

## Agenda Item Staff Report

**To:** Honorable Chair and Members of Planning Commission  
*For the Meeting of May 15, 2025*

**From:** Shari Garwick, Director of Public Works

**Prepared by:** Peter Jacoy, Assistant Engineer

**Subject:** San Dimas Citywide Bicycle Master Plan 2025 Draft

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### **SUMMARY**

The Citywide Bicycle Master Plan 2025 Update builds upon the 2011 Bicycle Master plan, providing a strategic vision to enhance mobility options in San Dimas. The update includes recommendations aimed at improving transportation infrastructure to support a balanced and safe network for bicyclist. Developed with input from internal stakeholders and extensive community engagement and outreach, this plan reflects advancements in facility design, operations, and safety. By incorporating best practices and research, City seeks to improve infrastructure, promote efficient travel, connectivity and ensure safe coexistence between all transportation modes, including bicyclists, pedestrians, and motorists.

### **RECOMMENDATION**

Review and recommend City Council to approve the Bicycle Master Plan 2025 Draft.

### **GOVERNMENT CODE §84308 APPLIES:**

<https://leginfo.legislature.ca.gov>

No

### **FISCAL IMPACT**

There is no fiscal impact for the recommended action. In the short term, implementation of the Citywide Bicycle Master Plan through addition of striping and modifications of street class sections would need to be budgeted at a future date.

### **BACKGROUND**

The 2025 Bicycle Master Plan Update responds to significant changes since the adoption of the 2011 plan, including evolving commuting patterns, new active transportation initiatives, advancements in bicycle infrastructure design, and emerging safety concerns.

This update provides an overview of relevant plans and facility types, followed by an assessment of existing conditions in San Dimas, including current bikeways, network gaps, bicycle parking, and collision trends from the past five years. The plan also details the comprehensive community outreach process, which involved an interactive website, multi-channel engagement, and public meetings.

Revised goals, objectives, and policies guide the development of bicycle infrastructure, alongside recommendations for programs promoting cycling and increasing mode share. The update outlines proposed bikeway projects categorized as follows:

- Class I: Shared-use paths
- Class II: On-street bike lanes
- Class III: Bicycle routes and boulevards
- Class IV: Protected bike lanes

Projects are prioritized into three timeframes:

- Short-term (1–5 years): Class III Bicycle Boulevards and Routes in the central area of the City.
- Medium-term (5–10 years): Class II Bicycle Lanes in the central and southern areas of the City.
- Long-term (10+ years): Class I Shared-Use Paths in San Dimas Avenue (Near Gold Line Station) Puddingstone Drive and Via Verde.

Implementation timelines may adjust based on funding, street improvement projects, or changing community priorities. This Bicycle Master Plan Update serves as a strategic guide to implementing cost-effective, feasible projects that enhance mobility options and ensure a safe and accessible transportation network for all residents.

## **DISCUSSION/ANALYSIS**

### **Existing Bikeways**

The City of San Dimas features approximately 20 miles of designated bikeways, including about 7 miles of Class II bicycle lanes and approximately 13 miles of Class III bicycle routes.

Opportunities exist to further enhance the city's bikeway network by introducing additional facilities that improve connectivity and accessibility. Expanding bikeways between Foothill Blvd and Arrow Hwy could strengthen regional connections, while new north-south routes between the city center and southern areas would create more seamless travel options. Additionally, improving east-west connectivity across CA-57 can further integrate the city's bicycle infrastructure.

With a well-connected Downtown grid that supports short trips, these potential enhancements will build on existing strengths, making San Dimas more accessible for bicyclist.

### Community Outreach

To ensure broad community representation in developing the Bicycle Master Plan, the City conducted a series of outreach efforts to advertise the plan, gather feedback on existing bicycle infrastructure, and identify priorities for future improvements. A key component of this outreach was an interactive project website hosted through Social Pinpoint, a platform designed for public engagement through surveys, interactive maps, project timelines, and event calendars. The website was promoted via the City's official social media channels and business card-sized flyers with QR codes distributed at outreach events and various facilities. Community feedback was collected over a four-month period from October 2024 through February 2025.

At the annual Halloween Spooktacular on October 19, 2024, and the Holiday Extravaganza on December 7, 2024, city and consultant staff engaged with the community to promote the bicycle infrastructure plan update. At both events, they distributed candy, business card flyers, and maps highlighting existing conditions and proposals, while encouraging attendees to visit the project website and provide feedback. QR codes were also used at these events to facilitate online participation. The outreach efforts led to approximately 50 new website visitors within 24 hours of the Halloween event and 30 new visitors within 48 hours of the Holiday Extravaganza.

Two public workshops were held as part of the Bicycle Master Plan Update to engage the community and gather feedback. The first workshop, held on Wednesday, November 20, 2024, at City Hall, introduced attendees to the project and provided an opportunity to share their vision for the future of bicycling in San Dimas. The second workshop took place on Wednesday, January 15, 2025, at City Hall, where community members reviewed and commented on the proposed bicycle improvements in the draft plan. Both events were promoted through paper flyers and social media, with the first workshop drawing three community attendees and the second attracting six, in addition to City and consultant staff.

### Goals

To ensure broad community representation in the development of the Bicycle Master Plan, the City conducted a series of outreach events and initiatives. These efforts aimed to raise awareness of the plan, gather valuable feedback on perceived shortcomings in existing bicycle infrastructure, and identify priorities for future improvements. This chapter provides an overview of the outreach activities carried out throughout the planning process.

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

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

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

Goal 4: Accommodate bicyclists of all backgrounds and skill levels

Goal 5: Secure funding to rapidly develop the bicycle network

Goal 6: Continuously evaluate and monitor progress

### Programs

This section of the Bicycle Master Plan outlines a focused set of high-impact programs designed to enhance bicycle safety and increase ridership. While infrastructure improvements are crucial,

these programs play a key role in fostering a bicycle-friendly culture by equipping cyclists with essential resources and promoting safer interactions between all road users. The recommended programs were identified based on input from City staff, key stakeholders, and community feedback gathered through in-person and digital engagement efforts. The following initiatives are detailed below:

1. Bicycle Safety Education
2. Bicycle Safety Educational Flyers for Events
3. Bicycle Donation and Refurbishment

#### Network and Project Development

This section provides a detailed list of proposed project locations aimed at enhancing the bicycle network by filling gaps and incorporating dedicated bicycle facilities where feasible. The project recommendations are informed by an analysis of existing conditions, collision and safety data, prior planning efforts, and input from the community and stakeholders. Additional considerations influencing project locations and design include surrounding land use, roadway right-of-way, parking availability and demand, and traffic data from 2017 and 2024. Most proposed projects are designed to fit within the existing roadway space, requiring only signage and striping, without necessitating right-of-way acquisition or curb modifications. However, two locations, Bonita Avenue, where the City plans curb modifications, and San Dimas Avenue north of the Metro “Gold Line” Station, where the City is considering right-of-way acquisition for a Class I facility.

#### 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)


#### **ALTERNATIVES**

There are no alternatives to this staff report.

#### **ENVIRONMENTAL REVIEW**

Pursuant to CEQA guidelines Section 15061 (b)(3), CEQA does not apply to this item because there is no potential for causing a significant effect on the environment. Therefore, no additional environmental review is needed at this time.

Respectfully submitted,



Peter Jacoy  
Assistant Engineer

Attachments:

1. Citywide Bicycle Master Plan 2025 Proposed Project
2. 2011 Bicycle Master Plan Recommended Projects
3. Citywide Bicycle Master Plan 2025 Draft