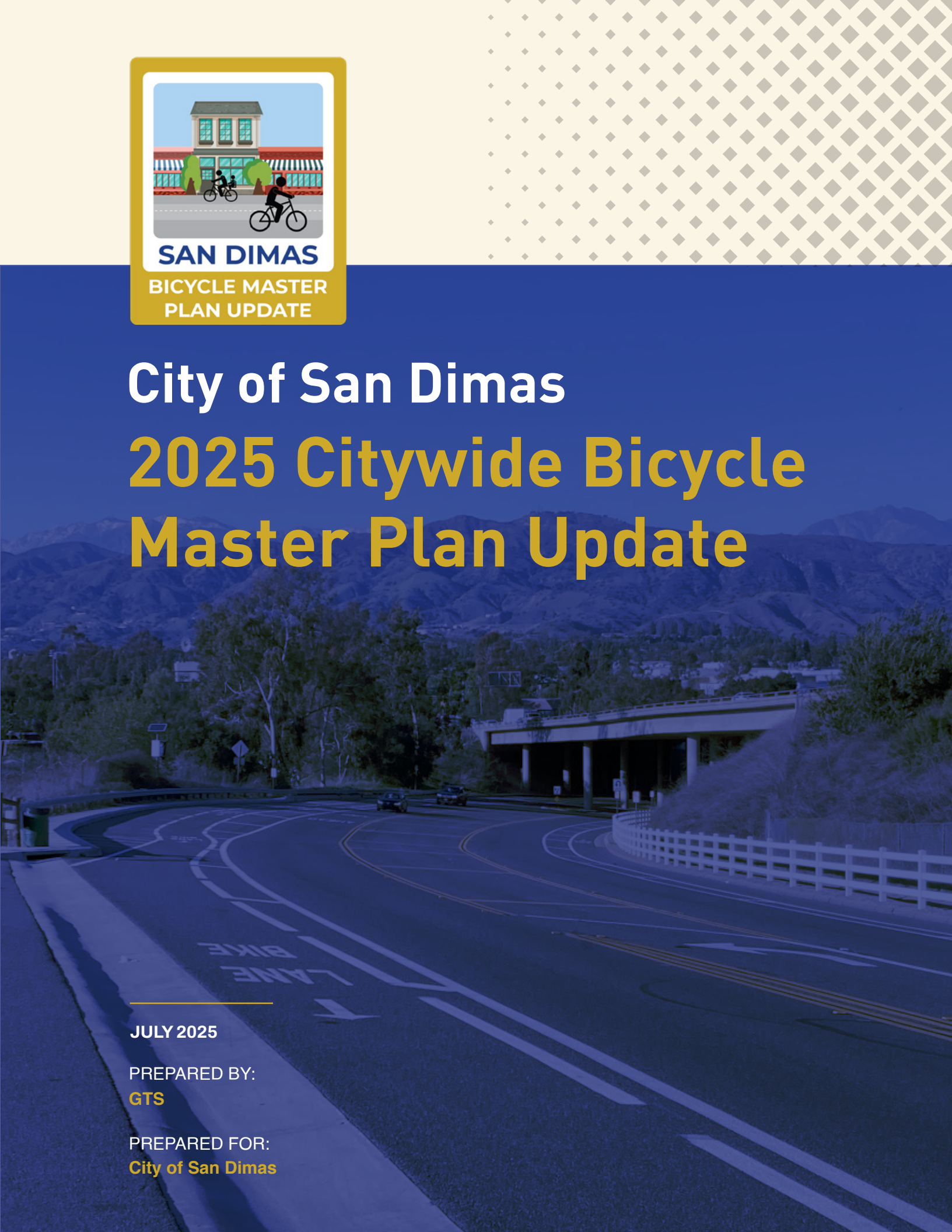
SAN DIMAS
BICYCLE MASTER PLAN UPDATE

City of San Dimas

2025 Citywide Bicycle Master Plan Update



JULY 2025

PREPARED BY:
GTS

PREPARED FOR:
City of San Dimas

EXECUTIVE SUMMARY

The previous Bicycle Master Plan for the City of San Dimas was adopted in August 2011. The 2025 Bicycle Master Plan Update is a response to the many changes that have occurred in the intervening years: Changing commuting patterns, new initiatives related to active transportation, new developments in best practices for building bicycle infrastructure, and concerning safety trends that require proactive safety countermeasures.

This Bicycle Master Plan Update contains an overview of relevant plans, documents, and definitions of bicycle facility types, followed by a summary of existing conditions in the City related to bicycling: Existing bikeways, gaps in the bicycle network, bicycle parking facilities, and analysis of collision trends involving bicyclists in the last 5 years. This is followed by a summary of the community outreach efforts that were undertaken as part of the Bicycle Master Plan Update, which included an interactive website, outreach via multiple channels, and a series of community meetings and other events.

This is followed by revised goals, objectives, and policies intended to guide the provision of bicycle infrastructure in the City, as well as recommendations for programs that may encourage bicycling and increase the mode share. Finally, the Bicycle Master Plan Update presents a list of proposed bikeway projects intended to achieve these goals and objectives. The projects are grouped under the following categories:

- **Class I facilities** (shared-use paths)
- **Class II facilities** (on-street bike lanes)
- **Class III facilities** (bicycle routes and bicycle boulevards)

The listing of proposed bikeways is followed by a prioritized project list which applies an established prioritization methodology to organized projects into the following potential timeframes:

Short-term (1 – 5 years):

- Class III Bicycle Boulevards and Class III Bicycle Routes in the central area of the City

Medium-term (5 – 10 years):

- Class II Bicycle Lanes in the central area of the City
- Class III Bicycle Routes and Class II Bicycle Lanes in the southern area of the City

Long-term (10 or more years):

- Class I Shared Use Paths in the Puddingstone and Via Verde areas.
- Class IV facilities may be considered in the event of increased bicycle demand.

The City does not necessarily have to move in this order when implementing projects; depending on circumstances, it may be possible to move ahead with lower-priority projects if they are part of a street improvement project, if funding becomes available, or if community priorities otherwise change. Given the important role bicycling plays in San Dimas, this Bicycle Master Plan Update is intended to guide the City in implementing a series of feasible, cost-effective projects to offer residents a range of mobility options in a safe and comfortable environment.

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1. INTRODUCTION

1.1. Setting and Background

The previous Bicycle Master Plan for the City of San Dimas was adopted in August 2011. Since then, many changes have taken place. Commuting patterns have changed, partly related to the COVID-19 pandemic; the regional population has continued to grow; and some of the improvements recommended in the 2011 plan have been implemented. Many new initiatives related to active transportation have begun across the San Gabriel Valley (SGV), from the planned SGV Greenway Network to the GoSGV regional e-bike share program and Active Streets events in various cities.

At the same time, cities throughout Southern California and elsewhere have shifted their practices toward building new types of bicycle infrastructure that were rarely seen in the United States before the 2010s, such as protected bike lanes, bike boxes, two-way on-street cycle tracks, and bike signal heads. A new edition of the California Manual of Uniform Traffic Control Devices (CA-MUTCD) has been published, containing guidance for several new types of bicycle-related marking and signage.

At a national level, bicycling safety trends have been concerning. According to data provided by the National Highway Transportation Safety Administration (NHTSA), annual bicyclist fatalities in the United States increased by 55 percent between 2008 and 2023. Proactive safety countermeasures combined with the latest and best practices in the Four E's (engineering, education, enforcement, and emergency response) are needed in order to continuously improve San Dimas's status as an enjoyable and safe place to ride a bike.

Given the important role bicycling plays in San Dimas, this Bicycle Master Plan Update presents recommendations to offer the City's residents a range of mobility options in a safe and comfortable environment. This Bicycle Master Plan Update was supported by input from a wide range of stakeholders and informed by public input from series of community engagement events designed to reach as much of the community as possible. This plan also reflects new developments in best practices with regard to bicycle facility design, operations, and safety, drawing upon the latest research.

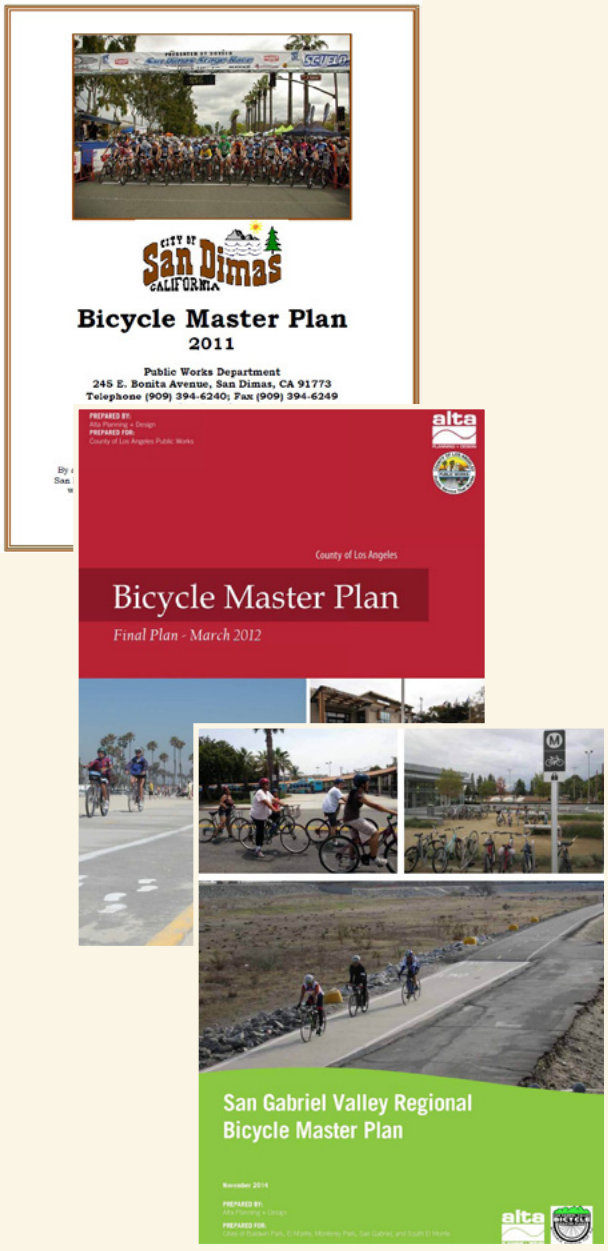
1.2. Relevant Documents

The following existing plans were incorporated into or considered in the development of the Bicycle Master Plan Update:

1. **The San Dimas Bicycle Master Plan (2011)** – the recommended projects from the 2011 Bicycle Master Plan are shown in Exhibit 1. The Class I paths in the 2011 Bicycle Master Plan (one along the Metro line, and the other connecting Cypress Street to San Dimas Ave) are not carried over to the current plan due to insufficient right of way.

2. **The Los Angeles County Bicycle Master Plan (2012)**

3. **The Los Angeles County Bicycle Master Plan Update (2025)** - Although it does not include proposals that directly enter San Dimas due to jurisdictional boundaries, Los Angeles County is currently developing their Bicycle Master Plan update for 2025. Their proposals include improvements to multiple roadways that connect directly to San Dimas. While their proposals were all considered in the development of the San Dimas Bicycle Master Plan update, only the Class IV bikeway on Valley Center Ave from Arrow Hwy to Cypress St was included. Due to complications with right-of-way and traffic congestion, their proposed Class IV bikeways on Cypress St, Covina Blvd, and Arrow Hwy are not proposed to be extended into San Dimas.

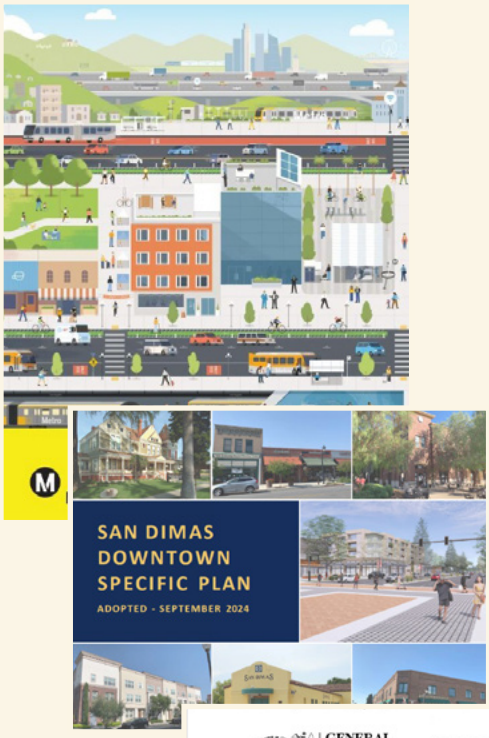


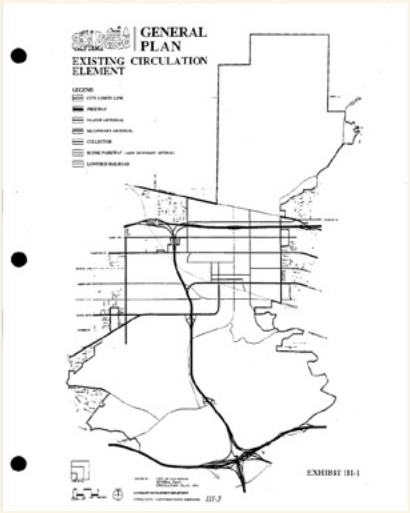
4. **The San Gabriel Valley Regional Bicycle Master Plan (2014)**

5. **The Los Angeles Metro Long Range Transportation Plan (2020)**

6. **The San Dimas Downtown Specific Plan (2024)** - The City adopted the Downtown Specific Plan (DTSP) in fall 2024, which covers the entirety of the Downtown area, encompassing the entirety of Bonita Ave and areas just north and south of it. The plan focuses on encouraging transit-oriented development and designs that promote multimodality and connect with the upcoming A Line station. The DTSP contains multiple proposed improvements to the bicycle network, all of which have been either incorporated or considered in the proposals for the Bicycle Master Plan.

7. **The City of San Dimas General Plan (last updated 1991)** – The Circulation Element provides an overall framework for the movement of people, goods, and resources in the City.





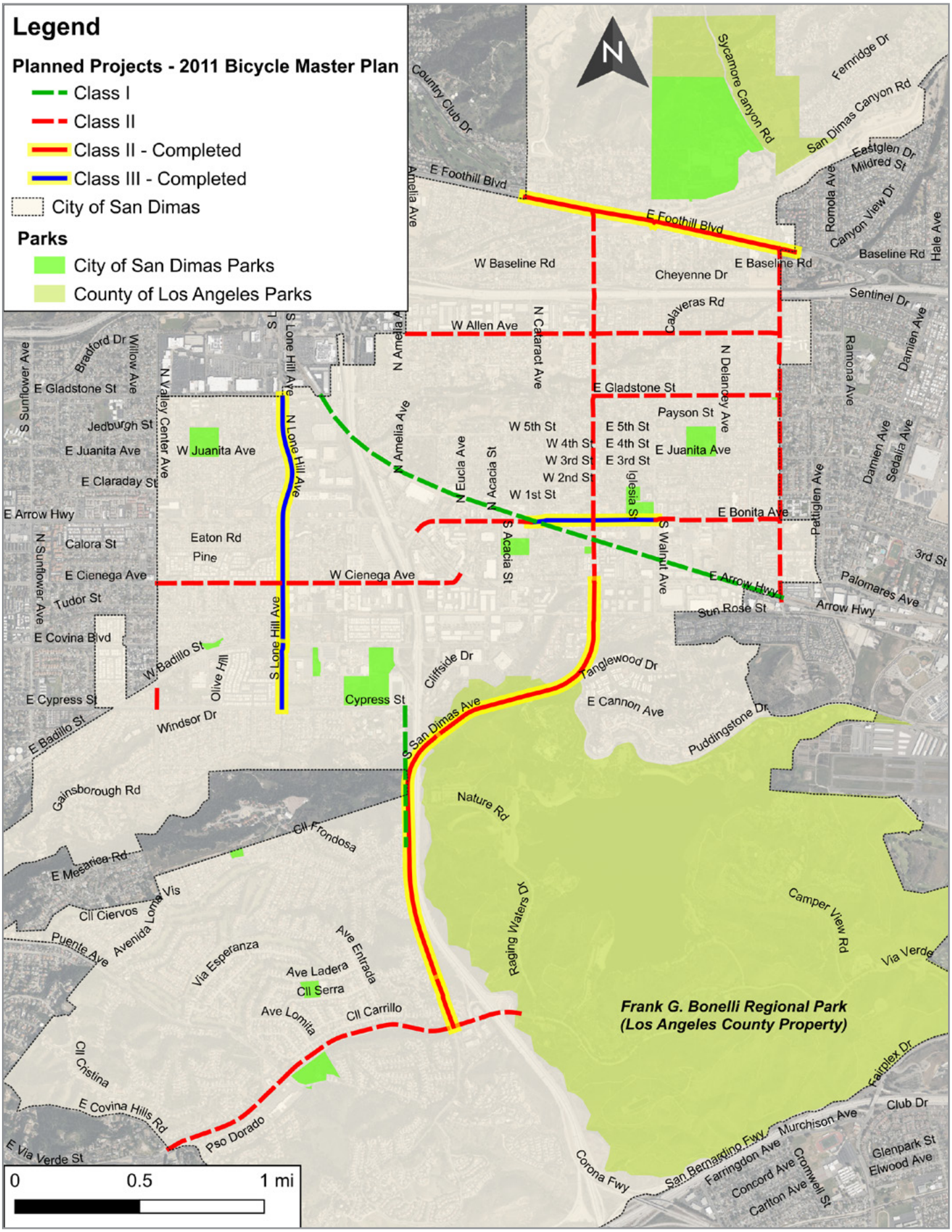


Exhibit 1. Recommended projects in the 2011 Bicycle Master Plan

1.3. Definitions

This section defines the classes of bicycle facilities referred to in this plan. This plan utilizes the classes of bikeways as defined by Caltrans in the Highway Design Manual:

- **Class I Bikeway (Bike Path)**
- **Class II Bikeway (Bike Lane)**
- **Class III Bikeway (Bike Route)**
- **Class IV Bikeway (Separated Bikeway)**

Typical examples of these classes of bikeways are illustrated in the following exhibits.

Class I Bikeway (Bike Path) – Class I bikeways, otherwise known as shared-use paths, are facilities that are designed exclusively for use by pedestrians, bicycles and other micromobility devices. These paths are fully separated from the automobile right-of-way and can run alongside roadways or through areas unreachable by cars such as parks or wooded areas. Class I bikeways are normally paved and accessible to all types of bicycles (as distinct from mountain biking trails and other types of unpaved trails) and are often striped with a centerline for two directions of traffic.
The minimum width per Caltrans design standards is 8 feet, with 10 feet being the preferred width.

