (in the eastern portion of the City where a majority of the multi-family dwellings are located). Non-residential uses are low in intensity. On the average, population density is low with an average household size of 2.81.

2. RELATIONSHIP TO OTHER PLANS

The bikeway system was created to relate to, support, and depend on existing plans and documents. These have been taken into consideration throughout the planning process, and this Master Plan will meet or exceed all necessary guidelines. The following list provides a brief overview of these documents.

2.1 Los Angeles County Long Range Transportation Plan (2009)

The Los Angeles County MTA (Metro) has prepared a Long Range Transportation Plan (LRTP) that includes specific bikeway recommendations for the County, identifying opportunity sites for bike/transit hubs and existing gaps in the bikeway network. The LRTP envisions a greater emphasis in creating alternatives to automobile travel and highway congestion through the creation and use of a countywide bicycle system. The LRTP focuses on working toward the completion of dedicated bike paths and increased striped bike lanes on arterials. Although San Dimas is not specifically identified as a "gap" area, the City has several opportunities to create a safer bike network. **Exhibit 1** is an excerpt from Metro's Bikeways Map, and **Exhibit 1a** is Metro's planning document showing future bikeways in San Dimas.

INSERT EXHIBIT 1 Metro bikeways map

and EXHIBIT 1A Metro Planned bikeways

(pages 3-4)

2.2 LA County Bicycle Master Plan

The LA County Bicycle Master Plan proposes approximately 695 miles of new bikeways throughout the County. Along with the proposed bikeways, this plan recommends various bicycle friendly policies and programs to promote bicycle ridership amongst users of all ages and skill sets within the County. Appendix C shows the County's conceptual plan for the East San Gabriel Valley area. One of the specific proposed bicycle improvements is adjacent to San Dimas. **Project ID 41 Valley Center Avenue- Arrow Highway to Badillo**, is located at the southwestern edge of San Dimas. Valley Center south of Badillo is within the city limits and intersects with Cypress Street, which has a Class II bike lane that will connect to the Canyon Vista Bike Trail, a planned Class I bike path from the eastern terminus of Cypress Street to San Dimas Avenue adjacent to Bonelli Park. For connectivity, this master plan includes bike lane improvements for the block of Valley Center from Badillo to Cypress Street.

2.3 Bikeway Planning and Design, Highway Design Manual, Chapter 1000

The State of California Department of Transportation (Caltrans) provides a manual entitled "Bikeway Planning and Design" which establishes criteria and policies for the planning, development, and construction of bikeways. Uniform specifications are included to provide continuity and unity within the state. In addition, certain guidelines have been set for the design, location, type of facility, and other planning considerations. The document concentrates on bicycle commuters, but recreational riding has also been incorporated into many of the guidelines. It states that one of the most important efforts in developing a bikeway system is improved maintenance and upgrading of existing facilities, regardless of designation. It also stresses the importance of support facilities such as bicycle storage and drinking water.

2.4 San Dimas General Plan

The Circulation and Open Space Elements of the San Dimas General Plan provide several measures regarding the development of a bikeway system.

The following excerpt from the Circulation Element directly addresses bicycle travel:

> *GOALS STATEMENT C-3: TO PROMOTE SAFE ALTERNATIVES TO MOTORIZED TRANSPORATION THAT MEET THE NEEDS OF ALL CITY RESIDENTS*
>
> *OBJECTIVES: 3.1 Provide a circulation network that accommodates the safe and efficient movement of cyclists.*
>
> *POLICIES 3.1.1 The City shall create a system of bicycle routes within the street right-of-way to meet the needs of both the local and commuter cyclist. The routes shall be designed for the safety of the cyclist.*

> *Implementation i: Adequate traffic control devices shall be provided for bicycle and equestrian crossings…j The City shall conduct a public information program to increase public awareness of bicycle, equestrian and hiking safety.*

Additionally, the Circulation Element states:

> *The local bikeway system, including the regional bike paths, could be expanded to serve more of the City. Several loop systems in the downtown core area and connecting links each with Via Verde and Frank G. Bonelli Regional Park would facilitate the bicycle system immensely.*
>
> *Opportunities for on street bicycle trails can expand the City trail system with minimal capital outlay.*

The purpose of these policies is to provide a circulation network that supports bicycle travel and commuting as a primary form of transportation in lieu of vehicles. The Circulation Element allows for joint use trails open to bicyclists, equestrians, and hikers. These particular trails must ensure safety as the primary consideration in design.

