

parking and shower and clothing locker facilities to be located at transit centers and new employment sites to promote bicycle commuting.

- E5 Include bicycling options in all Transportation Demand Management planning.
- E6 Encourage and support long term bike parking, bike stations and/or attended parking facilities at major events and destinations, such as the Gold Line Station (future), the Civic Center, and downtown.
- E7 Seek funding to secure bicycle parking facilities at City parks, popular destinations, schools, commercial centers and multi-family residential neighborhoods.
- E8 Conduct a survey of major employers to determine the percentage of employees who commute by bicycle, availability of amenities (showers, parking, lockers), and any incentives offered to employees who commute by bicycle.

OBJECTIVE F:

Increase the number of bicycle-transit trips

Policy Actions

- F1 Support and promote bicycle travel via the Metrolink commuter rail service and Foothill Transit.
- F2 Coordinate with Metrolink to provide and promote secure bicycle access, racks and lockers and/or a BikeStation at the San Dimas Gold Line Station (future).

OBJECTIVE G:

Increase city and public recognition of cyclists' equal right to use public roadways.

Policy Actions

- G1 Provide bicycle education to City staff involved in decisions regarding transportation facilities. This would include, but would not be limited to, traffic engineers, planners, civil engineers, field inspectors, street maintenance personnel, and parks and recreation staff.
- G2 Provide bicycle education for law enforcement personnel.
- G3 Seek funds for a public awareness "Bikes May Use Full Lane" campaign to increase public recognition and to educate the general public about the rights and responsibilities of bicyclists and motorists.
- G4 Seek funds for a bicycle confidence education program to instruct existing riders and future riders of all age groups how to utilize the roadway in a safe, legal and confident manner.

- G5** Build strong connections with local bicycle related businesses and organizations to help establish support and encourage community participation in bicycle education programs.

OBJECTIVE H:

Encourage roadway design that allows for the equitable use of all transportation modes.

Policy Actions

- H1** Evaluate smoothing and slowing of traffic in certain commercial or residential neighborhoods by reconfiguring travel lanes to remove through-lanes in exchange for turn lanes and bike lanes.
- H2** Reduce lane widths and in some locations speed per vehicle code requirements to allow for bicycle traffic to safely share the curb lane with automobile traffic.
- H3** Pursue removal of on-street parking except where it is critical to adjacent land uses to allow for the necessary right-of-way for striped bike lanes.
- H4** Encourage and pursue all opportunities to improve walk-ability and bike-ability in commercial districts through the “complete-streets” re-design of existing rights-of-way to allow for a more proportionally balanced distribution of roadway space.
- H5** Each time arterial and collector streets are resurfaced, where feasible they should be re-striped to add width to the curb lane without compromising safety; consider designating these streets with wide curb lanes as future Class III routes. In addition, designated Class II lanes can be added where there is enough width.
- H6** Where feasible, design bikeways beyond the minimum-required widths.
- H7** Auto travel lanes may be replaced by bike lanes where peak hour congestion levels are anticipated to maintain acceptable levels of service, in accordance with the General Plan.
- H8** When considering landscaping along bikeways, ensure that compatible plants or trees are used.

6. PROPOSED PROJECTS

This section identifies specific projects for which the City of San Dimas can apply for funding as part of a comprehensive plan for bicycle transportation within the City.

6.1 Bikeways

Potential bikeway projects were compiled and prioritized based on the following criteria:

- ❖ REGIONAL CONNECTIVITY
- ❖ COMMUNITY FEEDBACK
- ❖ CLOSING GAPS IN THE BIKEWAY NETWORK
- ❖ CONNECTIONS WITH MAJOR DESTINATIONS
- ❖ COMPLETION OF THE BIKEWAY NETWORK
- ❖ AVAILABILITY OF STREET WIDTH OR RIGHT-OF-WAY
- ❖ EXISTING PLANS THE CITY HAS TO IMPROVE STREETS
- ❖ LINKAGES WITH ADJACENT CITIES

6.2 Route Selection

California law allows bicycle travel on all public roadways, therefore all local streets can be considered as bikeways. Bikeway designation, however, is based on routes which reflect an advantage over others. Hence, the bikeway system identified in this Master Plan is based on a broad range of favorable criteria, which includes access, right-of-way availability, safety, convenience, cost, and implementation constraints. In addition, the bikeway designation raises awareness for motorists of the presence of bicyclists.