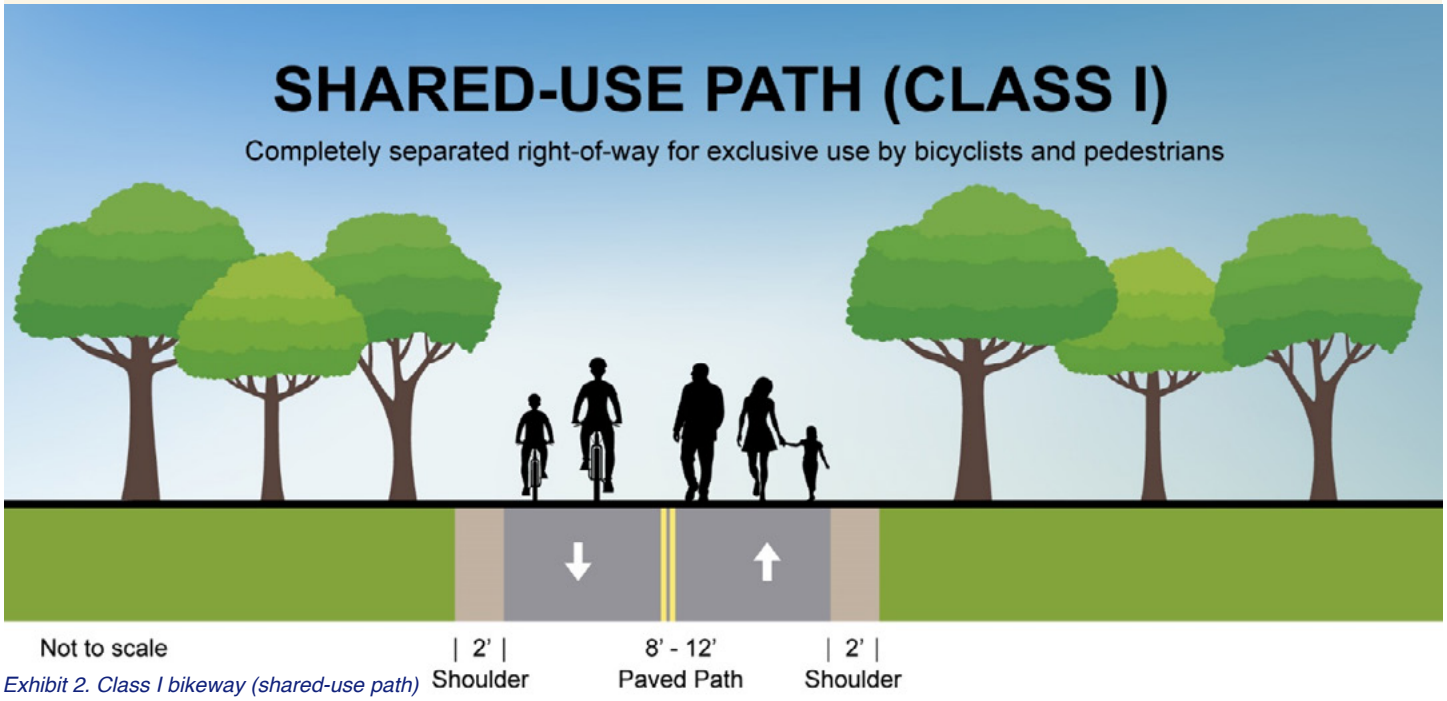


Exhibit 2. Class I bikeway (shared-use path)

Class II Bikeway (Bike Lane) – Bike lanes are striped along existing streets, typically with one lane on each side of the street, designated for bicycle traffic going in the same direction as the vehicular traffic.

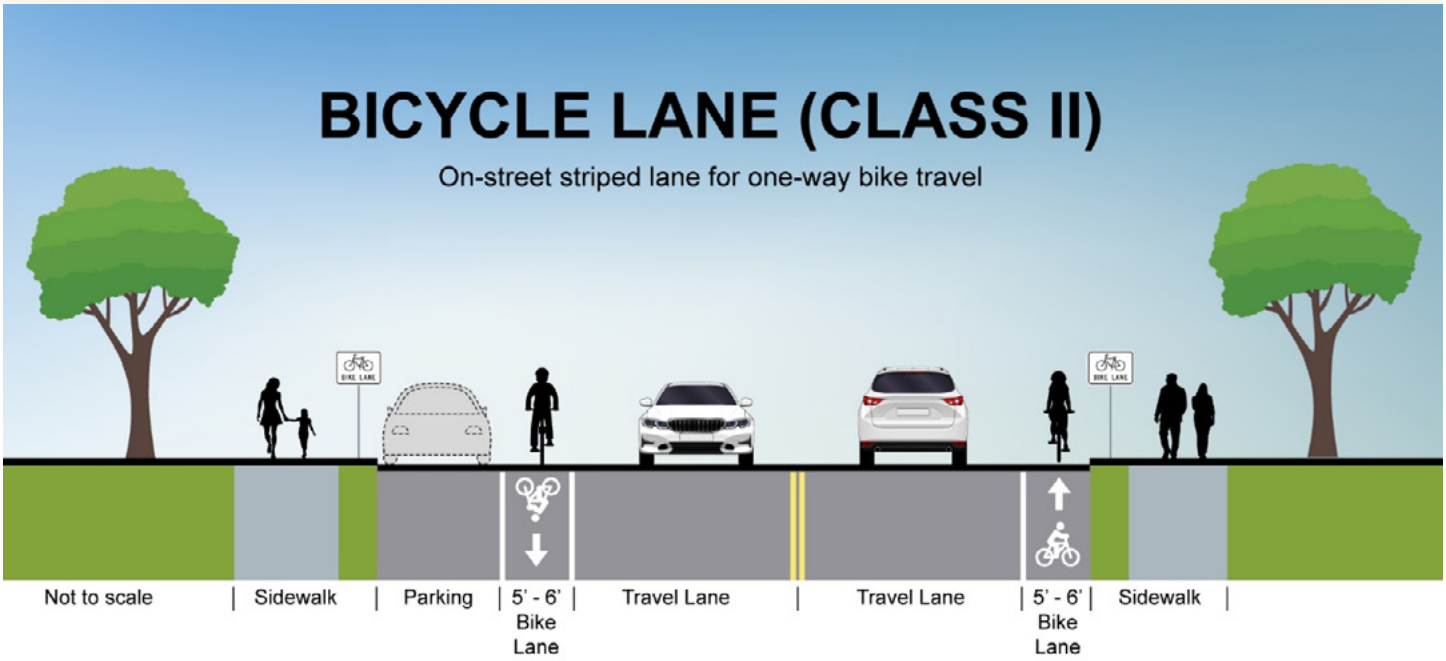


Exhibit 3. Class II bikeway (bicycle lane)

Class III Bikeway (Bike Route) – These do not provide any separated space on the road for bicycles, but indicate a preferred route for bicyclists using existing roads. The Class III route is typically indicated with signs and may include sharrows (shared lane markings).

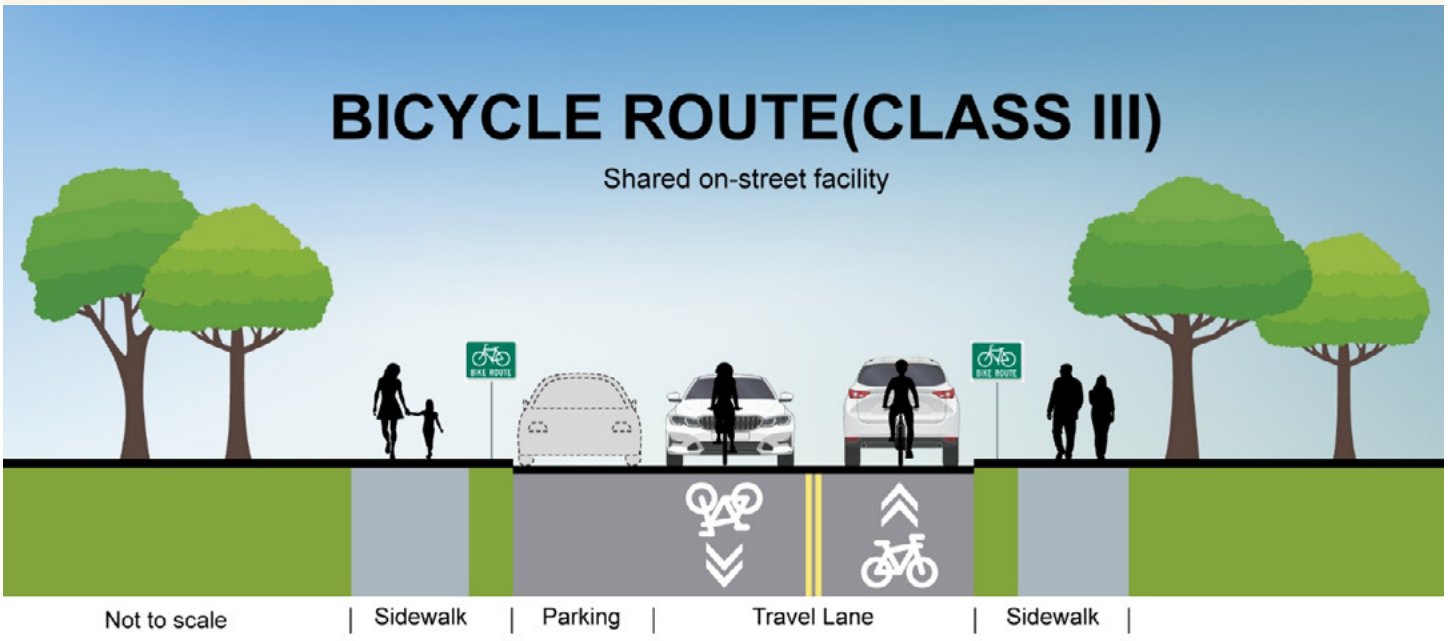


Exhibit 4. Class III bikeway (bicycle route)

Class III Bikeway (Bike Boulevard) – Distinct from Class III routes designated on higher-volume roadways, which may not be suited to bicyclists of all ages and abilities, Bike Boulevards are typically neighborhood streets with lower traffic volumes where bicycle traffic is prioritized through signs (designating it specifically as a Bike Boulevard) and striping (mainly sharrows) where the low volumes and low speeds of vehicular traffic can encourage active transportation. The speed limit should be 25 mph at the highest, which is the prima facie speed limit for residential streets per CVC §22352(b).

Class IV Bikeway (Separated Bikeway) – A Class IV bikeway is designated for the exclusive use of bicycles and is required to have physical separation from vehicular traffic. Separation is typically accomplished through the use of bollards, barriers, flexible posts, or on-street parking. Class IV bikeways can be at street level or sidewalk level and can consist of a two-way bikeway (with opposing lanes adjacent to each other) or a bike lane for each direction on each side of the street. The example below shows one Class IV bike lane in each direction.

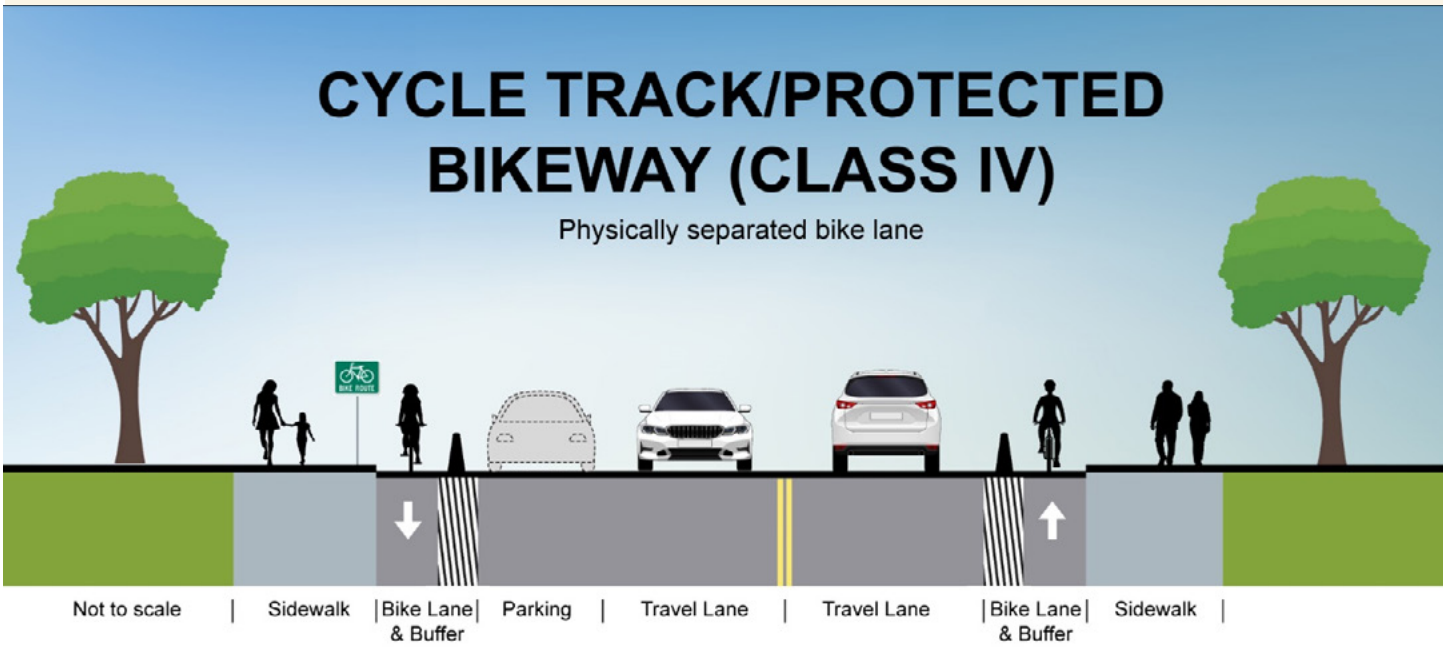


Exhibit 5. Class IV bikeway (protected bicycle lane)

1.4. E-bikes

In recent years, the use of e-bikes (bicycles with an electric motor that assists the user's pedaling, therefore allowing higher speeds with less effort) has greatly increased. The bike industry has developed a 3-class system for classifying e-bikes:

- **Class I e-bikes assist the rider only when they are pedaling. At speeds above 20 mph, the assistance stops.**
- **Class II e-bikes assist the rider without any pedaling required. At speeds above 20 mph, the assistance stops.**
- **Class III e-bikes assist the rider only when they are pedaling. As speeds above 28 mph, the assistance stops.**

State law (CVC 21207.5) prohibits e-bikes on trails that are not adjacent to roadways unless the local jurisdiction specifically permits it. People under the age of 16 are prohibited from operating a Class III e-bike (CVC 21213).

2. EXISTING CONDITIONS

This section contains an overview of the existing bicycle facilities in San Dimas, including the existing bicycle network and bicycle parking facilities, followed by an analysis of bicycle-involved collisions.

2.1. Existing Bikeways

The City of San Dimas contains approximately 20 miles of designated bikeways, including about 7 miles of Class II bicycle lanes and about 13 miles of Class III bicycle routes. A list of existing bikeways is shown in Exhibit 1, and a map of existing bikeways is shown in Exhibit 2.

The Downtown area and nearby blocks are organized in a grid pattern, providing strong connectivity for short trips within the area. To improve bicycle connectivity for longer trips, the focus should shift toward developing well-designed facilities in key parts of the city. These include enhancing north-south routes between Downtown and southern recreational areas, establishing east-west links across CA-57, and creating connections to the San Dimas Metro station to facilitate multi-modal travel.

Road Name	From (N/W)	To (S/E)	Length (mi)
Class II Bicycle Lanes			
Badillo St	Cypress St	Covina Blvd	0.42
Cataract Ave	Covina Blvd	Arrow Hwy	0.12
Covina Blvd	Badillo St	Cataract Ave	1.38
Cypress St	Badillo St	Canterbury Ln	0.89
Foothill Blvd	Cataract Ave	Canyon Park Ln	1.11
Puente Ave	Ave Monte Vista	Via Esperanza	0.29
Puente Ave	Via Palomares MB	Via Verde	0.24
San Dimas Ave	Arrow Hwy	Via Verde	2.25
San Dimas Canyon Rd	Via Los Santos	Palomares Ave	0.1
Class III Bicycle Routes			
Allen Ave	Amelia Ave	San Dimas Canyon Rd	1.5
Bonita Ave	Arrow Hwy	San Dimas Canyon Rd	1.47
Cannon Ave	Puddingstone Dr	Walnut Ave	0.62
Cataract Ave	Bonita Ave	Arrow Hwy	0.24
Juanita Ave	Amelia Ave	San Dimas Canyon Rd	0.5
Lone Hill Ave	Gladstone St	Cypress St	1.25
Puddingstone Dr (East)	San Dimas Ave	Cannon Ave	0.28
Puddingstone Dr	Walnut Ave	Via Verde	0.22
Puente St	City Boundary	Ave Monte Vista	0.15
Puente Ave	Via Esperanza	Via Palomares MB	0.22
San Dimas Ave	Foothill Blvd	Teague Dr	1.57
San Dimas Canyon Rd	Sycamore Canyon Rd	Arrow Hwy	1.7
Walnut Ave	Foothill Blvd	Teague Dr	1.57
Walnut Ave	E de Anza Heights Dr	Cannon Ave	0.31
Walnut Ave	Cannon Ave	Puddingstone Dr	0.28
Walnut Ave	Teague Ave	Sun Rose St	0.09
Via Verde	Covina Hills Rd	San Dimas Ave	1.57

Exhibit 6. List of existing bikeways

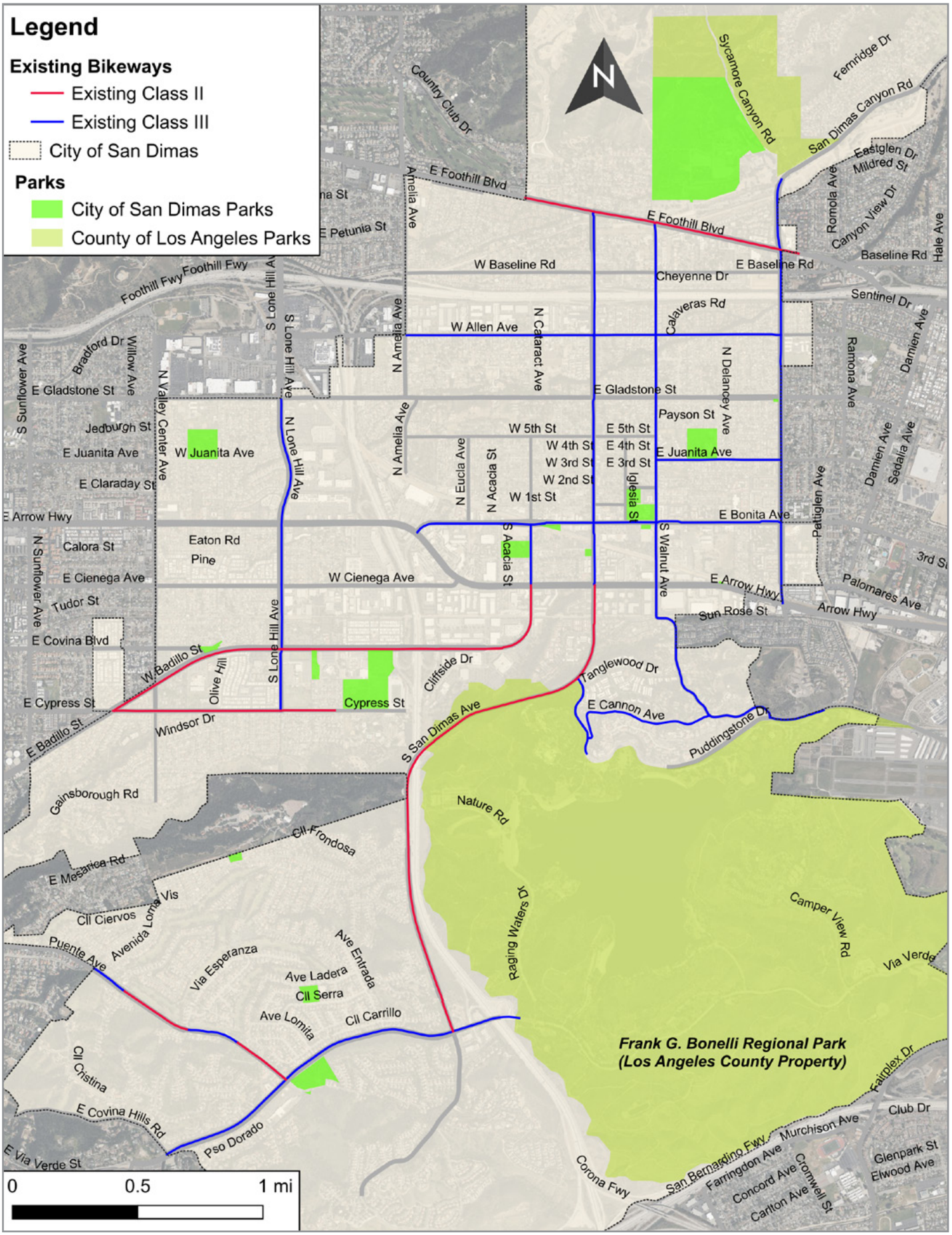


Exhibit 7. Map of existing bikeways

2.2. Network Gap Analysis

Through site visits, data analysis, and community input, the following principal gaps in the bicycle network were identified:

- There is a desire in the community for better bicycle connectivity to Frank G. Bonelli Regional Park and Raging Waters.
- Existing bicycle connectivity to the future site of the San Dimas Foothill Gold Line Metro station is limited, and there is a desire in the community for a strong north-south bicycle connection between the Metro station and Bonelli Park.
- There is a lack of options for cyclists to get between Downtown and areas west of CA-57, which include major commercial developments and residential areas.
- Arrow Highway, although a major east-west corridor for the City, is not bike-friendly.
- Neighborhoods south of the Walnut Creek Regional Park area are not well connected to areas to the north, especially on the west side of CA-57.
- Much of the City's existing bicycle network consists of Class III bicycle facilities, and the opportunity exists to close gaps in this network by building more Class II lanes.
- There are opportunities to connect to existing bicycle facilities in neighboring cities.