The Open Space Element identifies the development of bicycle trails as a higher priority over equestrian trails as equestrian needs are met in the City with the extensive development of neighborhood equestrian trails. The General Plan recommends the creation of hiking and biking trails in the canyon and hillside areas. There are also proposals for 3.66 miles of bikeways and an additional 11.09 miles of joint-use trails. Exhibit V -2 of the General Plan (included below as **Exhibit 2** of this document) establishes the specific routes of these recommendations. These routes have been taken into consideration in the selection of bikeways. All designated "Bike Routes" have been marked with road signage indicating the routes through the City. **Exhibit 3** is a map created in 2009 showing the City's existing equestrian trails and bikeways.

Open Space Objective 3.1 states: "*develop and maintain pedestrian/bicycle/equestrian trails which provide connections with major activity areas*". The General Plan recognizes the need and the opportunities for a system which serves the entire city.

2.5 Frank G, Bonelli Regional County Park

Los Angeles County Frank G. Bonelli Park and Puddingstone Reservoir borders the southwest corner of the City and is a local as well as regional draw for the area. The park has several miles of open multi-use trails used by bicyclists, hikers, joggers, and equestrians. Although the park is intended to draw from a regional area, it is a major significant park in San Dimas and serves as a major destination for many regional cyclists. **Exhibit 4** shows the bike and recreational trails within the County regional park. Although not clearly shown on the map, there is paved access almost entirely around the perimeter of the lake for bicycle and pedestrian travel, with the exception of a small stretch near the inlet in the northeast corner of the reservoir and a short portion near the northwest entrance off Puddingstone Drive.

INSERT EXHIBIT 2 San Dimas General Plan Recreational Trails Map

INSERT EXHIBIT 3 SAN DIMAS TRAILS & Bikeways Guide

INSERT EXHIBIT 4 Bonelli Park Trail Map

(pages 7-9)

3. DEFINITIONS

3.1 Types of Riding Styles

The following descriptions are adapted from the Southern California Association of Governments 2008 Non Motorized Transportation Report.

Vehicular Cyclists

Vehicular cyclists, also referred to as integrated cyclists, are highly experienced cyclists who ride frequently, confident in cycling with motorized traffic and long distances, accustomed to cycling in a variety of environments, and can negotiate with less operating space. Many of these individuals advocate for vehicular cycling because riders are able to operate their bicycles on the road in a manner that is visible, predictable and in accordance with how cars navigate the road. Automobile drivers are able to predict how these bicyclists will act because they follow the same road rules as the driver.

Basic Cyclists

Basic cyclists are riders that are more casual, less comfortable in traffic and have limited experience and skills. They form the largest group of bicyclists, cycle occasionally, and account for the largest group ranging in age from young to old. Basic cyclists are more comfortable using bicycle lanes and are often hesitant in making the same decisions that vehicular cyclists are comfortable making; for example, using a left hand turning lane in traffic.

Inexperienced Cyclists

Inexperienced cyclists and children form a separate group of bicyclists. This group tends to have minimal riding skill, little experience, limited physical capability, and are not comfortable riding with traffic or within the roadway. These cyclists lack confidence and judgment regarding safe cycling practices. Sidewalks, school grounds, parks, bicycle lanes, and (Class I) bicycle paths generally provide the preferred environments for these riders.

3.2 Facilities

Bikeway: any paved facility which has been designated for bicycle travel.

Class I (Bike Path)

Provides a completely separated right of way designated for the exclusive use of non-motorized travel. Regular rules of the road do not apply to these paths and if allowed are often used by families, parents with strollers and dog

walkers.

Caution at intersections is key, as well as heightened awareness of multiple speeds, abilities, and users.

Class II (Bike Lane)

A striped lane providing one-way bike travel on any roadway. Bike lanes can be reassuring to bicyclists who are intimidated by traffic. They provide a continuous visual reminder to motorists to expect bicycles along a street. Bike lanes also help to assign a portion of the available roadway width to bicyclists and thereby reduce conflicts.

Class III (Bike Route)

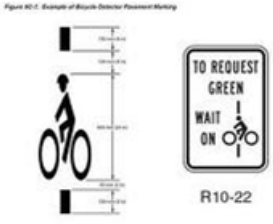
Provides a right-of-way designated by signs or other permanent markings for shared use with pedestrians or motorists. A street may be recommended as part of the bikeway network although no widening or other specific improvements other than signing have been or can be easily implemented to accommodate bicycles. Such Class III routes have an important function in providing continuity to the bicycle route system that serves the entire City and connects with other routes. As part of the overall bikeway system, Class III routes are signed as bicycle routes and maintained as such.