The most important factor in the selection of bikeway routes is safety. This includes lighting/visibility, conflicts with automobile traffic and pedestrians, crossing intersections, and roadway design. These factors have been addressed by the Cal Trans Highway Design Manual, and the routes selected here will meet or exceed those guidelines. A listing of opportunity sites within the City limits is shown in **Table 8**. The majority of these routes are also shown in the Metro planning map (**Exhibit 1a**). The City Trails and Bikeways Guide (**Exhibit 3**) shows a County of Los Angeles Walnut Creek trail as a green dotted line (proposed, not constructed) that could potentially connect to the City's planned 1.3 mile Class I trail from San Dimas Ave to Cypress along the 57 Freeway ROW. The not-yet built, but mapped trail in San Dimas provides a unique opportunity to provide a Class I bike path that would serve as a key link from the Via Verde area to the high school and junior high located on Covina Blvd. The referenced trail in San Dimas is planned as the Canyon Vista Trail. The Canyon Vista Trail faces few environmental obstacles as it is outside of the Walnut Creek sensitive habitat area and primarily within the Caltrans right of way.

While many streets possess favorable conditions for possible bikeway designation, portions of some streets may pose certain unavoidable problems for striping due to space restrictions or existing conditions, but alternative safety features such as signage and treatments such as "sharrows" may be utilized if approved and adopted by the Manual on Uniform Traffic Control Devices. The following table prioritizes projects as **Priority I, II, or III** depending on anticipated funding mechanisms available and timing associated with programmed capital improvement projects.

TABLE 8

San Dimas Bikeways	
Opportunity Considerations*	
ROADWAY	DETAILS
1. Allen Ave	Lane, Amelia Ave to western City limits. Adequate space if street parking restricted.
PRIORITY 3	Estimated Cost: \$165,000
2. Bonita Ave	Lane, San Dimas Canyon Rd to Walnut Ave/ Cataract to Arrow Hwy. Bike Box at Walnut. Sharrows btw Walnut to Cataract.
PRIORITY 2	Estimated Cost: \$140,000
3. Canyon Vista	Class I Path from San Dimas Avenue to Cypress.
PRIORITY 1	Estimated Cost: \$825,625
4. Cienega Ave	Lane, Valley Center to Arrow Highway. Adequate space
PRIORITY 3	Estimated Cost: \$132,000
5. Foothill Blvd. **	Lane on bridge at San Dimas Wash, requires widening
PRIORITY 1	Estimated Cost: \$2,390,000
6. Gladstone St.	Lane, SD Ave to SD Canyon Rd. Adequate space if street parking restricted.
PRIORITY 2	Estimated Cost \$82,500
7. Lone Hill	Lane, Gladstone to Cypress. Adequate space. Benefit to area schools
PRIORITY 3	Estimated Cost \$136,400
8. San Dimas Canyon	Lane north of Arrow Highway to Foothill Blvd.
PRIORITY 3	Estimated Cost: \$133,000
9. San Dimas Ave	Lane, Foothill Blvd. to Arrow Highway. Bike Box southbound at Gladstone.
PRIORITY 3	Estimated Cost: \$165,000
10. Valley Center	Lane, Badillo to Cypress. Leads to Sportsplex
PRIORITY 2	Estimated Cost: \$18,150
11. Via Verde	Lane, West of Puente to SD Ave
PRIORITY 2	Estimated Cost: \$143,000
12. Gold Line	Bike Parking at San Dimas Station; Path, along Gold Line ROW
PRIORITY 3	Estimated Cost: \$1,000,000

*Where lane is listed, wide parking lane will also be considered

**Project programmed for construction in 2013.

6.3 Routes/Bikeway Designation

The following are to serve as additional guidelines for future improvements for bicycle safety as funding and opportunity arise. All projects would be first reviewed by the Traffic Safety Committee, following which any proposed facility may be upgraded or downgraded as deemed appropriate. Portions of these corridors have already been identified in the San Dimas General Plan (**Exhibit 2**), and may be downgraded to a Class III to allow for and maintain parking where necessary, possibly with sharrows to reinforce the shared access for cyclists. While sharrows have not received formal approval from the California MUTCD, they are an approved treatment in other states and may be implemented through the experimental piloting program through Caltrans. Sharrows would not be implemented without prior approval through either the experimental program or official adoption into the California MUTCD. References to this treatment in the pages that follow would only be implemented according to approved procedures.

Automobile parking may be eliminated on certain portions of streets where Class II facilities (bike lanes) are proposed and where parking is under-utilized. Alternatively, striping a wide parking lane will allow additional safety for cyclists when cars are not parked while allowing parking on streets when it is necessary. Removal of automobile parking must be approved by the Traffic Committee and City Council.

Where automobile parking cannot be eliminated and there is insufficient room to accommodate both the parking lane and the bike lane, the bikeway will be downgraded to a Class III (bike route). In some cases, an edge line will be striped 8' from the curb to allow for parking.

1. Allen Avenue/ Gladstone Street

Class II bikeway on Allen Avenue from Amelia Avenue to San Dimas Canyon Road.