Exhibit 8 shows the existing bicycle facilities in San Dimas alongside existing bicycle facilities in adjacent cities to which there is an opportunity to connect or to improve the existing connection. The map also shows existing unpaved trails and major destinations such as the future Metro station, Frank G Bonelli Regional Park, City parks, schools, and the San Dimas Sportsplex.

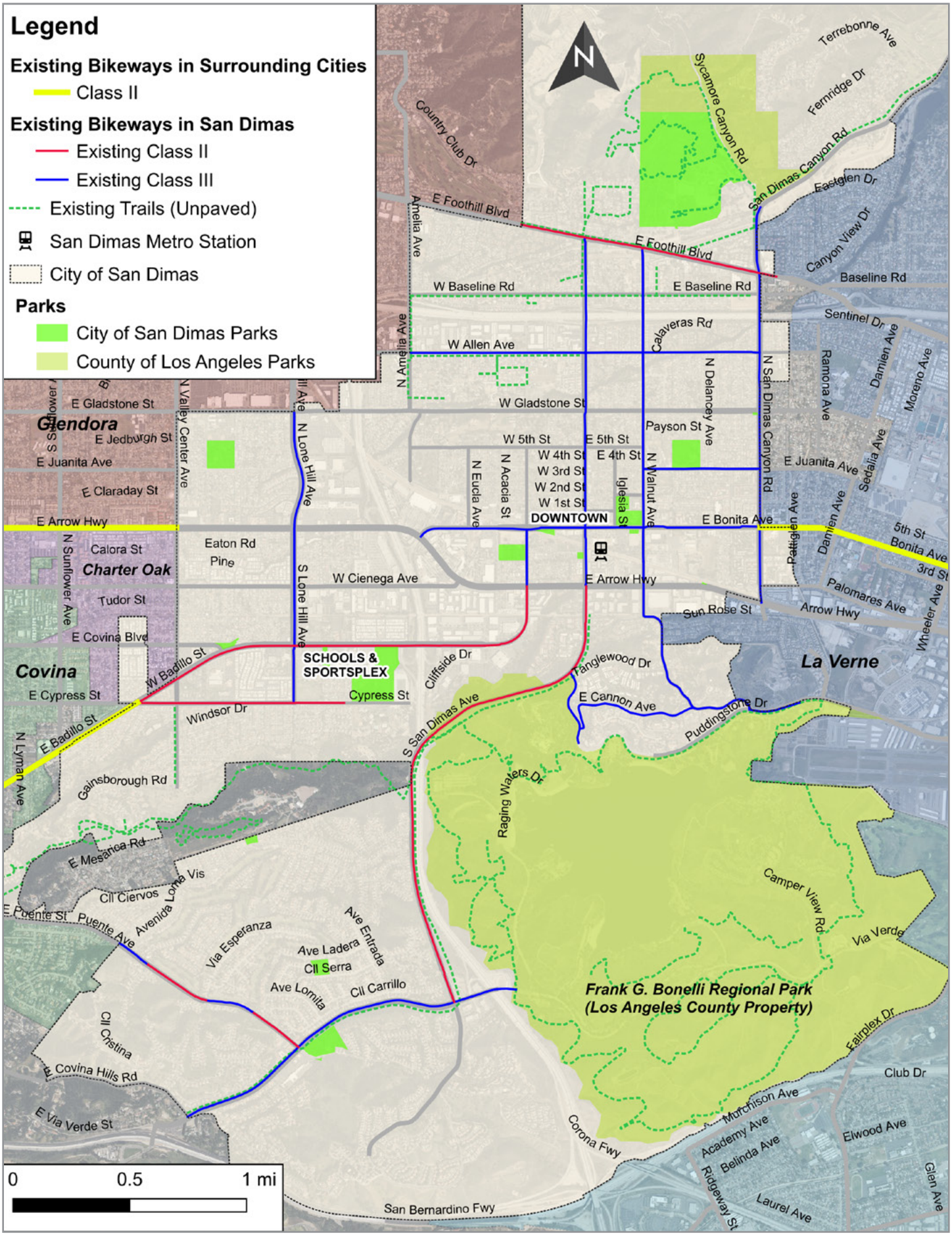


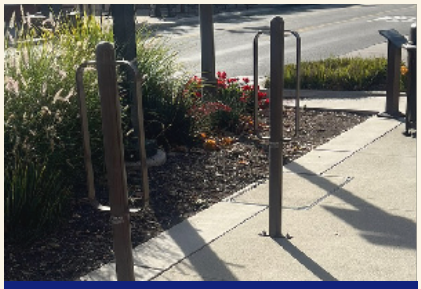
Exhibit 8. Existing destinations and facilities that offer opportunities to improve connectivity

2.3. Bicycle Parking

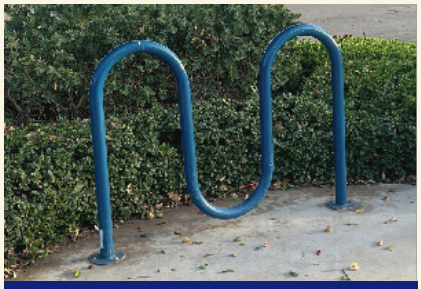
In November 2024, GTS conducted site visits to assess and inventory bicycle parking across San Dimas. The locations were later verified in coordination with City staff. A table of verified bicycle racks, including their locations, type, and number of spaces, is shown in Exhibit 9.2, and a map of their locations is shown in Exhibit 10.

Bicycle racks were found in 22 locations for a combined 181 parking spaces. There were five types of racks identified: grid (36 spaces), post & ring (20 spaces), wave (85 spaces), inverted-u (20 spaces), and wheelwell-secured (20 spaces). The different types of bicycle racks are shown in Exhibit 9.1. The City maintains an ongoing commitment to enhancing bicycle parking compliance through enforcement of municipal code § 18.156.060, which covers bicycle parking requirements, including short-term bike parking minimums (coverage for 5% of vehicle occupancy with a minimum of one 2-space rack) and long-term minimums (buildings with over ten-tenant occupants require racks for 5% of vehicle parking capacity with a minimum of one two-bicycle space). As shown in Exhibit 9.2, while many major retail centers contain bicycle parking, there are also opportunities to install more racks and improve bicycle parking at various locations.

The municipal code also stipulates that bicycle parking facilities "may be an approved bicycle rack where a user can secure both wheels and the frame of the bicycle or may be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather." As such, opportunities exist to upgrade racks at some locations with older bike rack designs that only secure the front wheel of the bicycle.

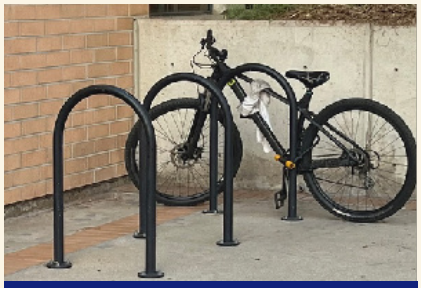


Post & Ring
The bicycle is locked to a single vertical post which includes a ring structure for additional support, allowing the frame and wheels to be secured.

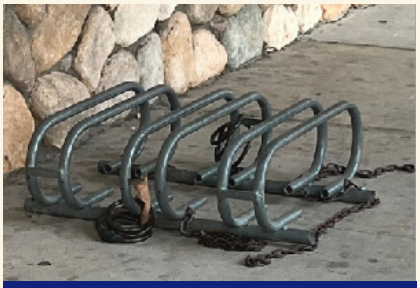


Wave
A series of curved, wave-like structures that can accommodate multiple bikes by allowing them to be locked at various points.

Grid
A rectangular frame made up of several parallel bars. This design allows multiple bikes to be locked in a row.



Inverted U
A simple, sturdy structure where bikes can be locked to the U shape, securing the frame and the wheels.



Wheelwell-secured
An older type of design that secures only the bike's front wheel. The bicycle (minus the front wheel) can potentially be stolen, and/or the front wheel can be bent.

Location	Type of Rack	# of Spaces
Allen Avenue Elementary	Grid	8
Bonita Ave - Bank of America	Post & Ring	4
Bonita Ave - O'Malley's Flowers	Post & Ring	4
Bonita Ave - San Dimas Barber Shop	Post & Ring	2
Bonita Ave - San Dimas Hardware	Post & Ring	2
Chaparral Lanes	Grid	8
Costco Wholesale	Wave (5 humps)	11
Crunch Fitness	Wheelwell-secured	6
Labcorp	Wave (5 humps)	11
Ladera Sierra Park	Wheelwell-secured	8
Little Tokyo Restaurant	Wave (2 humps)	5
Loma Vista Park	Wave (2 humps)	5
Marchant Park	Inverted U	2
Marchant Park	Wave (2 humps)	5
Pioneer Park (Baseball Field)	Inverted U	4
Pioneer Park (Playground)	Inverted U	2
San Dimas City Hall (Back of Building)	Wave (2 humps)	5
San Dimas High School	Wave (4 humps)	36
San Dimas Library (Back of Building	Inverted U	6
San Dimas Library (Front of Building)	Inverted U	6
San Dimas Recreation Center	Wheelwell-secured	6
Target	Post & Ring	8
USPS	Wave (3 humps)	7

Exhibit 9.2. List of verified bicycle racks

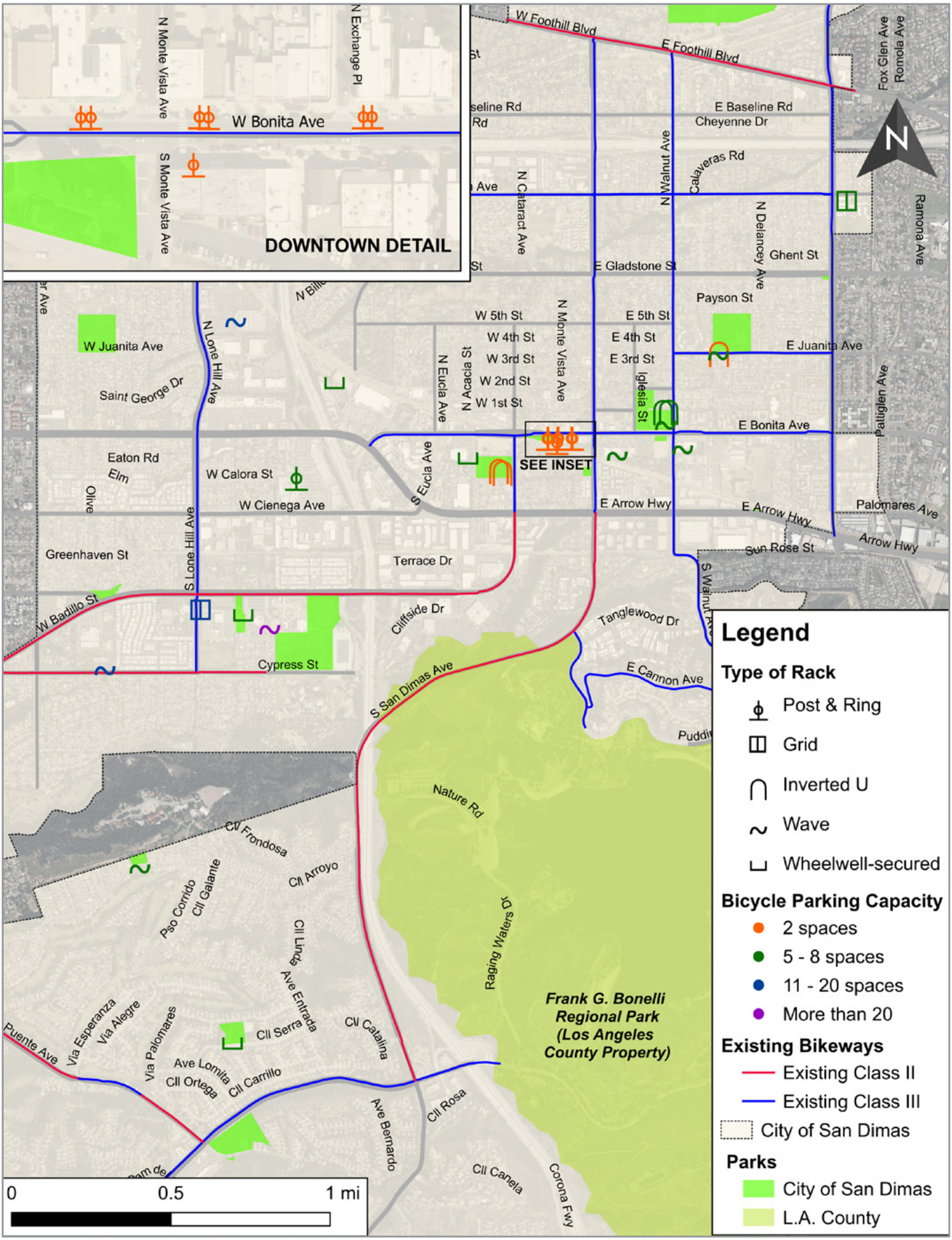


Exhibit 10. Map of verified bicycle parking spaces

2.4. Collision History

Prior to identifying locations for new projects and network expansions, GTS conducted an analysis of bicycle-involved collisions over a 5-year period (January 1, 2019 through December 31, 2023). Collision data for the 5-year analysis was collected from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS). The analysis includes all reported collisions involving a bicycle and a motor vehicle within the City of San Dimas jurisdiction during that timeframe.

According to the available data, there were 40 bicycle-involved collisions from January 1, 2019 through December 31, 2023. The distribution of bicycle-involved collisions year by year, categorized by the severity of injury, is shown in Exhibit 11. Consistent with statewide and nationwide trends, there has been an increase in collisions since the COVID-19 pandemic. Bicycle-involved collisions increased by 125% in the City from 2019 to 2021.

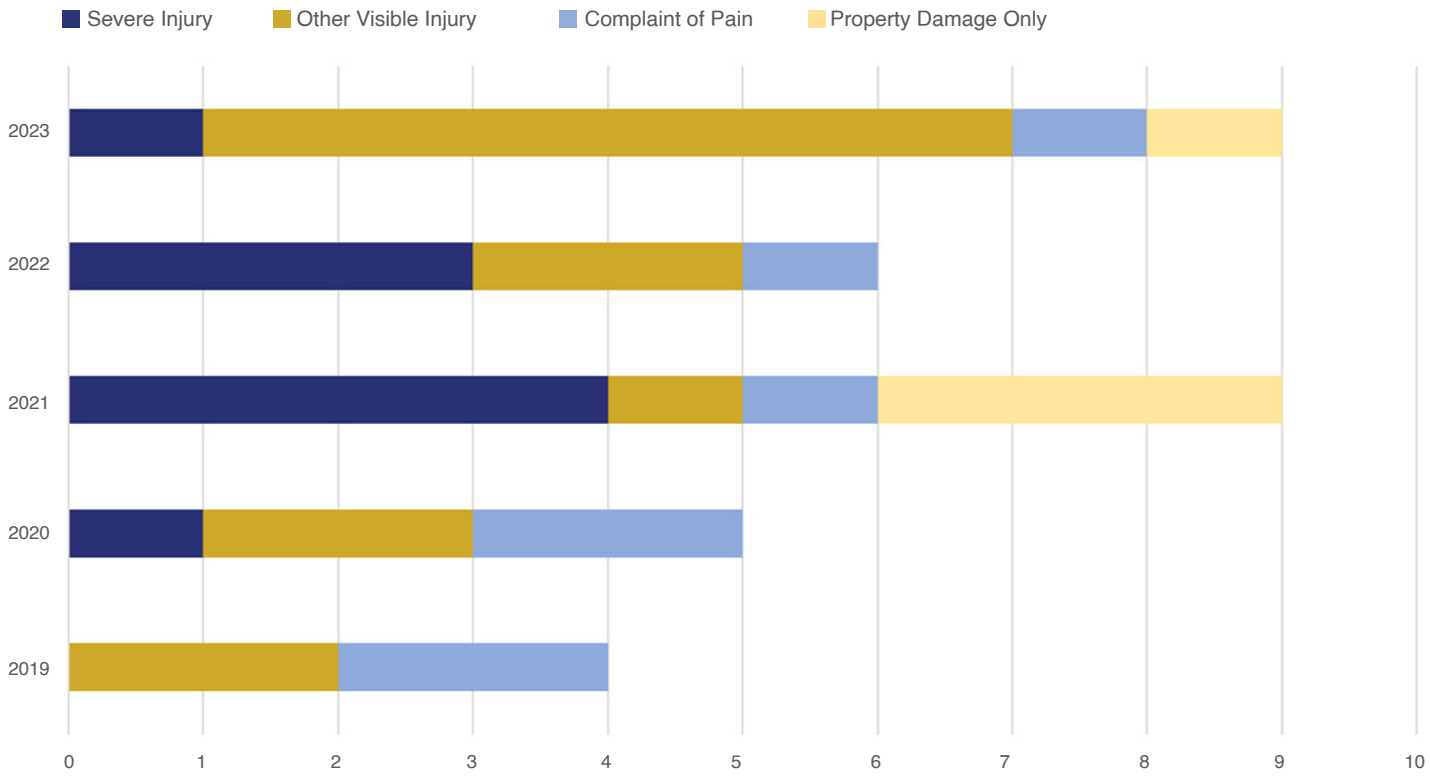


Exhibit 11. Bicycle-involved collisions by year and severity

The most prevalent Primary Contributing Factors (PCFs) were Improper Turning (27%, meaning a driver or cyclist made a turn prohibited by signage, failed to use turn signals, or turned at a distance too far from a curb); Automobile Right of Way (24%, indicating failure to respect the right-of-way of another road user, where in 7 cases the motorist was at fault for violating the cyclists's right of way and in 1 case the cyclist was at fault for violating the motorist's right of way); and Wrong Side of Road (24%, where in 7 cases the bicyclist was at fault for traveling on the wrong side of the road and in one case the motorist was at fault for traveling on the wrong side of the road). The number of collisions for each reported PCF are shown in Exhibit 12.

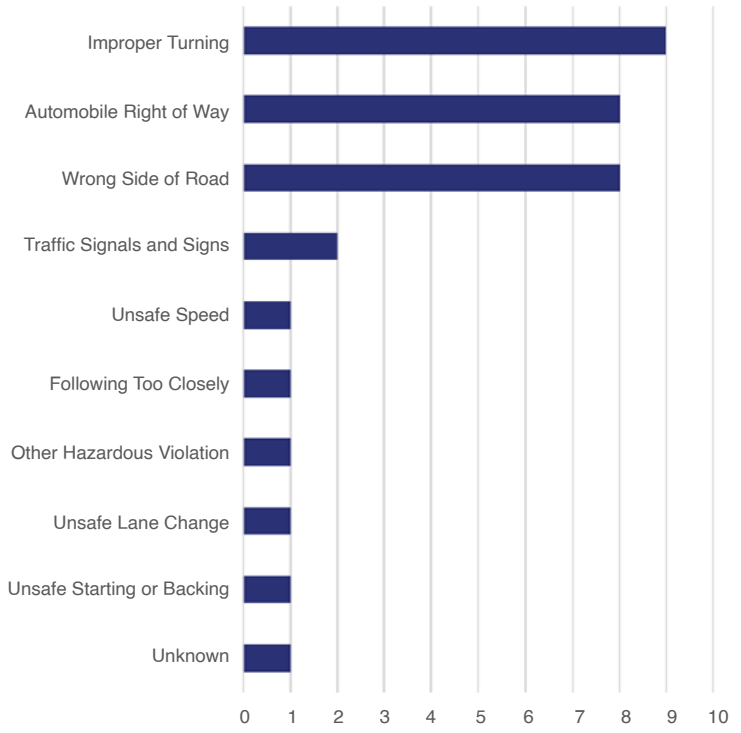


Exhibit 12. Primary Contributing Factors for bicycle-involved collisions

The most prevalent collision type was Broadside (45%), with other collision types being uncommon (10% or less) and 27% of collisions being either "Other" or "Not Stated", as shown in Exhibit 13.