BikeStation

Recently opened at rail stations as nearby as Claremont and Covina, these buildings are secured, lighted, and locked facilities for bicycle/trail commuters. Within a coded building, the facilities provide individual locks for each station member as well as bike tools. Provision of BikeStations at rail stops allows for commuters to easily use their bike to get to the train, and avoid using of a single occupancy vehicle.

Signage

The following signs are either from the Federal Manual on Uniform Traffic Signs (MUTCD) or California's MUTCD, either currently adopted or in Draft form for adoption in early 2012.



Wide Curb Lanes

In many instances, there is not sufficient street width to stripe bike lanes. In these cases when possible, the curb or parking lane can be widened so that there is more room for cars to pass bicycles as safely as possible.

Multi Use Trail or Joint Use Trail

Any trail, paved or un-paved that is equally open to all equestrians, hikers, joggers, and bicyclists (see Class I Bike Path).

Roadway

A publicly maintained facility open for any vehicular use by the general public. Bicyclists have the same rights and responsibilities as vehicles on public roadways. If a bike lane is striped, the cyclist is legally required to use it. The DMV Handbook notes an exception to this if a cyclist must leave the bike lane to avoid a road hazard. If there is no bike lane striped, the cyclist has the right to use the full lane if necessary for safety.

3.3 Emerging Concepts

The following concepts have not received formal approval by the Federal or California authorities on uniform traffic controls, but have been implemented in cities at the forefront of bicycle safety and advocacy. Prior to implementation of any of these strategies, a request for experimental authorization would need to be acquired. This process allows regulators to document and evaluate these new techniques for possible inclusion in future revisions of the standardized manuals.

Sharrows

Two arrows and a painted bicycle on roadway where space restricts striping of a bicycle lane. Roadway painting alerts motorists to share the road with cyclists. This tool is widely used in a handful of states including Oregon, Washington and New York, and is becoming more common in California with cities including Claremont, Long Beach, San Luis Obispo, and Los Angeles using the technique. Accurate positioning of the sharrow is vitally important to assist the cyclists to stay outside of the door zone (where vehicles opening doors can hit and injure cyclists) of parked vehicles.

Colored Striping

Colored striping can be used in a bike lane, striped shoulder or wide parking lane to add awareness. Striping a colored lane in conjunction with sharrows reinforces the cyclists' right to use the entire travel lane when no bike lane is present. Although not yet standardized, the striping of a green 5-6 foot stripe, outside of

the door zone is a tool for jurisdictions wishing to increase vehicular driver's awareness and further cyclist safety. The City of Long Beach (pictured) piloted this in California in 2009 and the FHWA authorized an Interim Approval of the measure in August 2011 for inclusion in the next MUTCD update.

Bike Box

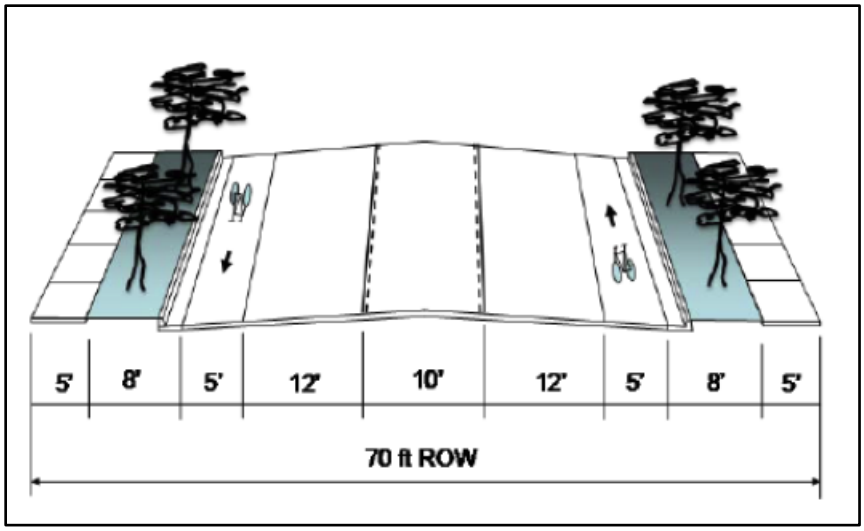
Designated, marked area at a signalized intersection that places bicycles at the front of the traffic queue, with motorized traffic behind an early stop line. Bike boxes increase the visibility of bicyclists and allow them to enter/clear the intersection before motor vehicles. At intersections with right turn lanes, a bike box positioned in front of the through traffic lane provides a safer position, without impeding vehicle traffic wishing to turn right on red. A Bike Box can be designed with or without a color inside the box. This feature is not included in the existing MUTCD or planned update. Installation would require approval as a test or demonstration project.