As an east/west corridor, this street provides an excellent link to the cities of Glendora and La Verne. Additionally, this bikeway will provide access to Shull Elementary, Allen Avenue Elementary and Ramona Middle School increasing those students' safe routes to school. Even though parking is typically under-utilized on this street, there may be sufficient space to accommodate both a bike lane and street parking. As an alternative or in addition, Gladstone Street could be developed similarly with a Class II facility or wide parking lane and connect via Amelia Avenue to Allen Avenue.

STATUS: Pending funding

2. Bonita Avenue

Develop a Class II bikeway on Bonita Avenue from Arrow Highway to San Dimas Canyon Road. This bike lane will be downgraded to a Class III bike route with sharrows between Cataract and San Dimas Avenue.

This will serve the downtown area and the downtown Frontier Village. Space is limited in the downtown portion of this street, so the bikeway must remain a Class III facility to maintain street parking in this portion of Bonita Avenue. Striping near the railroad tracks must allow for RR crossing as prescribed in the Cal Trans manual to minimize bicyclist hazard. Sharrows will provide additional safety through the downtown core where street width and on-street parking restrict feasibility for a bike lane. The speed limit is reduced westbound at Walnut Avenue to 25mph, so a bike box (considered safe at intersections are less than 30mph) at this location will help to increase cyclists visibility and reduce potential for conflicts with turning traffic.

Signage for Class III route: **ACCOMPLISHED**

Class II striping, sharrows, and bike box: *Pending funding*

3. Canyon Vista Bike Trail

Develop a Class I bike trail from San Dimas Avenue south of Avenida Loma Vista to Cypress Avenue, west of 57 Freeway

This pathway will serve the middle school and high school population traveling from the Via Verde portion of the City to Lone Hill Middle School and San Dimas High School. Additionally, the linkage will allow residents to easily access Bonelli Regional Park and the Michael Antonovich Wilderness Trail, both of which provide ample recreational biking opportunities. Plans have been prepared for this project. The pathway is designed with permeable pavement, solar lighting, and will be ADA accessible.

STATUS: *Pending funding*

4. Cienega Avenue

Class II bike lane on Cienega Avenue from Valley Center to Arrow Highway

Adequate space is available on Cienega to provide an east-west linkage through the City. With the abundance of residential communities in close proximity to retail centers, provision of a bike lane on this roadway would serve the community well.

STATUS: *Potential to restripe in conjunction with future slurry or roadway sealing project.*

5. Foothill Boulevard

Class II bikeway on Foothill Boulevard.

This provides another excellent east/west route to the neighboring Cities of La Verne and Glendora. In addition, this is a heavily traveled corridor by many commuters and is a regional link. There is sufficient room in the right hand portions going both directions to accommodate

parking and a bike lane with the exception of an approximately 200 foot section at the bridge over the San Dimas Wash west of Walnut Avenue. The City has obtained funding through the Highway Bridge Reconstruction and Rehabilitation Program and is anticipating construction in 2012-2013.

San Dimas Canyon Road to Cataract: **ACCOMPLISHED**

San Dimas Wash Bridge Widening: *In Progress*

6. Gladstone St.

Class II bikeway or Class III with sharrows on Gladstone Street from San Dimas Avenue to San Dimas Canyon Road

As residences on Gladstone Street in this stretch have on-site parking or do not front the street frontage, provision of a bike lane would increase safety for cyclists and students who choose to ride to school. The lane widths are wide enough to likely accommodate a bike lane without removing street parking, or a parking lane could be striped to provide a level of safety for cyclists.

STATUS: Potential to restripe in conjunction with a future slurry or roadway sealing project.

7. Lone Hill

Class III facility with sharrows on Lone Hill Avenue with signage. Stripe a wide parking lane/edge line to further increase cyclist safety.

This is an excellent north/south link from Glendora, to regional shopping destinations, and the San Dimas Swim and Racquet Club. It also provides nearby access to the schools on Covina Boulevard. This can further serve the numerous retail/commercial businesses in this area. Potential conflict with parked cars can be eliminated by providing a wider parking lane to allow safe bicycle passage and/or sharrows if approved by MUTCD or implemented as an approved experimental project.

Space to upgrade this Class III Bikeway to a Class II may be feasible.

Signage: **ACCOMPLISHED**

Striping and Sharrows: *Pending funding*

8. San Dimas Canyon Road (space available, conditions similar to item 1. Allen Ave)

Class II bikeway/ wide parking lane or sharrows on San Dimas Canyon Road from Arrow Highway to Foothill Blvd.

Designated as a Class III bike route, San Dimas Canyon Road is the easternmost north-south roadway in the City and borders La Verne. Several schools including Holy Name of Mary, Allen Avenue Elementary, and Ramona Middle School are accessed from this heavily travelled roadway. The northern terminus of the road connects to Sycamore Canyon Park, Horsetheif