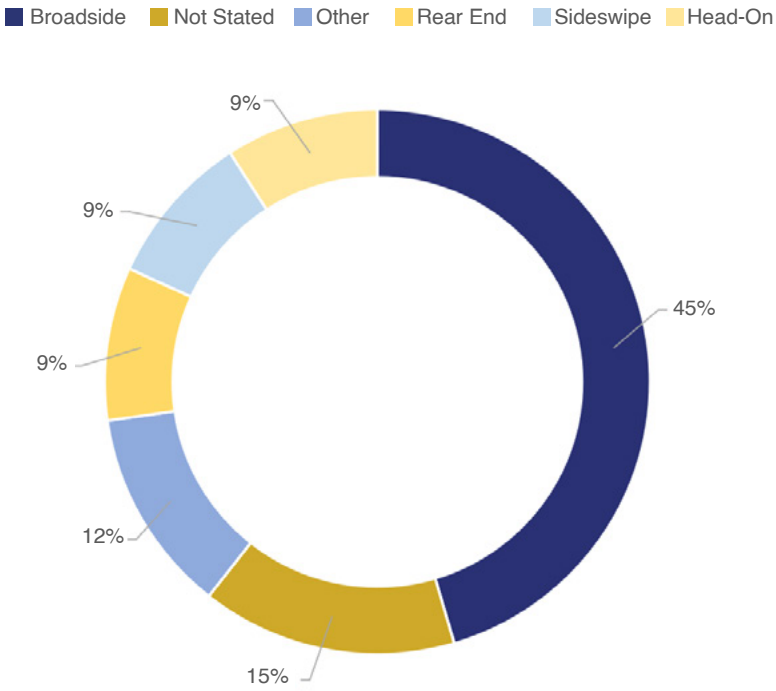


Exhibit 13. Types of bicycle-involved collisions

27% of bicycle-involved collisions occurred on weekend days, and 27% on Wednesdays. The day of the week with the fewest collisions was Tuesdays (no collisions, as shown in Exhibit 14). The majority of collisions occurred during daylight hours (76%, as shown in Exhibit 15). Very few collisions occurred during typical morning commuting hours (only one collision occurred between 6:00 AM and 9:00 AM), and most collisions occurred either in the afternoon (12:00 PM – 6:00 PM, 42%) or evening (6:00 PM – 12:00 AM, 33%). All but one collision occurred in clear weather (97%).

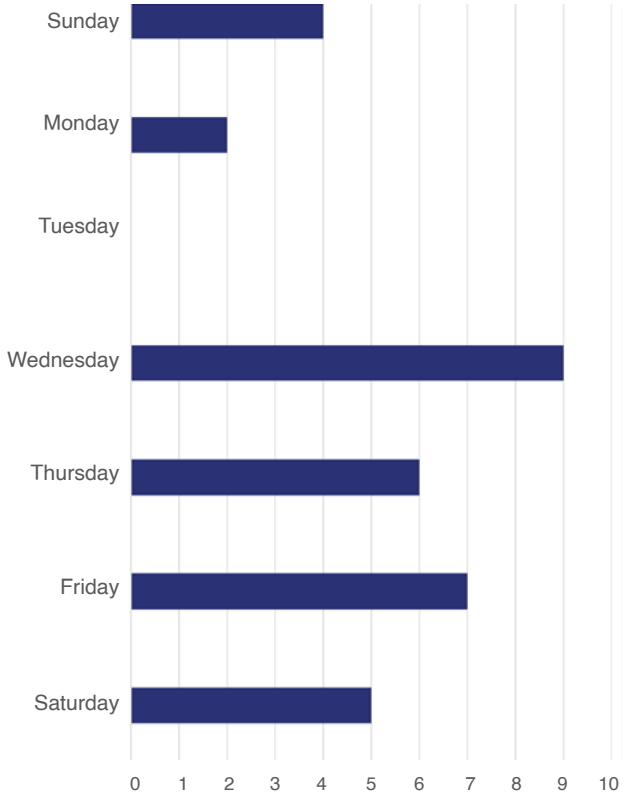


Exhibit 14. Day of week of bicycle-involved collisions

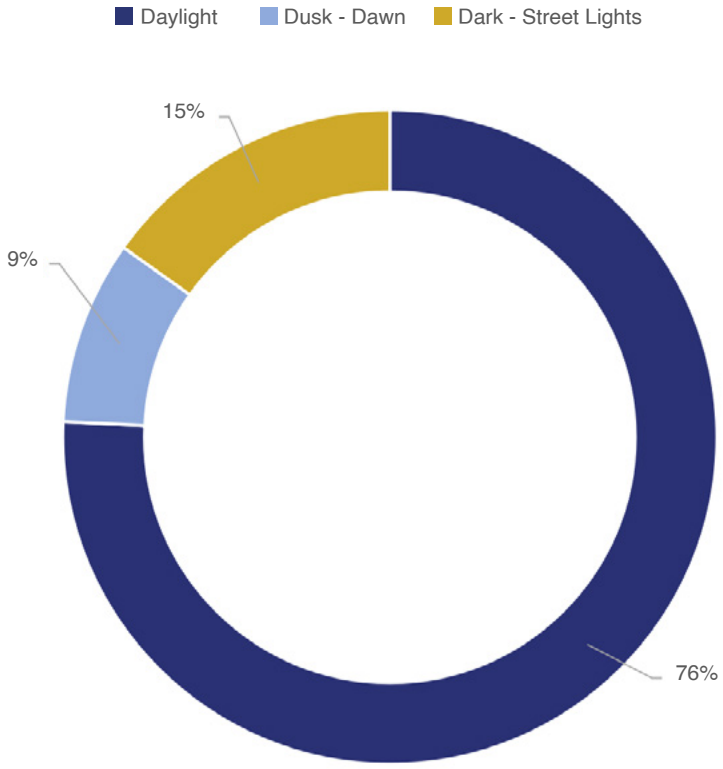


Exhibit 15. Lighting conditions

Exhibit 16 shows the locations of collisions and their severity during the five-year period analyzed. Of the 33 total collisions, 16 (48%) occurred on or at intersections containing Class III bicycle routes, 9 (27%) occurred on roadways or areas with no dedicated bicycle facilities, and 10 (30%) occurred on or at intersections with Class II bikeways. (The totals of these crashes add up to more than 33 because in some locations Class II and Class III facilities intersect.) 12 crashes (36%) occurred at or within 100 feet of intersections, while 21 (64%)
occurred on roadway segments away from intersections.

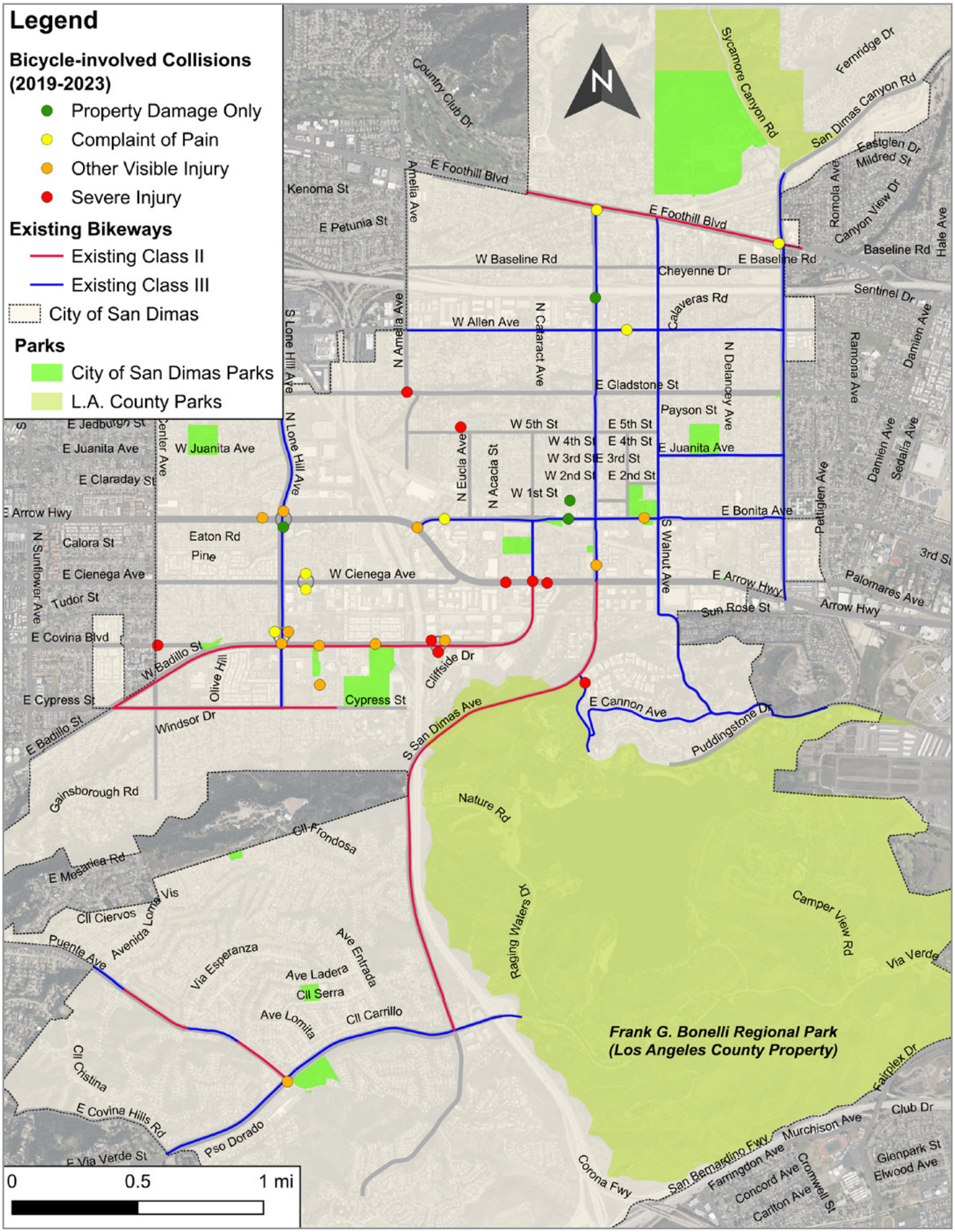


Exhibit 16. Map of existing bikeways with bicycle-involved collisions (1/1/2019-12/31/2023)

3. COMMUNITY OUTREACH

To ensure adequate representation of the community in the development of the Bicycle Master Plan, the City conducted a series of outreach events and efforts. The aim of conducting outreach was to advertise the plan, collect critical feedback on what residents and visitors viewed as shortcomings with existing bicycle infrastructure, and receive input on where the City should focus their efforts on bicycle infrastructure and program improvements. This chapter outlines the efforts conducted throughout the development of the plan.

3.1. Interactive Project Website

To advertise the Bicycle Master Plan update, educate the community, and collect feedback on both existing bicycle infrastructure and desired improvements, an interactive project website was hosted through Social Pinpoint. Websites through this service are specifically tailored for conducting public outreach and collecting community feedback through widgets like surveys, interactive maps for collecting location-specific comments, project timelines, and calendars showing both upcoming and previously hosted events.

The website was advertised through multiple mediums, including official social media accounts for the City of San Dimas and by handing out business card-sized flyers with QR codes linking to the website at outreach events and various facilities. Feedback was collected for a 4-month period from October 2024 through February 2025.
During the period that feedback was collected, the website saw 976 unique visitors and received 84 survey responses and 48 comments on the interactive map.Screenshots of the homepage and interactive map are shown in Exhibit 17 and Exhibit 18.

On the interactive map in Exhibit 18, users were able to place a marker on the map (represented by the blue bicycle icons) at the specific locations where they wished to comment, and submit a comment which was then viewable by other users.

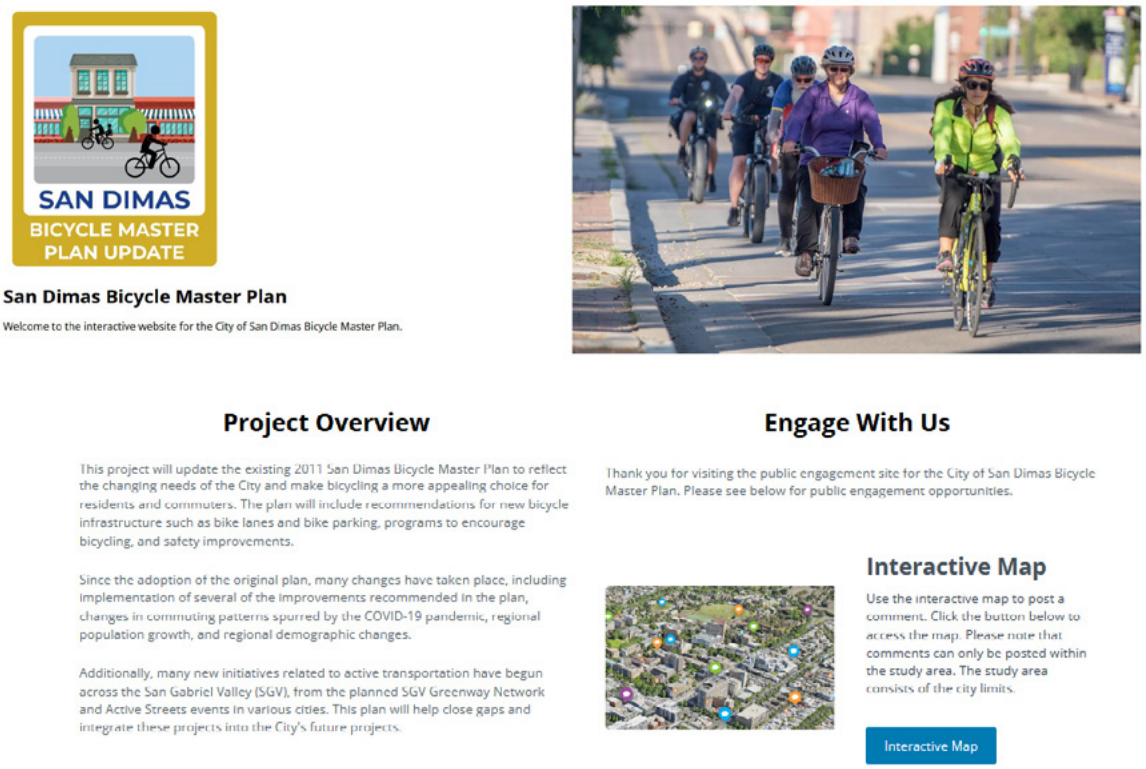


Exhibit 17. Social Pinpoint homepage

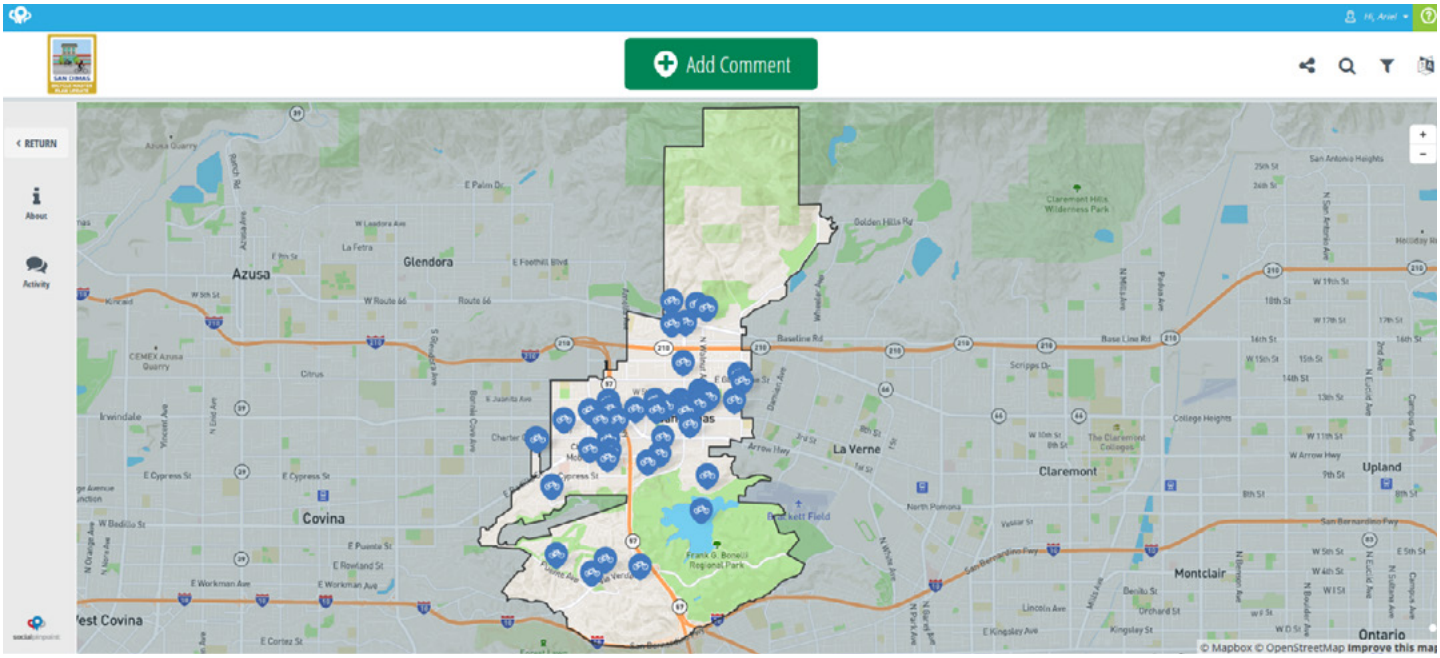


Exhibit 18. Interactive map on Social Pinpoint

3.1a Interactive Map

The following is a summary of the comments received via the interactive map on the project website.

- The City should coordinate with the SGV Greenway as it is built out.
- More bike lanes are desired, including on Gladstone St, Badillo St, Puddingstone Dr, Walnut Ave, Cypress St., Cataract Ave, Cienega Ave, Covina Blvd, and Downtown as a whole.
- More separated/protected bike paths are desired, including on Foothill Blvd, Bonita Ave, Lone Hill Ave, Via Verde, Puente Ave, and Arrow Hwy.
- Sharrows were requested for some narrow streets, including Pony Express Rd and the narrow sections of San Dimas Ave.
- Intersection improvements were requested at the intersections of Juanita Ave and San Dimas Canyon Rd, Arrow Hwy and Maimone Ave,
- The need for bicycle connectivity to schools, the library, Bonelli Park, and the Cal Poly Pomona campus was emphasized.
- Safety education for bicyclists and scooter users is desired, especially for teenagers.
- More bike days (open streets events) are desired.
- Bike valets for community events (Farmers Market, etc.) were requested.

3.1b Survey

In order to further gauge community sentiment and inform the update of the Bicycle Master Plan, visitors to the website were asked to complete a 6-question survey. The survey questions, and the responses received, are summarized in this section.

Question 1. Do you live in San Dimas, work there, or visit for other reasons? (Select all that apply.)

This question intended to gauge the location of the population from which the responses were coming. 92% of survey respondents were San Dimas residents.