Parklet

This emerging concept is a small urban park that could be created by replacing one or more parallel parking spots with a patio, planters, trees, café tables and/or bicycle parking. Parklets in New York City and several recently installed in San Francisco and Oakland provide a public place to relax and enjoy the atmosphere of the city around them.

3.4 Complete Streets

A Complete Street is planned, designed, operated, and maintained in a way that is appropriate to the function and context of the roadway, whether rural, suburban, or urban. What is adequate on a major arterial is different from what would be needed on a freeway, and what is sufficient in a rural setting (often just a standard shoulder) is much different from an urban one. Complete Streets are designed and operated to enable safe access for all legal users including bicyclists, pedestrians, people using mobility aids, transit riders, and motorists. While there is no design prescription to make a corridor "complete", shoulders, sidewalks, convenient bus stop placement, traffic speed reduction, accessible pedestrian signal timing, and medians can all improve safety and mobility for users. The graphic below, from City of Pasadena Department of Transportation, shows a complete street design.



Complete Streets in California

In September 2008, Gov. Arnold Schwarzenegger signed into law Assembly Bill 1358, the Complete Streets Act, co-sponsored by the California Bicycle Coalition and AARP California. As of January 2011, the law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users.

At the same time, the California Department of Transportation unveiled a revised version of Deputy Directive 64, an internal policy document that now explicitly embraces Complete Streets as the policy covering all phases of state highway projects, from planning to construction to maintenance and repair.

As the result, California became the second—and by far the largest—state to implement Complete Streets policies covering every public street, road and highway.

4. EXISTING CONDITIONS

San Dimas has several bike lanes (Class II) throughout the City and has designated a network of roadways as bicycle routes (Class III). The bike route designation in some cases considers potential future funding and support to stripe these routes with Class II facilities where feasible, or other bicycle safety improvements, while accommodating on-street parking and taking into consideration vehicle traffic needs.

4.1 Existing Bikeways and Facilities

As part of the 1997 San Dimas Bikeways Master Plan, the City was mapped with planned routes and lanes for planning purposes. Over the last decade, all routes designated as Class III have been improved with proper signage. The City has also installed several bike lanes as funding has permitted (refer to **Table 1**, below). The City's Trails and Bikeways Guide was printed in early 2010 with existing and planned equestrian paths, multi-use trails, and bikeways (**Exhibit 3**). This

map does not show planned bike facilities, such as creation of Class II facilities on current Class III routes. These future potential routes, designated by City staff, are outlined on Metro's 2009 planning map (**Exhibit 1a**). Bike racks are located at all schools in San Dimas, as well as several shopping and parking locations. **Exhibit 5** shows existing and proposed bike rack locations, cyclist amenities, and proposed connections. The City does not currently have public bike lockers, changing facilities, or showers with lockers for use by area cyclists. Large private employers may have such amenities, but they are not mapped in this document.

TABLE 1

Existing Bike Lanes (Class II)	
Foothill Blvd*	San Dimas Canyon Rd. west to Lone Hill Avenue Designated bike lane by MTA
San Dimas Avenue	Via Verde north to Arrow Highway (2009)
Puente Street	Via Verde west to City Limits (short portions are Class III)
Cypress Street	City Limits east to Lone Hill
Badillo Road	City Limits east to Covina Blvd
Covina Blvd	City Limits
Existing Bike Routes (Class III)	
San Dimas Canyon Road	Bonita Avenue north to City Limits north of Foothill
Via Verde	City Limits
Bonita Avenue	City Limits
Gladstone Street	San Dimas Avenue to San Dimas Canyon Road
Walnut Avenue	Foothill Blvd to Cannon Avenue
Cannon Avenue	City Limits
San Dimas Avenue	Arrow Highway north to Foothill Blvd.
Lone Hill	City Limits
Allen Avenue	Amelia Avenue to San Dimas Canyon Road

*San Dimas Wash crossing is only break in Foothill Blvd. bike lane through City

Exhibit 5 Existing and Proposed Bike Racks, amenities, and connections.

4.2 Land Use and Population Density

The primary land use types in the City of San Dimas are residential, commercial, office, light industrial/manufacturing, and open space. The single largest land use is residential which encompasses approximately 3,217 acres (37%) of the total acreage of the City (refer to Appendix A- Land Use Map). Almost half of the City's 9,270 acres is contained in permanent open space as part of the Angeles National Forest and County Regional Parks.