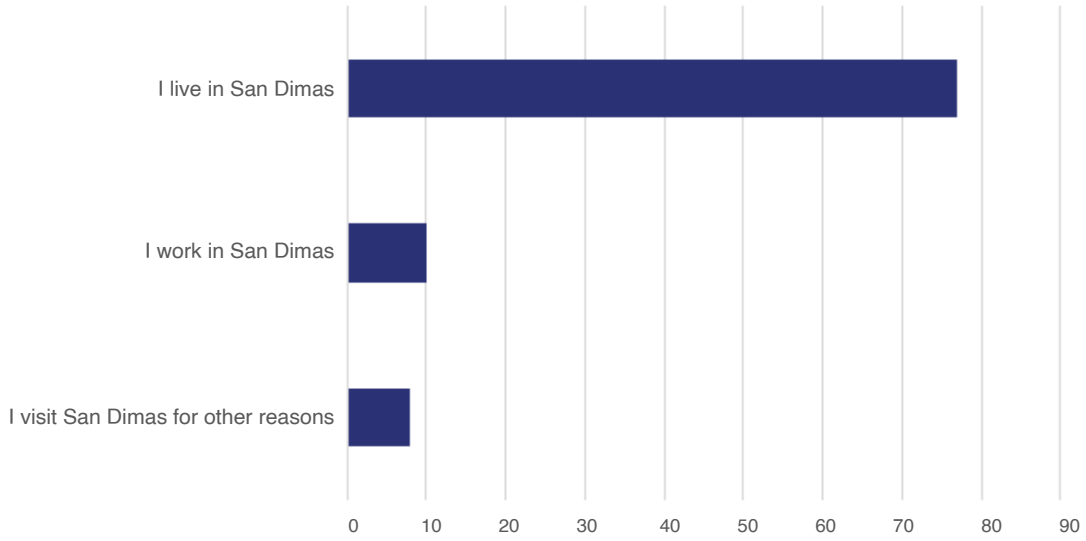


Exhibit 19. Location of survey participants

Question 2. On average, how often do you bike in San Dimas?

Of the survey respondents, 36% do not ride a bike, 40% ride a bike 1-2 days a week, 21% ride 3-4 days per week, and 2% ride 5-6 days per week.

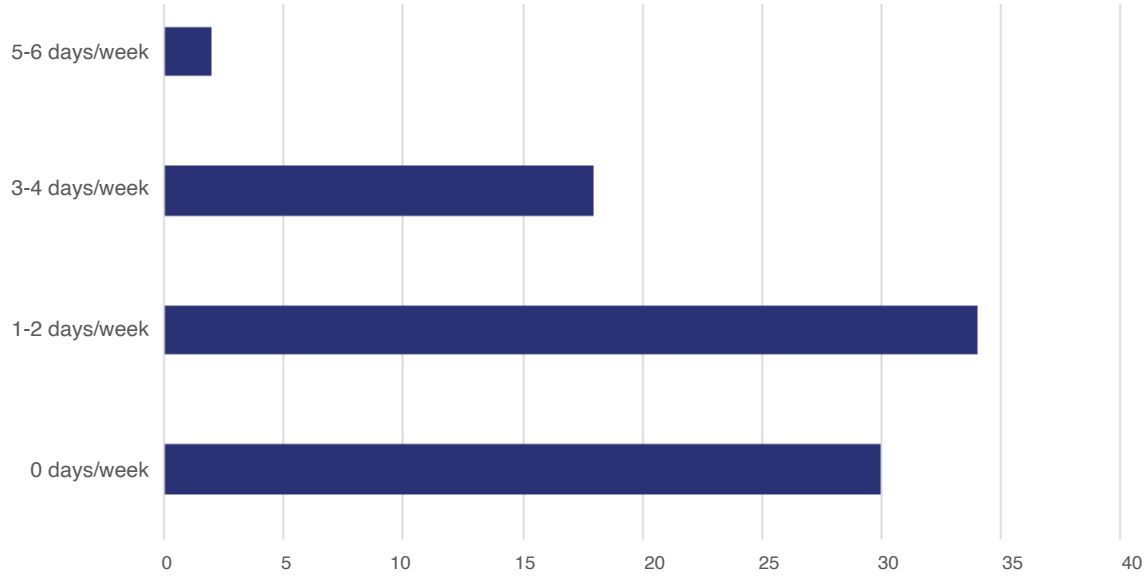


Exhibit 20. Frequency of biking

Question 3. For what purposes do you bike in San Dimas? (Select all that apply.)

64% of respondents indicated that they bike for fun, and 55% for exercise. 20% indicated that they do not ride a bike, while 17% indicated they ride for environmental reasons and 11% bike to go shopping. Bike commuting was an option selected by 10% of respondents, 6% indicated they use a bike to get to transit, and 5% use a bike to get to school.

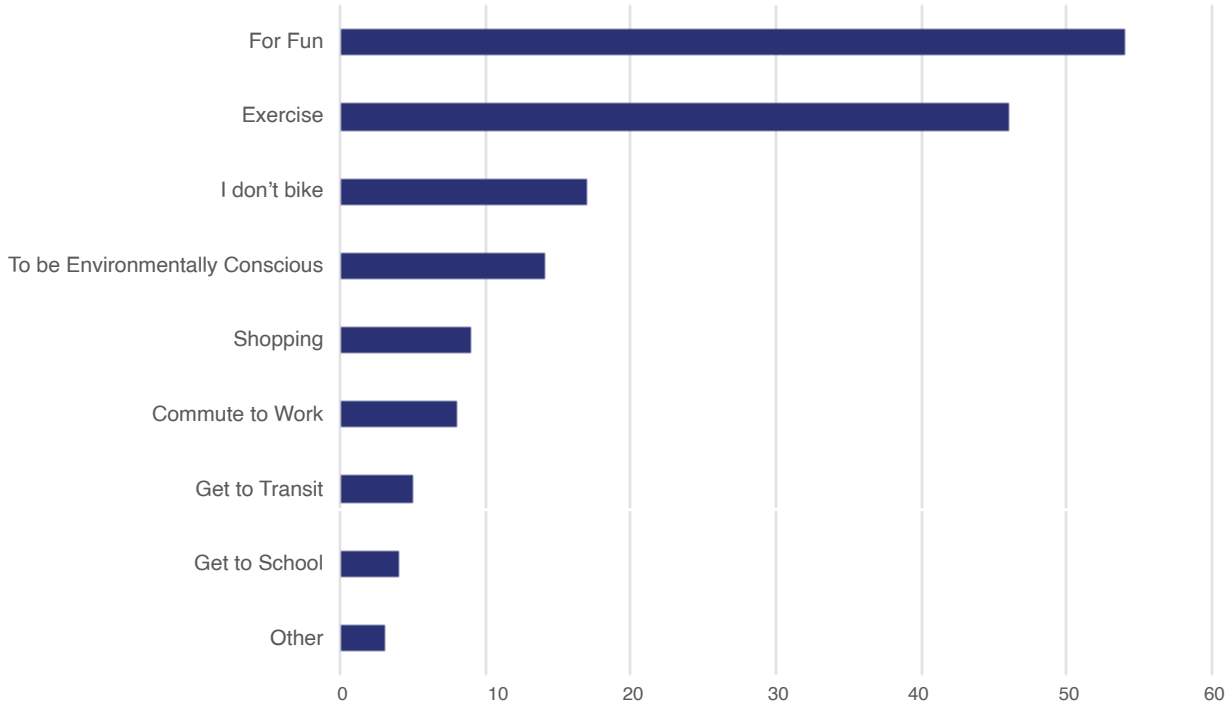


Exhibit 21. Purposes of biking

Question 4. What types of destinations are the most important for you to have bicycle access to? (Select all that apply.)

This question allowed respondents to select all destinations they consider important. 74% of respondents selected parks as an important destination, and 64% selected recreational trails. 42% selected transit stations, 35% selected shopping centers, 30% selected schools, and 18% selected workplaces.

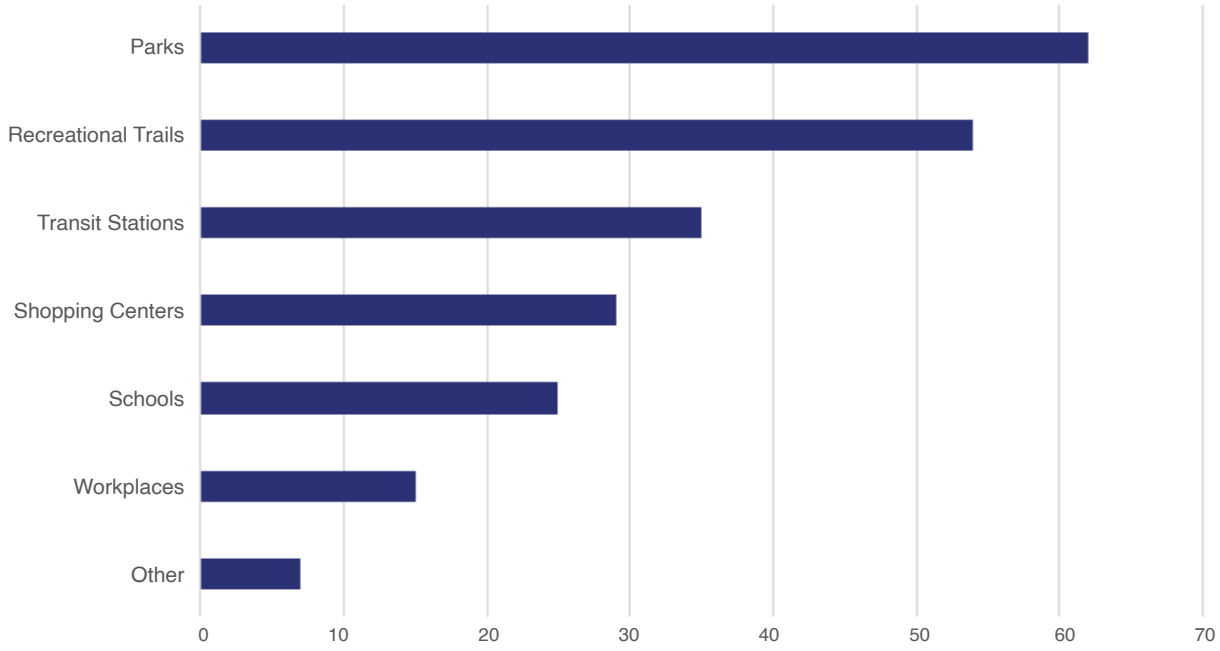


Exhibit 22. Important bicycling destinations

Question 5. What factors prevent you from biking more often in San Dimas? (Select all that apply.)

57% of respondents indicated “not enough bike paths or lanes” and “uncomfortable biking in heavy traffic” as reasons they do not bike more. 40% cited speed and safety concerns, while 32% cited concerns with nighttime visibility. 31% cited the lack of bike parking as a reason, 27% cited gaps in the bicycling network, and 26% cited maintenance of bikeways (debris, etc.) as a concern. 18% cited time and distance as a concern, and 18% cited the difficulty of biking with young children. 12% do not own bikes. 11% cited concerns with the weather.

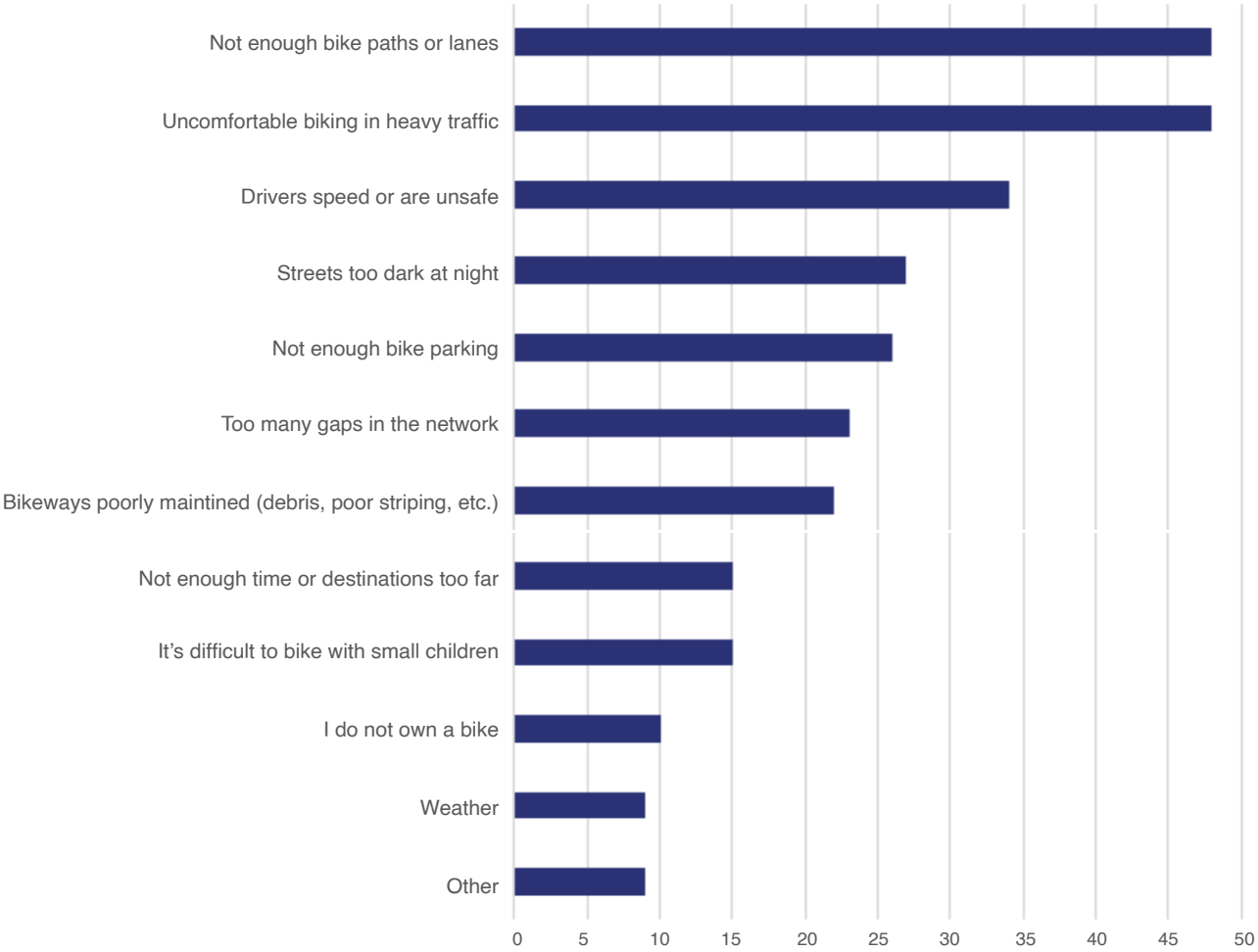


Exhibit 23. Reasons for not biking

Question 6. What streets do you use/prefer to bike on? Are there any you avoid?

This was an open-ended question in which respondents could type in their responses. The responses are summarized as follows:

Responses indicated a wide variety of preferred routes. In some cases the same street was indicated by some respondents as a preferred route and by others as an avoided route. There was a consistent sentiment that Arrow Highway is avoided for bicycling.

Question 7. What streets or bike routes should be prioritized for improvements?

This was an open-ended question in which respondents could type in their responses. The following priority improvements were suggested:

- Bonita Ave, Arrow Hwy, San Dimas Ave, Puddingstone Dr, Gladstone St, Foothill Blvd, San Dimas Canyon Rd.
- Connections to the Metro station, other public transit, parks, adjacent cities, and Cal Poly Pomona.
- Roads that improve the wider network.
- More off-street multi-use paths.

Question 8. Which specific transit connections or routes would improve your cycling experience the most?

Respondents indicated the following priorities for bicycling-to-transit connectivity:

- Connections to the new Foothill Gold Line Metro station
- Connections to the Silver Streak bus system at Cal Poly Pomona
- Connections to the Fairplex
- Connections to Foothill Transit (bus routes 188 and 492 were mentioned)
- Connections to the Pomona Metrolink station

Question 9. How important are transit connections to your cycling experience?

48% of respondents considered transit connections not important, 30% considered this very important, and 22% somewhat important.

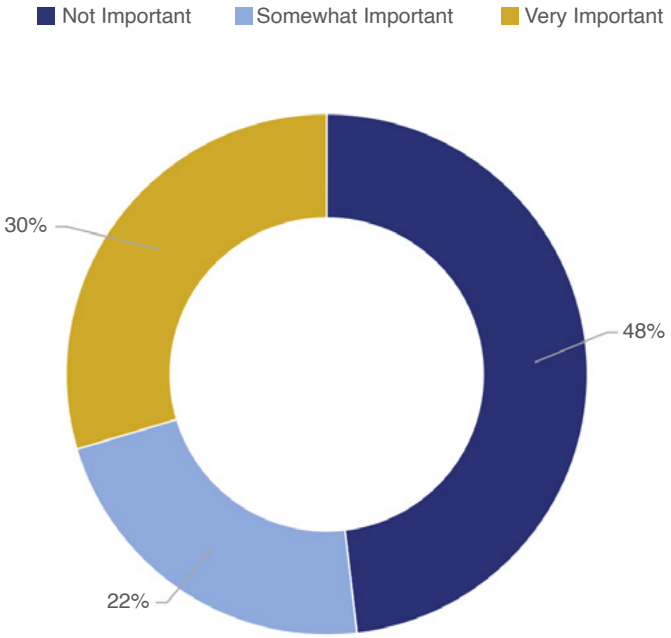


Exhibit 24. Importance of transit connections

Question 10. How much investment would you like the City to allocate to improving bicycle facilities?

32% of respondents would like to see significant investments, 45% would like to see moderate investments, 11% would prefer minimal investments, and 12% would prefer no investments.

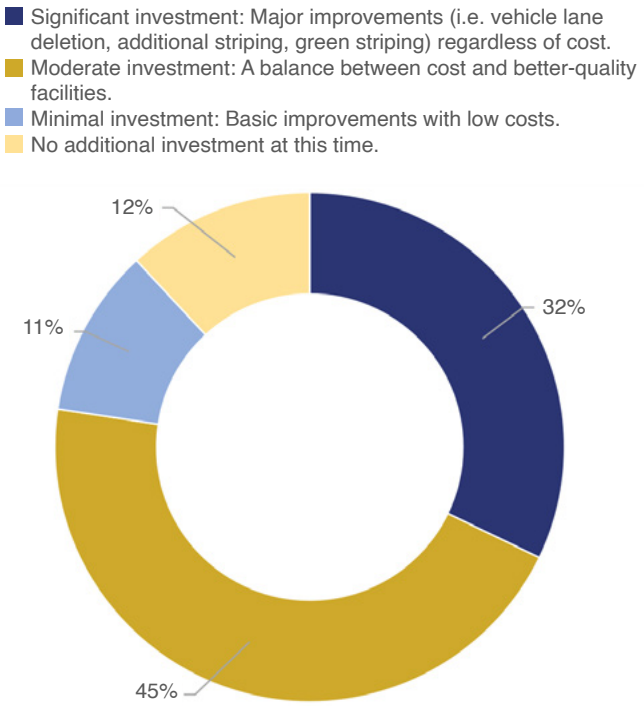


Exhibit 25. Desired investment

Question 11. How much more likely would you be to bike in San Dimas if the following changes are made?

Responses were fairly uniform across the different bicycling improvements that were listed for this question, with about 51% of respondents indicating they were “very likely” to bike more if the improvements were implemented, 20% indicating they were “likely” to bike more, between 9% and 10% indicating that they were “somewhat likely” to bike more, and 14% indicating that they were “not at all likely” to bike more.

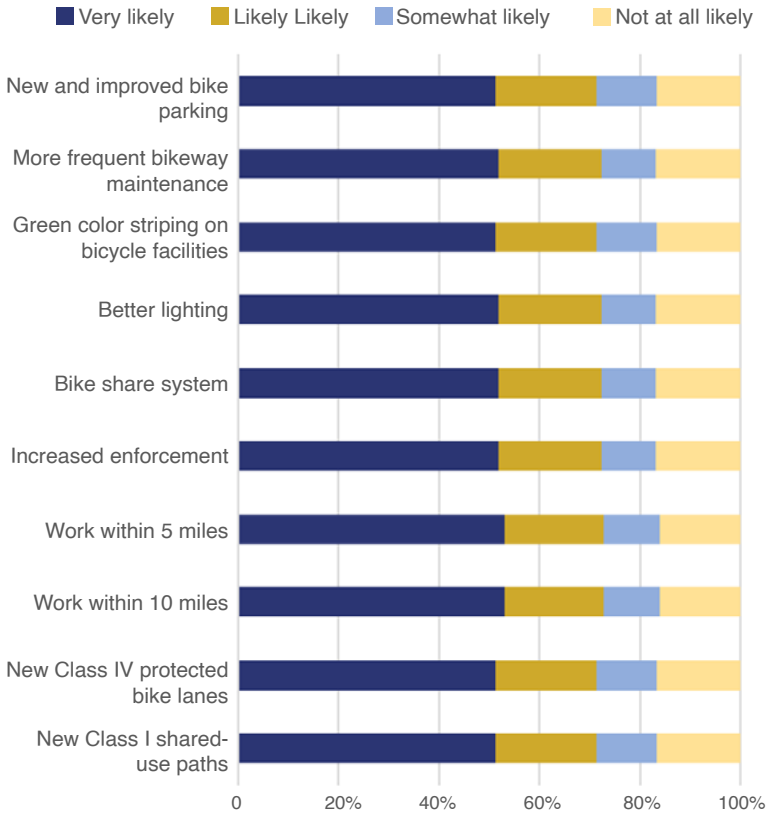


Exhibit 26. Likelihood of biking given various improvements

Question 12. How much would you support bicycle infrastructure improvements if they caused a slight increase in traffic congestion in certain areas?

60% indicated that they would support such improvements, while 25% indicated that they would oppose them. 14% were neutral.

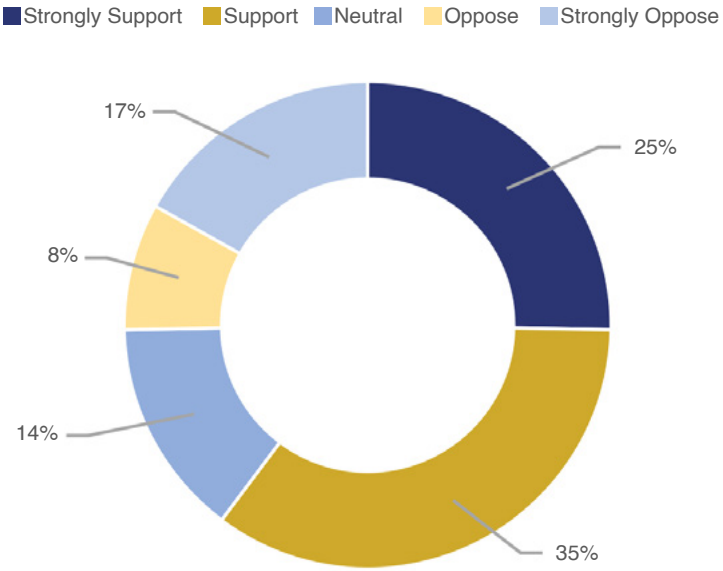


Exhibit 27. Support of bike improvements if they increase congestion

Question 13. What other bike improvements or programs would you like to see?

Respondents suggested:

- More enforcement and education for bicyclists to obey traffic laws
- More enforcement targeting aggressive vehicle drivers
- Improved bike parking options
- A bike share program
- Maintenance stations for bicycles (pumps and tools)
- Community bike ride events
- Expanded coordination with the SGV Greenway initiative

Question 14. Please provide any additional comments or concerns you have about biking in San Dimas.

Respondents also suggested:

- Safety measures relating to the high speeds of electric bikes (helmets, enforcement)
- Overall safety improvements
- More facilities separating bikes from vehicles (protected bike lanes and shared-use paths)

3.2. Social Media

The Bicycle Master Plan Update was advertised through various social media posts. An example is shown in Exhibit 28. The social media outreach received 7,954 views and 341 engagements, reaching 3,175 individual users.

Exhibit 28. Example social media post

3.3. Community Engagement Events

The City hosted pop-up tables at two community events to advertise the Bicycle Master Plan Update and collect feedback.

Halloween Spooktacular Pop-up:

The first event was the annual Halloween Spooktacular on October 19, 2024. Project staff were stationed at the information booth, where they handed out candy and business card flyers, displayed a map of existing bicycle infrastructure and crashes, informed community members about the plan update, and asked for people to visit the website and fill out the survey and the map. The project team engaged with approximately 250 people, handing out informational cards and discussing the project. Within the 24-hour period following the event, the website saw approximately 50 new unique visitors and an increased rate of input. Photos from the event are shown in Exhibit 29.

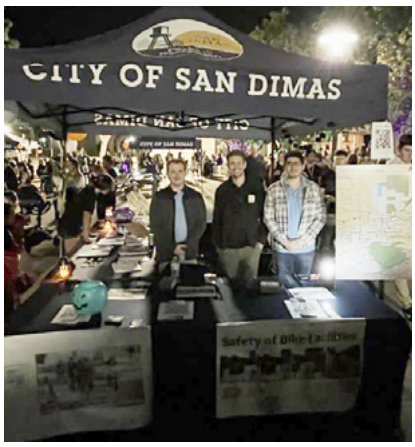


Exhibit 29. Halloween Spooktacular pop-up

Exhibit 30. Cards given out at community events and workshops advertising the Bicycle Master Plan Update

Holiday Extravaganza Pop-up:

Similarly to the Halloween event, GTS hosted a table at the annual Holiday Extravaganza on December 7, 2024. Project staff handed out candy canes and more business cards, displayed maps of existing conditions and preliminary proposals, and set up QR codes for people to visit the website and leave feedback. The project team engaged with about 40 people, discussing the project and giving out informational materials. The project team engaged with about 40 people, discussing the project and giving out informational materials. Within the 48-hour period following the event, the website saw approximately 30 new individual visitors.

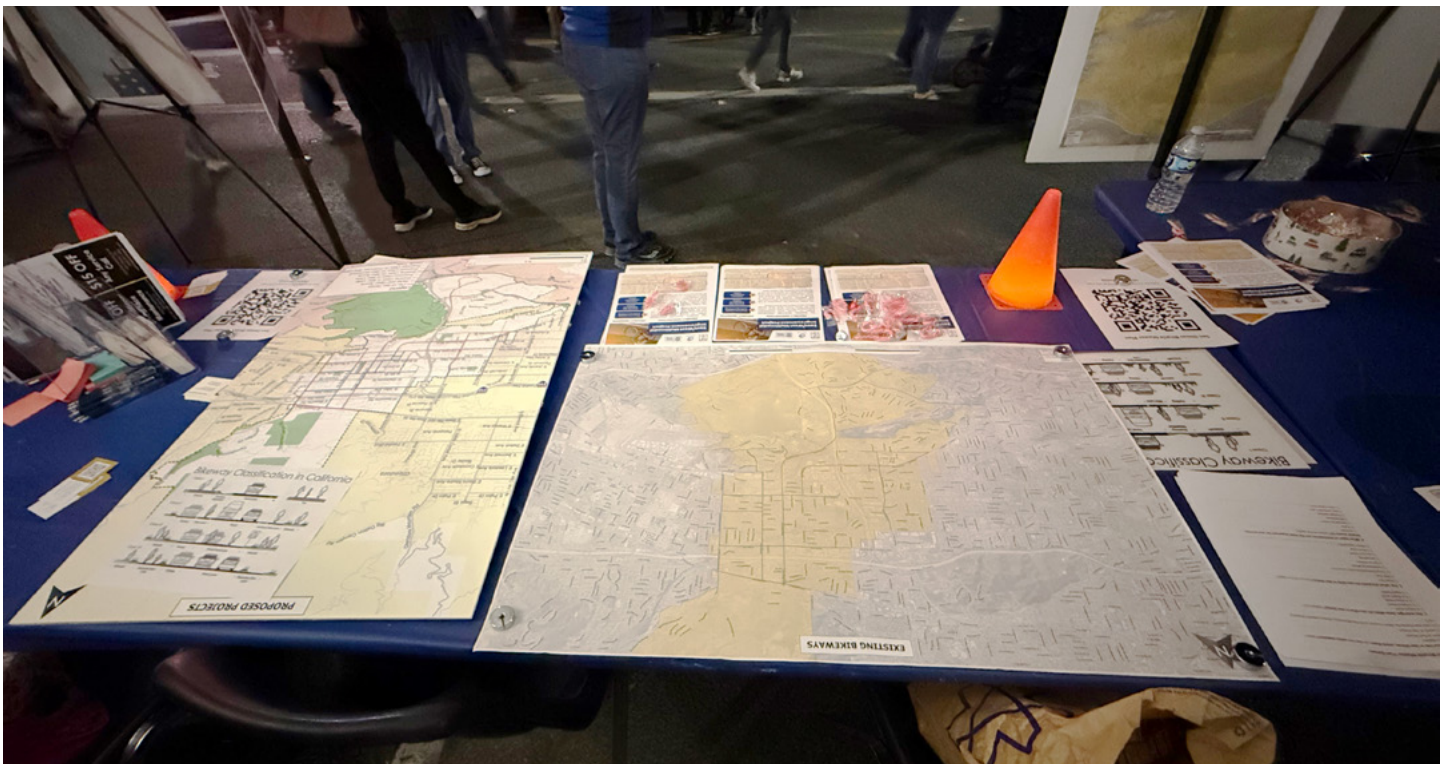


Exhibit 31. Holiday Extravaganza pop-up

3.4. Public Workshops

Two public workshops were hosted for the Bicycle Master Plan Update. The workshops are described in this section.

The first public workshop was hosted on Wednesday, November 20, 2024 at City Hall. Members of the community were introduced to the project and given the opportunity to give feedback and express their visions for the future of bicycling in San Dimas. This event was advertised with paper flyers and social media posts, and saw 9 attendees total (saw three attendees from the community in addition to City and GTS staff).

The following is a summary of the comments provided by the community at this workshop:

General Policy & Planning Suggestions

- Buffered bike lanes are preferred, especially to provide safety from trucks.
- Construction projects can be hazardous for bicyclists since the road surface can be uneven in addition to other obstacles. This has been an issue on Bonita Ave between San Dimas Canyon Rd and Walnut Ave.
- Road rage is sometimes an issue.
- Bicyclists may be safer on sidewalks in some areas.
- Connectivity is needed to major destinations, including Costco and neighborhoods on opposite sides of the railroad tracks.

Metro Access

- There may be safety issues for cyclists crossing the new Metro tracks.
- A participant suggested maintaining existing vehicle lanes while adding bike lanes to help prevent road congestion and potential driver frustration.

Specific Locations

- Lone Hill Ave is very busy (with vehicular traffic).
- Puddingstone Drive is narrow and curvy, with visibility problems.
- There is a choke point on San Dimas Ave (southbound) between Bonita Ave and the Metro tracks.
- The turn from San Dimas Ave into Bonelli Park can be difficult, especially for inexperienced cyclists.
- San Dimas Avenue needs bicycle improvements south of Via Verde.
- A Class II bike lane on Bonita Ave would connect to the existing Class II in the adjacent City of La Verne, and from there to the Pacific Electric Trail.
- Gladstone St is challenging for bicyclists, especially west of Amelia Ave.
- San Dimas Canyon Road is narrow and curvy with potential hazards.

Exhibit 32. Community workshop held on November 20th, 2024

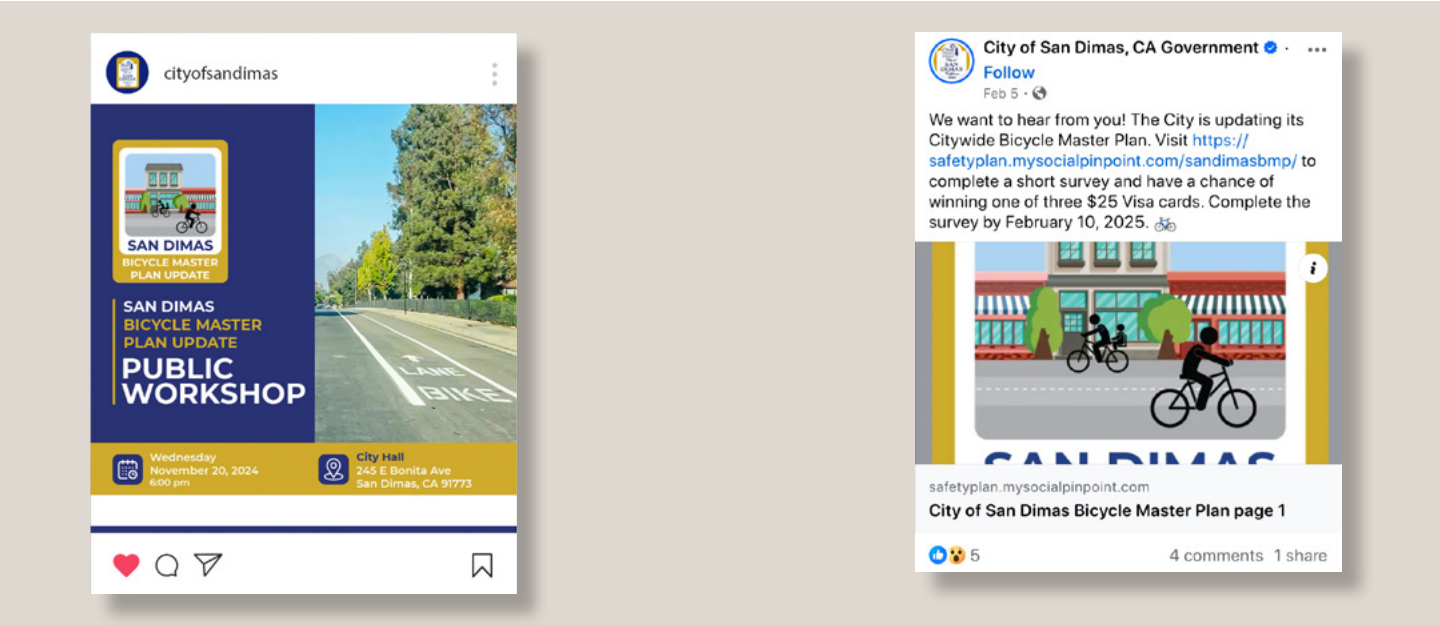


Exhibit 33. Social media posts advertising the community workshops and website

Exhibit 34. Flyer advertising the first community workshop

The second public workshop was hosted on Wednesday, January 15, 2025 at City Hall. Members of the community were given the opportunity to comment on the proposed bicycle improvements in the draft Bicycle Master Plan Update. This event was advertised with paper flyers and social media posts, and saw six attendees from the community in addition to Project staff.

The following is a summary of the comments provided by the community at this workshop, organized into a few major categories.

General Policy & Planning Suggestions

- More green paint is desired to make bike lanes more prominent. While the City of La Verne implemented green striping, its appearance has deteriorated over two years, making it less visually appealing.
- Consider sustainability and maintenance cost of bicycle lanes prior implementing.
- The General Plan should include a statement that bike lanes or facilities should be considered in all cases of road resurfacing or reconstruction.
- Nearby communities may have good examples of signage types, lights, and paint, such as downtown La Verne.
- Subsequent materials should include a map highlighting the changes from the old Bicycle Master Plan.
- The Class IV lanes on Bonita that are proposed in the Downtown Specific Plan may not be the preferred solution, especially if parking needs to be removed; Class II may be preferred.
- Reach out to Incycle and others for feedback.
- Regional bicycle connections are desired
  - An attendee raised concerns about presenting to or receiving feedback from bicycle groups, noting that the comments would be biased toward bicyclists rather than considering all road users

Bike Parking

- Lower-down bicycle racks may result in more theft, because they do not allow the frame to be secured; higher racks are preferred.
- Potential bike lockers at Metro station

Metro Access

- Accessing the new Metro station and bike parking there may be challenging, especially at the adjacent intersection.

E-bikes

- E-bikes sometimes overtake regular bicycles in the bike lane and this may be unsafe.

Specific Locations

- Bike path along Flood control channel can be accessed around the intersection of Amelia Ave and Baseline Rd. Any access opportunities in the City?
- Bicyclists ride southbound through Bonelli Park to avoid the hill climb on San Dimas Ave.
- Golden Hills Road was previously better for bicycling and is now more challenging with the steeper slope.
- Walnut Ave and North San Dimas Ave are good alternate routes for bicycling (compared to parallel, busier roads).
- Arrow Hwy is dangerous for bicyclists with high speed vehicles.
- On San Dimas Ave south of Bonita Ave, the newly implemented streetscape does not accommodate bicyclists due to Metro station design requirements.
- The left turn from San Dimas Ave to Puddingstone Dr is difficult and signs/signals for a bicycle crossing are desired.
- Consider San Dimas Canyon north of Foothill Blvd for bicycle improvements.
- Maimone Avenue and Arrow Highway experience high traffic volumes. Removing a lane to accommodate a bicycle lane may exacerbate congestion and negatively impact traffic flow.
- Concerns regarding traffic congestion on Cienega Avenue at Target shopping Center.

Exhibit 35. Community workshop held on January 15, 2025

3.5. Community Boards and Commissions

The draft 2025 Bicycle Master Plan was presented to the following boards and committees:

- The City of San Dimas Parks and Recreation Commission (March 18, 2025)
- The City of San Dimas Traffic Safety Committee (March 19, 2025)
- The City of San Dimas Planning Commission (May 15, 2025)
- A City of San Dimas City Council Study Session (June 24, 2025).

The following comments were received and incorporated into the Bicycle Master Plan:

Parks & Recreation Commission:

- Comments were raised about potential for bicycle lane on Arrow Highway in future considerations. Currently, Arrow Highway experience high vehicular traffic volume. However, if traffic volume decreases and bicycle demand increases, staff may explore the feasibility of implementing a bicycle lane.
- Questions were raised about e-bikes.

Traffic Safety Committee:

- It was discussed that a note should be added explaining that some Class I paths proposed in the 2011 Bicycle Master Plan (along the Metro line) are not carried over to the current plan due to insufficient right of way.
- A preference for green and white striping bicycle lanes was mentioned.
- It was pointed out that SB 1216, signed into law 2024, prohibits new Sharrows (Class III bikeways) on roads with posted speed limits exceeding 30mph.

Planning Commission:

- Comments were raised to incorporate a bicycle lane/route on the following road segments:
    - Arrow Highway (from Valley Center Avenue to Bonita Avenue) for future consideration.
    - Canyon Vista “Class I” (from San Dimas Avenue to Cypress/San Dimas High School) for future consideration.
    - San Dimas Canyon Road (from Foothill Blvd to City Limit) for future consideration.
- Questions were also raised regarding e-bikes, including:
    - What is the maximum speed limit for e-bikes in bicycle lanes?
    - At what point is an electric bicycle classified as a moped or motorcycle?
    - Staff may consider providing educational flyers to help clarify these issues.
    - It was also noted that enforcement of such regulations falls under the jurisdiction of local law enforcement.

City Council Study Session:

- Continue pursuing grant funding for bicycle infrastructure improvements.
- Conduct continuous community engagement.
- Ensure any future implementation of bike lanes will require detailed engineering studies and be brought back to the council for approval.
- Keep the focus on safety and minimizing disruption to existing traffic and parking patterns.

4. GOALS AND POLICIES

The Goals, Objectives, and Policies for the San Dimas Citywide Bicycle Master Plan Update were developed building on the Goals and Policies from the 2011 Bicycle Master Plan and the City of San Dimas General Plan Circulation Element, while integrating information gathered from stakeholder meetings, community workshops, community engagement events, the interactive project website (interactive map comments and survey responses), and site visits.

Goal 1: Develop a comprehensive bicycle network that supports all riders and all modes of transportation

Objective 1.1: Expand the bikeway network
Metric: New bicycle network miles created

Policy Actions:

- 1.1. Upgrade the existing bicycle network by converting Class III bike routes to Class I, Class II, or Class IV where feasible and in response to demand.
- 1.2. Install Class I, Class II, or Class IV bikeways on new and resurfaced roadways where feasible.
- 1.3. Install Class III facilities on low-speed residential streets with traffic calming devices and high-quality striping.
- 1.4. Review opportunities to implement road diets (right-sizing lane width and/or reducing the number of vehicular lanes) to expand the bicycle network and improve safety for all modes.
- 1.5. Use quick builds with temporary, low-cost materials to rapidly implement and test new bicycle infrastructure.