The majority of non-residential uses and employment centers are located along Arrow Highway, Bonita Avenue, east of the 57 Freeway, Covina Blvd, Lone Hill north of Arrow Highway, and Foothill Boulevard. Residential density varies from very low (along the hillside developments) to very high (in the eastern portion of the City where a majority of the multi-family dwellings are located). Non-residential uses are low in intensity. On the average, population density is low with an average household size of 2.81.

4.3 Bicycle Accidents

The following table shows the number and rate of accidents involving bicyclists in San Dimas for the years 2004 through 2010, as provided by the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) website.

Table 2

SWITRS Accident Analysis Bicycle Collisions Resulting in Injury (0 fatalities)									
2004	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**AVG**	**2008 Estimated Population (U.S. Census)**	**Accidents per 1000 people/year**
4	1	1	6	7	7	2	4	35,043	0.114

4.4 Roadways

The City of San Dimas occupies approximately 15 square miles in the eastern San Gabriel Valley. A network of roadways is available and accessible to bicycle travel. The terrain is generally flat, while the southern and northern boundaries are hilly, providing some challenging terrain for cycling enthusiasts.

4.5 Nodes and Activity Centers

It is important to note the location of nodes and activity centers as possible destinations for cyclists, as this can aid in the determination of possible routes. There are currently 12 parks in the City and most are located near major streets, as well as regional open space areas in the San Gabriel Mountains and Bonelli Park. Another possible destination is school, especially the upper elementary and junior high school level where many children ride their bicycles to school. This category would also include colleges and churches. Shopping Centers and the Civic Center and

County Library are other potential destinations.
The final node is the workplace which includes those within and outside the City's boundaries. For people who work within five miles of their residence, possible work centers would include those in neighboring cities such as Glendora, La Verne, Pomona, Covina and Claremont.

4.6 Long Range Transportation Planning

Rail Transit

The LA County MTA provides passenger rail service to residents in the San Gabriel and Pomona Valleys via Metrolink. There are over 20 rail stations, including the Los Angeles Union Station. There is no stop in the City of San Dimas, but there are stations in the neighboring cities of Covina, Pomona and Claremont. Bicycles are allowed on the trains for no extra charge and secure straps hold the bikes in place in marked cars. Both Covina and Claremont have secure BikeStations at the Metrolink that provides an indoor locked facility and bicycle tools for commuting cyclists.

The long-planned Gold Line from Pasadena to Azusa is slated to extend east through San Dimas, and to the Ontario Airport. Incorporating bike amenities such as long-term bicycle storage and/or a BikeStation into the San Dimas Gold Line Station, as well as safe cyclist connections is integral to a successful and safe bikeway network. The proposed station location is southeast of Bonita Avenue and San Dimas Avenue in the downtown core of San Dimas.

Bus Transit

Bus service in the City of San Dimas is provided by Foothill Transit. These bus lines provide transportation within the City, as well as to neighboring cities and regional locations. There are a number of bus routes that serve San Dimas. Bike racks are available on all Foothill Transit buses allowing for connections with and use of buses for longer commutes.

Dial-A-Cab and Get About

The Dial-A-Cab program is funded by the City and offers shared-ride taxi service to anyone in San Dimas, with discounts to seniors and disabled residents. The Get About program, operated in conjunction with the Pomona Valley Transportation Authority is a discount travel service provided for senior and disabled residents needing to make trips within San Dimas or neighboring cities (La Verne, Pomona and Claremont).

Park and Ride Facilities

There are currently three Park and Ride lots in San Dimas. One lot is operated by Caltrans, located adjacent to the 57 Freeway at Via Verde, and another adjacent to the I-10 Freeway at Via Verde is maintained by Los Angeles County. A parking lot operated by the City is located south of the downtown core, between Monte Vista and San Dimas Avenue. Two u-racks are

installed at the City's downtown location.

Transportation Management Associations (TMA)

There are currently no TMAs within the City of San Dimas.

4.7 Demand for Bicycle Facilities

A demand analysis based on a survey of cyclists throughout the state shows that 82% of all Californians own bicycles, and the average bicycle owner rides for casual recreation. Although cyclists account for less than 1% of peak hour commutes, studies show that by increasing bicycle facilities and safety, the percentage of bicycle commuters increases.