Objective 1.2: Connect the bikeway network
Metric: Number of network gaps closed

- 1.7. Identify and close gaps in the existing bicycle network.
- 1.8. Coordinate with LA Metro, Caltrans, and surrounding cities to ensure continuity and connectivity with their facilities and bicycle networks.
- 1.9. Coordinate with and assist other city departments and developers to ensure appropriate bicycle connections are planned, constructed, and maintained.
- 1.10. Prioritize bicycle connectivity to the San Dimas Foothill Gold Line Metro station and Frank G. Bonelli Regional Park.

Goal 2: Make bicycling a more convenient option for more people

Objective 2.1: Install convenient end-of-trip and support facilities using best practices
Metric: Number of end-of-trip facilities and facility improvements implemented; bicycle mode share per available data

Policy Actions:

- 2.1. Identify and replace all deficient or substandard bicycle racks.
- 2.2. Establish a citywide standard for all future bicycle rack installations consistent with best practices.
- 2.3. Install bicycle racks at all schools, parks, public parking lots, and city-owned buildings, with shelters where necessary.
- 2.4. Continue enforcing the ordinance establishing minimum requirements for bicycle parking at new developments.
- 2.5. Coordinate with City staff and local organizations to offer secure bicycle parking, such as bike valets at large-scale events.

Objective 2.2: Improve connectivity between bicycling and other travel modes
Metric: Number of new multimodal connectivity improvements implemented; bicycle mode share per available data

- 2.6. Collaborate with LA Metro and Metrolink to explore the construction of bicycle-commuter services at transit centers such as secured bicycle parking.
- 2.7. Publish and regularly update printed and interactive digital maps featuring existing and planned bikeways, parking, connections to other travel modes, and bicycle amenities.

Goal 3: Make bicycling safer for cyclists of all ages and abilities

Objective 3.1: Reduce bicyclist-involved crashes and promote safety education
Metrics: Number of crashes; number of severe injury & fatal crashes; number of safety education events held; quantity of informational materials distributed

Policy Actions:

- 3.1. Use the best and most current design standards and practices to build infrastructure that supports safe bicycling, such as safety-enhancing traffic signal and intersection design, protected bicycle lanes, and improved signing and striping.
- 3.2. Partner with organizations such as the League of American Bicyclists to develop safe and effective adult and youth cycling programs and safety training courses.
- 3.3. Conduct outreach programs (such as social media posts, information on the City website, flyers) aimed at motorists to increase awareness of bicyclists and encourage safe driver behavior.
- 3.4. Provide training opportunities for City staff involved in decisions regarding bicycle infrastructure and operations.
- 3.5. Coordinate with the Los Angeles County Sherriff's Department to encourage safe bicycling and safe motorist behavior towards bicyclists.

Goal 4: Accommodate bicyclists of all backgrounds and skill levels

Objective 4.1: Establish and maintain programs and partnerships to encourage bicycling
Metrics: Number of programs established; number of events held

Policy Actions:

- 4.1. Support Transportation Demand Management programs at worksites to encourage commuters to bicycle to work. This effort will be coordinated through transportation management organizations and employment centers.
- 4.2. Host outreach events for major bicycle-involved projects to gather community input.
- 4.3. Partner with K-12 schools to expand opportunities for safe bicycling to and from school.
- 4.4. Partner with local organizations and bicycle shops to expand access to bicycles as well as lights, helmets, locks, and related items.

Goal 5: Secure funding to rapidly develop the bicycle network

Objective 5.1: Pursue funding opportunities to build bicycle infrastructure
Metrics: Number of grants applied for; number of bicycle projects initiated

Policy Actions:

- 5.1. Partner with SGVCOG, LA Metro, Caltrans, and other State and federal agencies to implement bicycle infrastructure projects and programs.
- 5.2. Integrate bicycle facility improvements into proposed roadway and development projects as part of the project review process.
- 5.3. Allocate City staff time to research and pursue grant funding opportunities for bicycle infrastructure projects and programs.

Goal 6: Continuously evaluate and monitor progress

Objective 6.1: Maintain, improve, and continuously evaluate bicycle facilities and programs
Metrics: Routine maintenance completed, Bicycle Friendly status, annual review completed

Policy Actions:

- 6.1. Conduct routine maintenance of bikeway facilities, such as sweeping streets regularly traveled by bicyclists and other designated bikeways, including paint and striping, signage, pavement surface maintenance, tree trimming, and other facets of maintaining the operational integrity of the bikeway network.
- 6.2. Conduct a periodic review of Bicycle Master Plan implementation progress and update the Bicycle Master Plan as needed.

5. PROGRAMS

This section of the Bicycle Master Plan presents a limited suite of targeted, high-impact programs that have the potential to increase bicycle mode share and safety. While developing adequate infrastructure is essential, programs help further encourage a bicycle-friendly culture by providing additional resources to cyclists. The identification of potential programs was informed by input gathered during the planning process from City staff, key stakeholders, and the community (via in-person and digital community engagement channels).

The following recommended programs are described in more detail below:

1. **Bicycle Safety Education** (for bicyclists and drivers)
2. **Bicycle Safety Equipment Events**
3. **Bicycle Donation and Refurbishment**

For each program, specific objectives, measures of success, potential partners, and schedules are identified. Adequate bicycle programming should follow the "5 E's" framework set forth by the League of American Bicyclists:

- **Education.** Inform the community about bicycle safety and the benefits of cycling.
- **Encouragement.** Make bicycling a more attractive form of transportation.
- **Engineering.** Design and install physical bicycle infrastructure.
- **Equity and Accessibility.** Make bicycling accessible and affordable to people of all backgrounds, income levels, and ability levels.
- **Evaluation and Planning.** Ensure planning efforts are successful through monitoring and assessment.

5.1. Bicycle Safety Education for Bicyclists and Drivers

Proper training can help bicyclists to ride more safely and avoid collisions. Multiple options exist for community bicycle safety education, from "bicycle rodeos" and other bicycle safety programs in K-12 schools to the Smart Cycling courses offered by the League of American Bicyclists.

Bike rodeos are events designed to teach people (usually children) important bicycle safety skills in a fun and engaging way. It typically includes a series of activities in which participants can practice skills such as:

- Riding in a Straight Line – Learning how to control their bike and maintain a straight path.
- Turning and Cornering – Navigating turns or slalom courses to develop control while steering.
- Stopping and Braking – Practicing stopping their bike quickly and safely.
- Hand Signals – Demonstrating proper hand signals for turning and stopping.
- Traffic Rules and Awareness – Simulated road scenarios where participants can practice following traffic signs and rules.

In addition to these skills, bike rodeos often offer bike safety checks (such as ensuring helmets fit properly or checking brakes and tires). They are typically organized by schools, community groups, and law enforcement agencies working together.

Safe Bicycling training courses are offered by organizations such as the League of American Bicyclists (LAB). The LAB's Smart Cycling training courses are available for newer riders and more experienced riders, of all ages. Cities can partner with the LAB to offer courses locally. The LAB's Smart Curriculum includes the following courses:

- Smart Cycling (formerly called Traffic Skills 101)
- Group Riding
- Youth Cycling Skills
- Bicycle Friendly Driver
- League Cycling Instructors are also empowered to tailor curriculum components to suit their audiences.

Outreach and education to drivers to encourage safe behavior around bicyclists is also important. Communities have targeted cyclist safety efforts toward drivers using billboards, posters, vehicle stickers, social media, enforcement programs, and professional driver training programs.

Objectives: Educate cyclists about riding safely and educate drivers about safely sharing the roads.

Measures of success: Number of events held; number of attendees; number of certificates awarded; (long-term) bicycle-involved collision rates.

Potential partners: Parks & Recreation Dept., bicycling advocacy organizations, public health organizations, law enforcement.

Schedule: The Parks & Recreation Department will evaluate the demand and consider offering a Bicycle Safety Course accordingly.

Resources:

- League of American Bicyclists: Smart Cycling - https://bikeleague.org/ridesmart/
- League of American Bicyclists: How to Host an LCI Seminar - https://bikeleague.org/smart-cycling-recap-how-to-host-an-lci-seminar/
- Safe Routes Partnership: An Organizer's Guide to Bicycle Rodeos - https://www.saferoutespartnership.org/sites/default/files/pdf/Bike_Rodeo_CT.pdf
- Safe Routes Partnership: California Pedestrian and Bicycle Safety Curriculum for Grades 4 and 5 - https://www.saferoutespartnership.org/resources/toolkit/cpbsc
- What kind of awareness campaigns really help improve road users' behavior? - https://www.cyclinguk.org/article/what-kind-awareness-campaigns-really-help-improve-road-users-behaviour
- San Francisco Bicycle Coalition: Big Safety Impact: Latest Driver Education Successes - https://sfbike.org/news/big-safety-impact-latest-driver-education-successes/

5.2. Bicycle Safety Educational Flyers for Events

Educational flyers distributed at community events can help to inform cyclists about safe riding and inform drivers about sharing the road. Flyers may include information regarding safety statistics, wearing safety equipment, riding near vehicles, proper signaling, bicycle handling, and more.

Objectives: Improve bicycle safety by informing cyclists of how to ride safely, and informing drivers of how to drive safely when bicyclists are present.

Measures of success: Number of flyers given out; (long-term) bicycle-involved collision rates.

Potential partners: Parks & Recreation Dept., private firms.

Schedule: In coordination with major community events.

Resources:

- National Highway Traffic Safety Administration: https://www.nhtsa.gov/sites/nhtsa.gov/files/811557.pdf
- Caltrans Pedestrian & Bicycle Safety: https://dot.ca.gov/programs/safety-programs/ped-bike

5.3. Bicycle Donation and Refurbishment

Many communities have successfully operated bicycle donation and refurbishment programs, where old or donated bikes are repaired and given to individuals who need them. The repairs are typically carried out by volunteers, community members, or professional mechanics. The recipients could include low-income families, students, individuals facing transportation challenges, or those experiencing homelessness. Some programs also sell refurbished bikes at low prices, making them affordable for a wider range of people. In some cases, volunteers can receive a bike after completing a certain number of volunteer hours.

Bicycle donation programs are often coupled with “bike kitchens” – a co-operative type of space where tools, replacement parts, and mechanics are available for cyclists to repair their bikes at low or no cost, while learning repair skills. The City can support this effort by providing booth space at community events for local bicycle shops and community volunteers.

Objectives: Expand the availability of bicycles to people in the community.

Measures of success: Number of bicycles given away, sold at reduced rates, or repaired.

Potential partners: Local bicycle shops, community volunteers, nonprofit organizations, regional organizations such as ActiveSGV.

Schedule: Events could be held in conjunction with bicycle safety training classes.

Resources:

- How to organize a bicycle donation and giveaway event - https://www.bikesfortheworld.org/images/ Collection_Tools/BfW_Collection_Guide.pdf
- How to start a bike kitchen - https://www.shareable.net/how-to-start-a-bike-kitchen/

6. NETWORK AND PROJECT DEVELOPMENT

6.1. Proposed Bikeways

Based on consideration of the existing conditions, collision and safety analysis, existing plans, and community and stakeholder input, this section contains a comprehensive list of proposed project locations to expand the network and close gaps while installing dedicated bicycle facilities where feasible. Other considerations that impacted project locations and types include surrounding land uses, roadway right-of-way, parking availability and demand, and traffic counts from 2017 and 2024. A table containing proposed projects is shown in Exhibit 35 and a map is shown in Exhibit 36. Cross section renderings of a selection of Class II and Class IV proposals are shown after the map.

For most of the projects, right-of-way acquisition is not expected to be necessary and the projects would take place within the existing roadway space, requiring primarily signing and striping without movement of curbs.

ID #	Corridor	Length (miles)	Proposed Facility
Class I Shared Use Paths			
SUP-1	Puddingstone Dr from San Dimas Ave to Raging Waters exit	0.21	Class I Shared Use Path (within existing curb-to-curb width)
SUP-2	Puddingstone Dr from Raging Waters entrance to Bonelli Park Entrance B	0.42	Class I Shared Use Path (within existing curb-to-curb width)
SUP-3	Via Verde (south side) from Camino Del Cerritos to Camino Del Sur	0.25	Class I Shared Use Path (within City ROW at curb level)
SUP-4	San Dimas Ave (east side) from Bonita Ave to Railroad Tracks	0.08	Class I Shared Use Path (within City ROW at curb level)
Class II Bicycle Lanes			
BL-1	Cienega Ave from Valley Center Ave to Arrow Hwy	1.22	Class II Bicycle Lanes
BL-2	Bonita Ave (east) from Walnut Ave to San Dimas Canyon Rd	0.50	Class II Bicycle Lanes
BL-3	San Dimas Ave from Commercial St to Arrow Hwy	0.11	Class II Bicycle Lanes
BL-4	Lone Hill Ave from Las Colinas Way to Cypress St	0.98	Class II Bicycle Lanes
BL-5	San Dimas Ave (south) from Via Verde to Calle Liseta	0.58	Class II Bicycle Lanes
BL-6	Via Verde from Camino Del Cerritos to CA-57	0.97	Class II Bicycle Lanes
BL-7	Bonita Ave (west) from Arrow Hwy to Acacia St	0.34	Class II Bicycle Lanes
BL-8	Eucla Ave from Bonita Ave to Arrow Hwy	0.23	Class II Bicycle Lanes
BL-9	Via Verde from City Limits to Camino Del Sur	0.14	Class II Bicycle Lanes
BL-10	Via Verde from Camino Del Cerritos to Camino Del Sur	0.25	Class II Bicycle Lane (westbound side)
Class III Bike Routes			
BR-1	Amelia Ave from Allen Ave to Gladstone St	0.25	Class III Bicycle Route
BR-2	Gladstone St from Lone Hill Ave to Amelia Ave	0.04	Class III Bicycle Route
BR-3	Puddingstone Dr from Bonelli Park Entrance B to City Boundary	0.66	Class III Bicycle Route
BR-4	San Dimas Ave from Calle Lisetta to San Dimas Ave (southside neighborhood loop)	1.12	Class III Bicycle Route
BR-5	San Dimas Canyon Rd from Foothill Blvd north to City Limits	2.16	Class III Bicycle Route
Class III Bicycle Boulevards			
BB-1	5th St from Amelia Ave to Walnut Ave	1.00	Class II Bicycle Boulevard
BB-2	Acacia St from Bonita Ave to Arrow Hwy	0.25	Class II Bicycle Boulevard
BB-3	Amelia Ave from Gladstone St to 5th St	0.17	Class II Bicycle Boulevard
BB-4	Commercial St from Cataract Ave to San Dimas Ave	0.25	Class II Bicycle Boulevard
BB-5	E Juanita Ave from San Dimas Ave to San Dimas Canyon Rd	0.50	Class II Bicycle Boulevard
BB-6	Eucla Ave from 5th St to Bonita Ave	0.35	Class II Bicycle Boulevard
BB-7	Iglesia St from 5th St to Bonita Ave	0.34	Class II Bicycle Boulevard
BB-8	Monte Vista Ave from 5th St to Commercial	0.34	Class II Bicycle Boulevard
BB-9	Bonita Ave from Cataract Ave to Walnut Ave	0.50	Class II Bicycle Boulevard
BB-10	Walnut Ave from Allen Ave to Cannon Ave (contingent on speed limit reduction to 25 mph)	1.62	Class II Bicycle Boulevard
For Future Consideration (Class to Be Determined)			
FC-1	Arrow Highway from Valley Center Rd to Bonita Ave	1.05	TBD
FC-2	Bicycle Connection to San Dimas High School	TBD	TBD

Exhibit 35. List of proposed projects

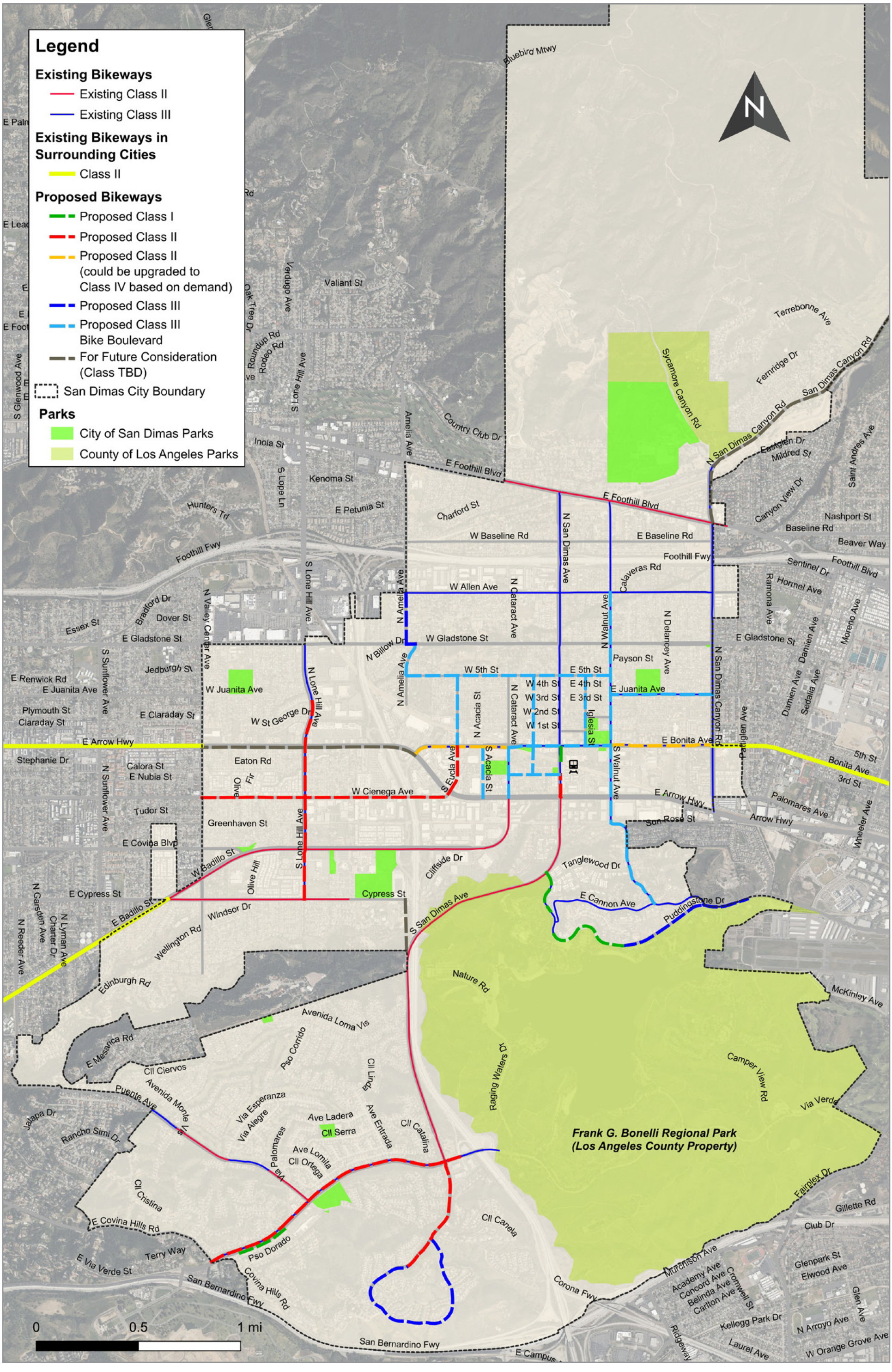


Exhibit 36. Map of proposed projects

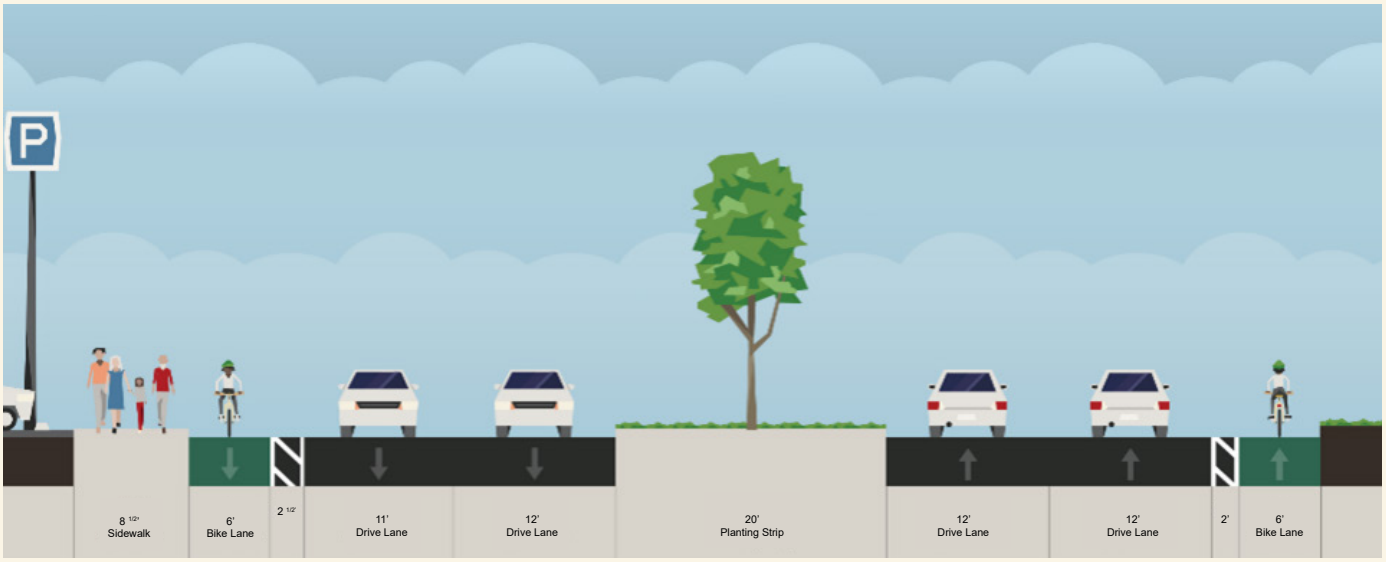


Exhibit 37. Proposed cross-section and overhead view for Via Verde west of Puente (Class II) - looking east