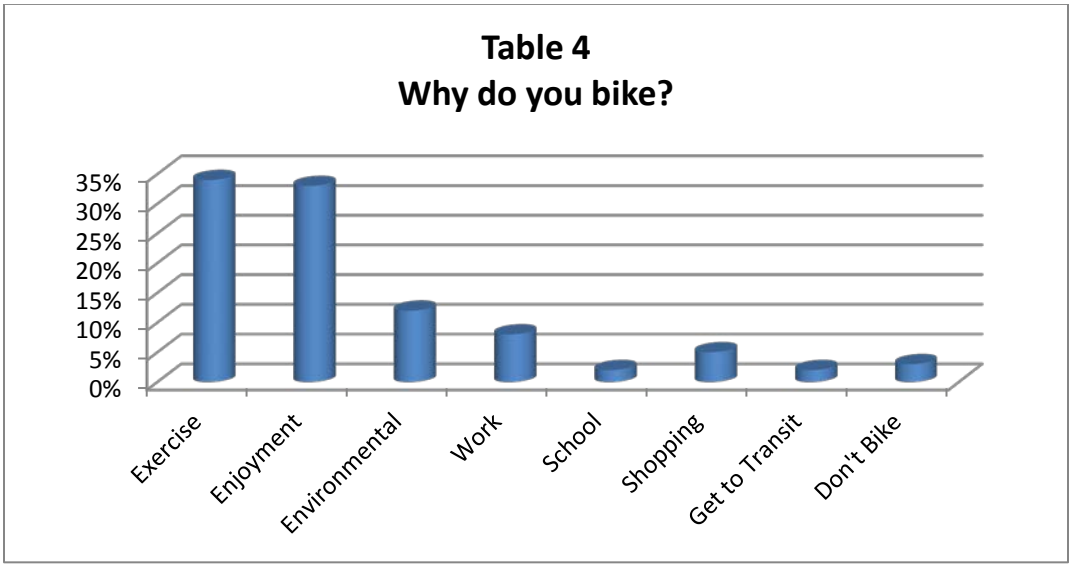
Table 3 below shows the existing and projected mode share of bicycling for the City of San Dimas region. The tabulated population number is higher than the actual city limit population of San Dimas, as several of the city's Census tracts include neighboring jurisdictions and the assumption forecasts are based on Census data. This forecast was made using a demand model methodology developed by Metro staff as part of the 2009 Call for Projects process, which estimates the number of bicycle commuters if an expanded bikeway network were to be implemented. The information is extrapolated using 2000 U.S. Census data and a variety of other resource materials. The projections are valuable in terms of developing a local and regional bikeway network that will serve residents in their commutes to work and school. A complete copy of Metro's bicycle demand model output and references is included in this plan as **Appendix B**.