Exhibit 38. Proposed cross-section and overhead view for Via Verde looking westbound at San Dimas Ave (Class II) - looking east

Exhibit 39. Proposed cross-section and overhead view for Cienega from Valley Center to Arrow (Class II) - looking east

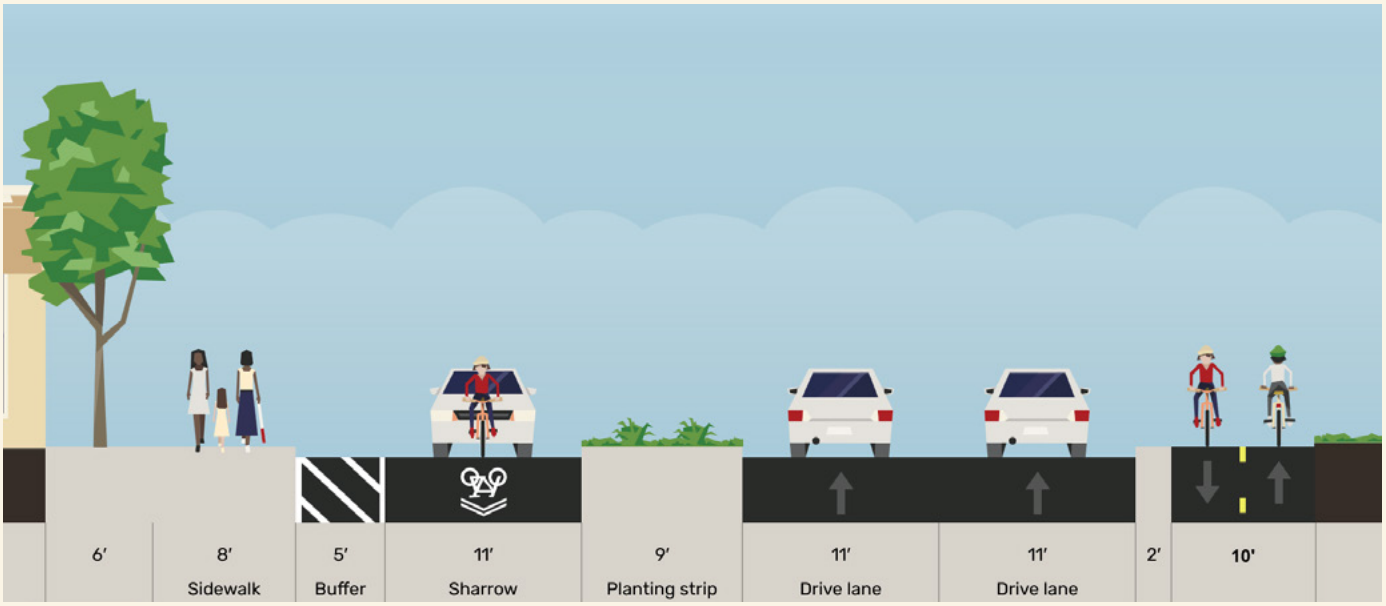


Exhibit 40. Proposed cross-section and overhead view for San Dimas Ave from Arrow to Railroad Tracks (NB Class II/SB Class III) - looking north

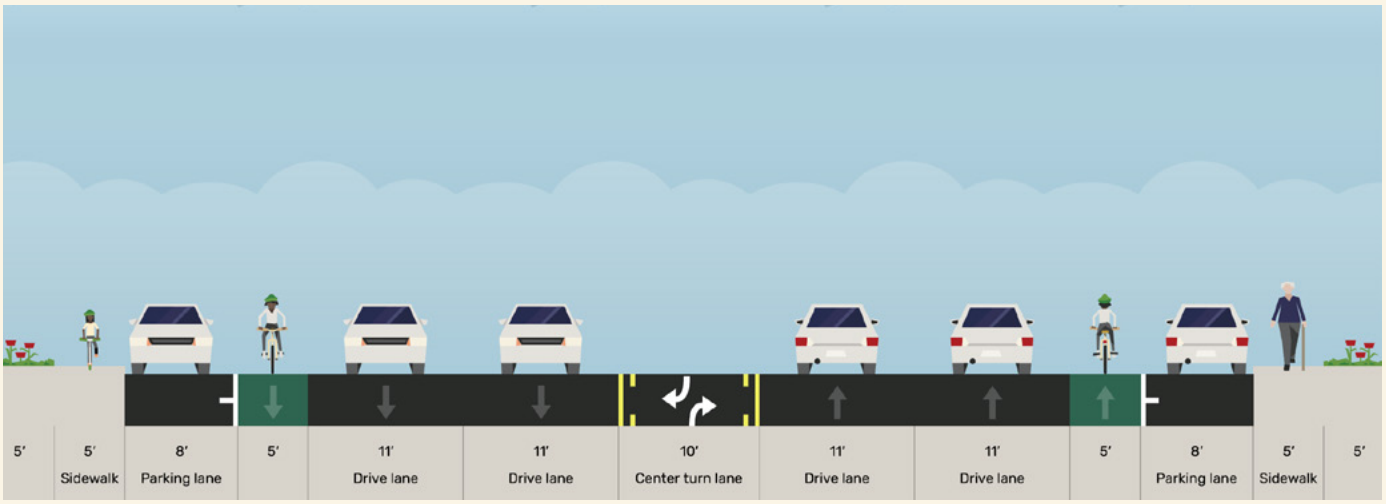


Exhibit 41. Proposed cross-section and overhead view for Bonita Ave to Iglesia St to San Dimas Canyon Rd - looking east

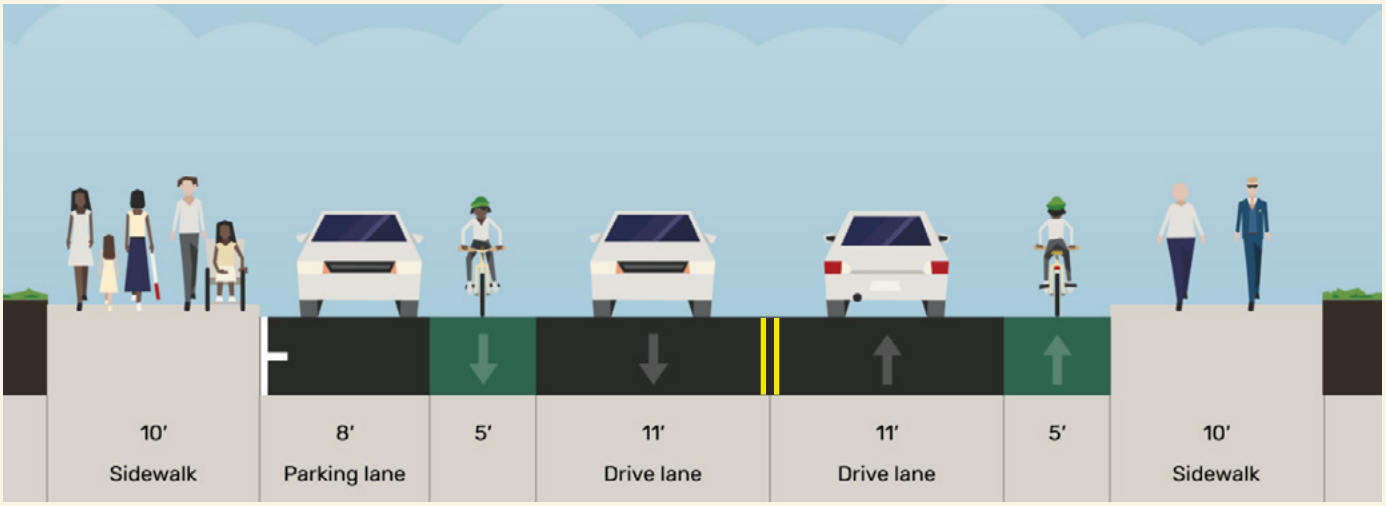


Exhibit 42. Proposed cross-section and overhead view for Eucla north of Arrow - looking south

7. PROJECT PRIORITIZATION

7.1. Prioritization Methodology

The improvements to the bicycle network recommended in this plan are prioritized in this section according to a two-tiered system. In the first tier, the factors considered are consistent with those that were used to identify potential bicycle improvement projects, namely:

- **Connectivity and Safety improvement:** To what extent would the project improve connectivity in the City's bicycle network by filling a gap, providing an improved bicycle facility, or providing a bicycle facility where none previously existed?
- **Community support:** Is the project supported by the community, based on public comments and input from stakeholders?
- **Providing a Complete Network:** How much, and how effectively, would the project expand the City's bicycle network?

In the second tier, projects are prioritized according to the following additional metrics:

- **Estimated project benefit** in terms of crash reduction, determined using the methodology established by Caltrans for estimating the societal cost of crashes and the established crash reduction factor (CRF) for each type of bicycle facility. Note: A CRF for Class III facilities has not been established due to a lack of research on the topic.

  The following societal crash costs were used for cost-benefit estimation purposes:[1]
  - Fatal & Severe Injury: $11,200,000
  - Other Visible Injury & Complaint of Pain: $167,000
  - Property Damage Only: $16,000

  The following crash reduction factors (CRFs) were used:[2]
  - Class I Bicycle Path: 0.8
  - Class II bicycle lane: 0.35
  - Class III Bicycle Boulevard: 0.37
  - Class III Bicycle Route: No CRF available

[1] Source: Caltrans, Application of the Highway Safety Manual Methodology for Project Development, 2023 (https://dot.ca.gov/-/media/dot-media/programs/design/documents/application-of-the-hsm-methodolgy-for-project-development_2023-03_final-a11y.pdf)

[2] Sources: Caltrans, Local Road Safety Manual, Version 1.7, April 2024; Caltrans Report CA19-3180, Development of Crash Reduction Factors for Bicycle-Related Safety Countermeasures (https://rosap.ntl.bts.gov/view/dot/56816/dot_56816_DS1.pdf)

- **Estimated project cost.** For planning purposes, the following approximate project costs were used:
  - **Class I bicycle path:** $1,500,000 per mile
  - **Class II bicycle lane:** $50,000 per mile (this estimate assumes that class II bicycle facilities will not be constructed as standalone projects but will be incorporated into regularly scheduled resurfacing projects; the estimate is intended to cover the additional cost of adding the class II facility beyond the cost of the regular resurfacing.)
  - **Class III bicycle route:** $10,000 per mile
  - **Class III Bike Boulevard:** $20,000 per mile

These planning-level cost estimates were developed based on research of the approximate cost of similar types of bicycle infrastructure projects in similar-sized cities in southern California during the 2022 to 2024 fiscal years. The primary reference sources were other cities' capital improvement plans, bicycle master plans, and active transportation plans.

To prioritize projects, the factors listed above were assigned scores between 1 and 3 points as follows:

- Network expansion and connectivity improvement (measured by project length):
  - Less than 0.5 mile: 1 point
  - 0.5 to 1 mile: 2 points
  - More than 1 mile: 3 points
- Estimated project cost:
  - Under $10,000: 3 points
  - $10,000 to $100,000: 2 points
  - More than $100,000: 1 point
- Estimated project benefit: The reduction in estimated societal costs from crash reduction, calculated by multiplying the estimated 5-year cost of crashes by the crash reduction factor. *Note: Crash reduction factors have not been established for Class III bicycle facilities.*
  - Over $1,000,000: 3 points
  - Under $1,000,000: 2 points
  - No measurable benefit (no crashes in the 5 years analyzed): 1 point

Based on the above factors, the following section contains an Implementation Plan that prioritizes projects according to the number of points assigned. Projects are also organized into short-term (1-2 years) and long-term (3-5 years) time ranges as well as a non-constrained implementation plan for the next 10-15 years following the high-priority projects.

7.2. Implementation Plan

In addition to considering the prioritization metrics described in the previous section, this Implementation Plan organizes the Bicycle Master Plan projects into the following phases:

Short-term (1 - 5 years):

- Class III Bicycle Boulevards and Class III Bicycle Routes in the central area of the City

Medium-term (5 – 10 years):

- Class II Bicycle Lanes in the central area of the City
- Class III Bicycle Routes and Class II Bicycle Lanes in the southern area of the City

Long-term (10 or more):

- Class I Shared Use Paths in the Puddingstone and Via Verde areas
- Possible Class IV Bicycle Lanes in Downtown San Dimas

The prioritized list of projects, organized by these phases, is shown on the following page. The ranking of projects serves as high-level guidance and does not mean the City will necessarily implement each project in this order. Depending on circumstances, some projects may be implemented sooner or later than what is indicated on the list.

ID #	Corridor	Length (miles)	Proposed Facility	Collisions (2019-2023)	Crash Reduction Factor	Estimated Crash Reduction Benefit	Estimated Project Cost	Network Expansion and Connectivity Score	Project Cost Score	Project Benefit Score	Total Prioritization Score (higher number = higher priority)
Short-term Projects (1 - 5 Years)											
BR-1	Amelia Ave from Allen Ave to Gladstone St	0.25	Class III Bicycle Route	1	N/A		$3,000	1	3	1	5
BR-2	Gladstone St from Lone Hill Ave to Amelia Ave	0.04	Class III Bicycle Route	1	N/A		$1,000	1	3	1	5
BR-3	Puddingstone Dr from Bonelli Park Entrance B to City Boundary	0.66	Class III Bicycle Route	1	N/A		$7,000	2	3	1	6
BB-1	5th St from Amelia Ave to Walnut Ave	1.00	Class III Bicycle Boulevard	1	0.37	$4,144,000	$20,000	3	2	3	8
BB-2	Acacia St from Bonita Ave to Arrow Hwy	0.25	Class III Bicycle Boulevard	0	0.37		$5,000	1	3	1	5
BB-3	Amelia Ave from Gladstone St to 5th St	0.17	Class III Bicycle Boulevard	0	0.37		$4,000	1	3	1	5
BB-4	Commercial St from Cataract Ave to San Dimas Ave	0.25	Class III Bicycle Boulevard	0	0.37		$5,000	1	3	1	5
BB-5	E Juanita Ave from San Dimas Ave to San Dimas Canyon Rd	0.50	Class III Bicycle Boulevard	0	0.37		$10,000	2	2	1	5
BB-6	Eucla Ave from 5th St to Bonita Ave	0.35	Class III Bicycle Boulevard	0	0.37		$7,000	1	3	1	5
BB-7	Iglesia St from 5th St to Bonita Ave	0.34	Class III Bicycle Boulevard	0	0.37		$7,000	1	3	1	5
BB-8	Monte Vista Ave from 5th St to Commercial	0.34	Class III Bicycle Boulevard	0	0.37		$7,000	1	3	1	5
BB-9	Bonita Ave from Cataract Ave to Walnut Ave	0.50	Class III Bicycle Boulevard	2	0.37	$67,710	$10,000	2	2	2	6
BB-10	Walnut Ave from Allen Ave to Cannon Ave	1.62	Class III Bicycle Boulevard	0	0.37		$33,000	3	2	1	6
Medium-term Projects (5 - 10 Years)											
SUP-4	San Dimas Ave (east side) from Bonita Ave to Railroad Tracks	0.08	Class I Shared Use Path (within City ROW at curb level)	0	0.80		$500,000	1	1	1	3
BL-1	Cienega Ave from Valley Center Ave to Arrow Hwy	1.22	Class II Bicycle Lanes	2	0.35	$116,900	$61,000	3	2	2	7
BL-2	Bonita Ave (east) from Walnut Ave to San Dimas Canyon Rd	0.50	Class II Bicycle Lanes	0	0.35		$25,000	2	2	1	5
BL-3	San Dimas Ave from Commercial St to Arrow Hwy	0.11	Class II Bicycle Lanes	1	0.35	$3,920,000	$6,000	1	3	3	7
BL-4	Lone Hill Ave from Las Colinas Way to Cypress St	0.98	Class II Bicycle Lanes	5	0.35	$239,400	$49,000	2	2	2	6
BL-5	San Dimas Ave (south) from Via Verde to Calle Liseta	0.58	Class II Bicycle Lanes	0	0.35		$29,000	2	2	1	5
BL-6	Via Verde from Camino Del Cerritos to CA-57	0.97	Class II Bicycle Lanes	1	0.35	$58,450	$49,000	2	2	2	6
BL-7	Bonita Ave (west) from Arrow Hwy to Acacia St	0.34	Class II Bicycle Lanes	2	0.35	$116,900	$17,000	1	2	2	5
BL-8	Eucla Ave from Bonita Ave to Arrow Hwy	0.23	Class II Bicycle Lanes	0	0.35		$12,000	1	2	1	4
BL-9	Via Verde from City Limits to Camino Del Sur	0.14	Class II Bicycle Lanes	0	0.35		$7,000	1	3	1	5
BL-10	Via Verde from Camino Del Cerritos to Camino Del Sur	0.25	Class II Bicycle Lane (westbound side)	0	0.35		$12,500	1	2	1	4
BR-4	San Dimas Ave from Calle Lisetta to San Dimas Ave (southside neighborhood loop)	1.12	Class III Bicycle Route	0	N/A		$12,000	3	2	1	6
Long-term Projects (10 or more years)											
SUP-1	Puddingstone Dr from San Dimas Ave to Raging Waters exit	0.21	Class I Shared Use Path (within existing curb-to-curb width)	0	0.80		$315,000	1	1	1	3
SUP-2	Puddingstone Dr from Raging Waters entrance to Bonelli Park Entrance B	0.42	Class I Shared Use Path (within existing curb-to-curb width)	0	0.80		$630,000	1	1	1	3
SUP-3	Via Verde (south side) from Camino Del Cerritos to Camino Del Sur	0.25	Class I Shared Use Path (within City ROW at curb level)	0	0.80		$375,000	1	1	1	3

Exhibit 43. Implementation Plan

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