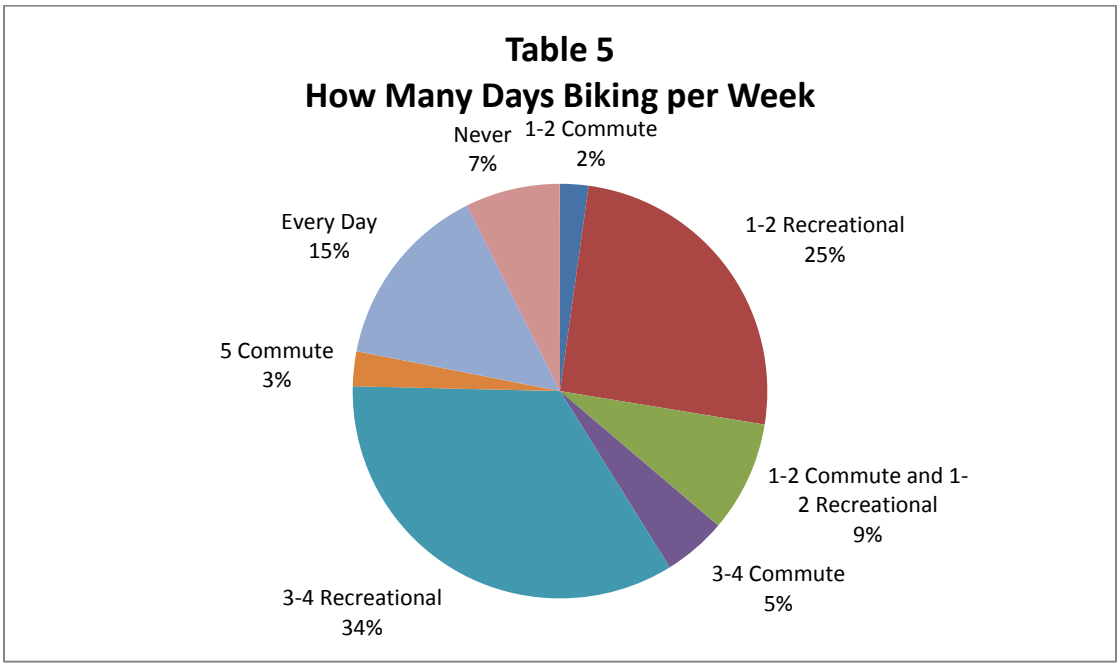
TABLE 3

Ridership Forecast and Air Quality Analysis	
Population	60379
Bicycle-to-Work Commuters	85
Transit-to-Work Commuters	9.6
Student Cyclists: 5^{th}-12^{th} grade	845
Student Cyclists: College	1170
Total Bicycle Commuters	1858
Total Current Bicycle Trips	5091
Current Vehicle Miles Reduced per Weekday	4554
Current Reduced CO2 (lbs/weekday)	227.7
Future Daily Bicycle Trips	***8196***
Future Vehicle Miles Reduced per Weekday	***7332***
Future Reduced CO2 (lbs/weekday)	***366.6***

4.8 Survey Findings

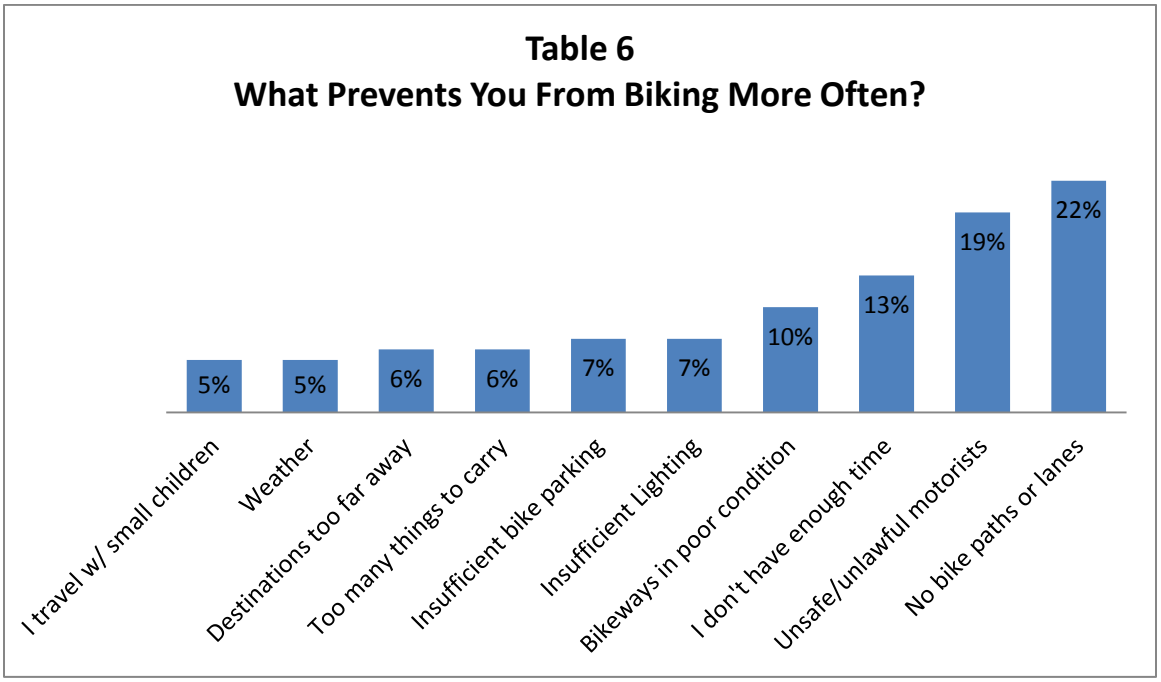
From November 2009 through January 2010, a survey was distributed online via www.cityofsandimas.com, bicycle list servers, and to staff and students at San Dimas High School. Surveys were also completed at InCycle, and by Gladstone and Shull Elementary School 4th-6th grade students. The survey was designed to reach a diverse cross-section of residents, including students, seniors, avid cyclists, and those who do not bike. In the 383 online surveys completed by regional cyclists, 146 surveys were completed by San Dimas residents. The following two charts show San Dimas' residents responses on why they bike and how often they choose this mode of transportation.





In comparison with the regional results from this survey, San Dimas residents are similar to Los Angeles County respondents, although with a slightly smaller percentage of commuting cyclists.

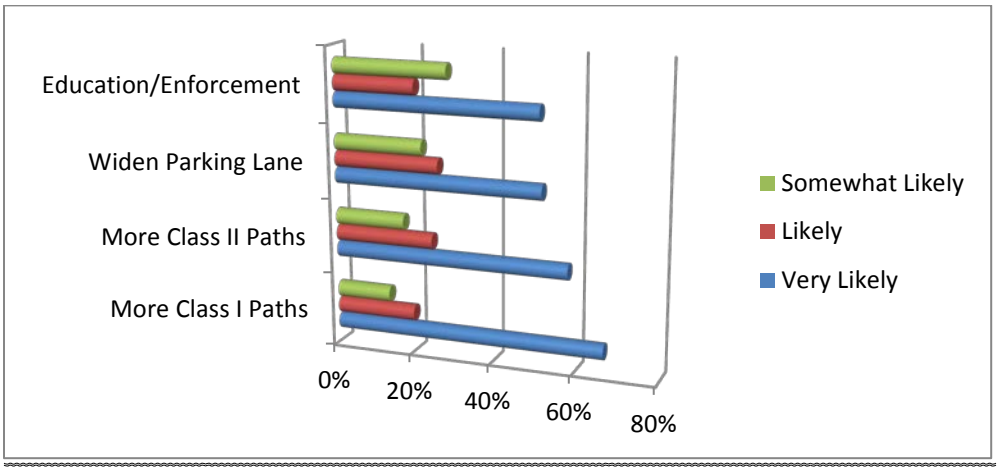
Survey respondents were also asked what prevents them from biking more often, and the likelihood of specific improvements leading to increased biking.



Respondents clearly demonstrate that the lack of bike paths, lanes, or routes is a significant deterrent to cycling. As shown in the chart below, residents indicated that dedicated off street or Class I bike paths would provide the greatest incentive to increase biking. As lack of space and feasibility generally prevents Class I bike paths from being constructed in the City, this plan provides suggested locations for the next most popular results, striping bike lanes or Class II facilities, striping a wide parking lane where it is impractical to stripe a dedicated bike lane, as well as education/enforcement.

Table 7

Would these improvements encourage you to bike more often?



5. GOALS, POLICIES and OBJECTIVES

In order to provide the context for the specific policies and policy actions to follow, the overall goal of the Bicycle Master Plan provides the long-term vision and serves as the foundation from which to move forward.

BICYCLE MASTER PLAN GOAL

San Dimas is an urban environment that fosters bicycle travel as a healthy, environmentally sustainable transportation alternative that reduces traffic congestion, air pollution, noise pollution and our carbon footprint.

5.1 Policies

Policies serve as guidance for meeting the Bicycle Master Plan goal.

1. **Make bicycling safer, more convenient and more enjoyable for all types of bicyclists, both commuter and recreational.**
2. **Increase bicycle use for commuter traffic.**
3. **Encourage more people to bicycle for transportation as an attractive and healthy option, which will reduce traffic congestion, air pollution, and noise pollution.**
4. **Develop bicycling as an economical transportation option by implementing and maintaining a bikeway network, providing end-of-trip facilities, and improving bicycle/transit integration.**
5. **Encourage all roadways and intersections to incorporate the "Complete Streets" concept that users of all ages and abilities, pursuing all activities, shall be able to move safely through the street network.**

6. **Consider bicycle friendly design using new technologies and innovative treatments on roads and bikeways.**

5.2 Objectives and Policy Actions

Objectives are more specific statements of purpose, and policy actions provide direction to move forward from a planning document, to implementation.

Different levels of funding will be required for the following programs, and improvements will be made as adequate funds are secured for various projects. The timeframe and sequence for implementing the actions listed will depend on the availability of resources and prioritization as determined by City Council, staff, and the community.

OBJECTIVE A:

Implement the Bicycle Master Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs.

Policy Actions

A1 **Ensure that adequate City staff is available to coordinate Plan implementation.**

A2 **Update the Plan every seven to ten years to reflect new policies and/or requirements for bicycle funding.**

A3 **Coordinate with other cities, Metro, schools, and community organizations to review and comment on bicycle issues of mutual concern.**

A4 **Regularly monitor bicycle-related accident levels, and seek a reduction in bicycle accident rates where feasible.**

OBJECTIVE B:

Identify and implement a network of bikeways that is feasible, fundable, and that serves all cyclists' needs, especially for travel to employment centers, schools, commercial and retail centers, transit stations, and institutions, while not excluding the needs of recreational cyclists.

Policy Actions

B1 **Develop a bikeway network that is continuous, closes gaps in the existing system, and serves important destinations.**

B2 **Develop a bikeway network that provides connections to bikeways in adjacent cities.**

B3 **Coordinate and offer assistance to other city departments and developers to ensure appropriate bicycle connections are planned, constructed, and maintained.**