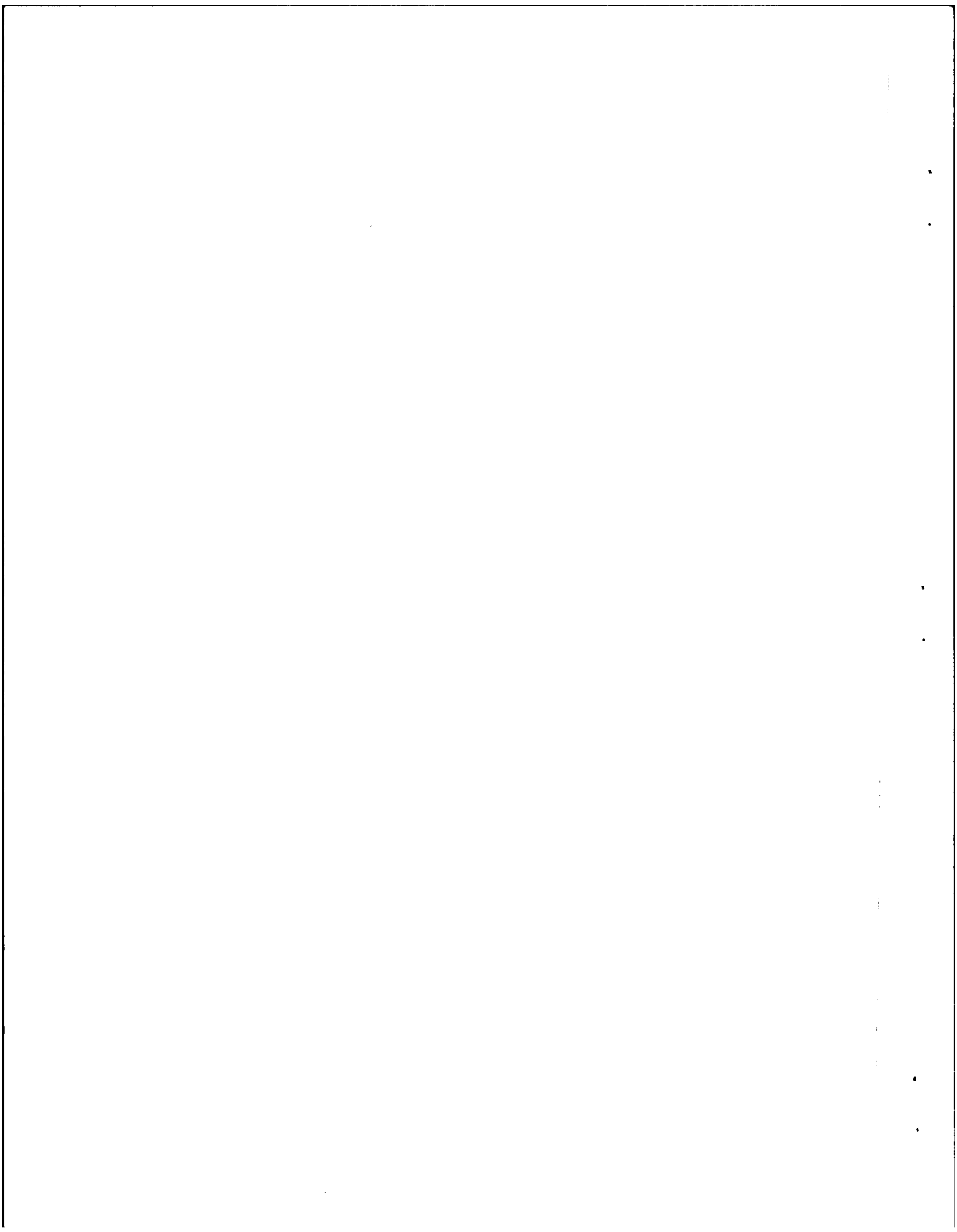


**east
san gabriel
valley
bikeway
master plan**

MTA LIBRARY



**east san gabriel valley
bikeway
master plan
september 1975**

prepared for the cities of:

**azusa, baldwin park, covina,
glendora, la puente, san dimas
walnut & west covina**

22361

TE
301
.E836

JAN 21 1997

TABLE OF CONTENTS

INTRODUCTION AND PURPOSE 1

SYSTEM DEVELOPMENT 2

 Geographic Description of the East San Gabriel Valley . . . 2

 The Formation of the East San Gabriel Valley Bikeway
 Committee 2

 The Purpose of the East San Gabriel Valley Bikeway
 Committee 2

 The Master Plan Process 3

GOALS AND OBJECTIVES 4

THE PLAN - ITS FORMULATION 6

 Cities meet with the County 6

 Bikeway Corridors Designated 6

 Intermodal Connections 6

 Land Use Along Streets 7

 Project Description 7

IMPLEMENTATION 8

 Estimated Costs 8

 Uniform Regulations and Signage 9

 Safety Programs 11

 Review of the Master Plan 12

BIBLIOGRAPHY

APPENDIX

MASTER PLAN COMMITTEE

introduction & purpose

INTRODUCTION

Across the United States and locally a resurgence of bicycling is occurring. People of all ages are taking part in this movement and are discovering that bicycling is a viable transportation alternative. As a transportation mode, the bicycle has seen a rejuvenation in recent years. However, corresponding with this increase in the bicycle's popularity, there has been an "88% increase in the number of bicyclists killed and injured..." (5,727 in 1968 to 10,792 in 1973).¹

The increase in the use of bicycles and their change from purely recreational to a transportation use has generated a demand by the citizenry, that government incorporate the bicycle into a total urban ground transportation system as well as find answers to the bicycle safety problem.

PURPOSE

The purpose of this report is to develop the design for an inter-city bicycle system for the cities of the East San Gabriel Valley. This report will be addressing itself to the critical concerns of safety and circulation for these communities. The East San Gabriel Valley is located in an area where recreational demands are great and the design of a safe and efficient bicycle system will be an asset to this Valley.

This report will fulfill this purpose through the following method:

1. Collection and analysis of data required to evaluate existing conditions in the respective cities and the County.
2. Develop design criteria to be utilized in relating the system to the needs and demands of the residents of this Valley region.
3. Design a regional network of bicycle paths which will be safe, efficient, convenient, and function as economically and physically feasible.

1. Pasadena Bicycle Transportation Program, City of Pasadena California, November 1974.

**system
development**

SYSTEM DEVELOPMENT

Geographic Description of the East San Gabriel Valley

The East San Gabriel Valley, with an area of 213 square miles, extends from the Los Angeles - San Bernardino County to the San Gabriel River and has an estimated population of 540,000. The study area consists of the cities of Azusa, Baldwin Park, Covina, Glendora, La Puente, San Dimas, Walnut, West Covina, and portions of Los Angeles County. This area is a hub of recreational activities with the San Gabriel Mountains to the north and race tracks, boating, and campgrounds throughout the Valley. With all these recreational activities available, the development of a bikeway system would be a natural asset to these communities.

Formation of the East San Gabriel Valley Bikeway Committee

In January 1975, a meeting was held in the City of Arcadia with representatives of SCAG (Southern California Association of Governments), who indicated the state of funding for bicycle planning and suggested that the following priorities would be considered most important for future funding:

1. Preference to communities that have developed an adopted bicycle and transportation plan.
2. Proposals for coordinated group efforts.

As a result of this meeting, the cities of Azusa, Baldwin Park, Covina, Glendora, La Puente, San Dimas, Walnut, West Covina, and the County of Los Angeles formed the East San Gabriel Valley Bikeway Committee (ESGVBC), with the city planning division, in the City of Glendora, as the coordinator.

Purpose of the East San Gabriel Valley Bikeway Committee

The goals of the E.S.G.V.B.C. were to formulate an inter-city bikeway plan connecting the member jurisdictions and the Los Angeles County bikeway system; and obtain funding for its implementation.

Following the substantial implementation of the adopted inter-city plan, the member cities will formulate their own intra-city bikeway proposals to establish bicycle and pedestrian facilities in their communities, connecting them with pertinent facilities in their community, as well as the inter-city system.

The Master Plan Process

The purpose of master planning the East San Gabriel Valley for bikeways was to design a system to enable the bicyclist to travel greater distances on a continuous bikeway. Due to the jurisdictional pattern of numerous cities and unincorporated county territory, it was necessary to coordinate plans (1) with Los Angeles County, (2) between bordering cities, and (3) with adjacent existing sub-regional bikeway groups.

The Preliminary Countywide Bikeways "Plan of Bikeways" (A Sub-Element of the Transportation Element) (May 1975), prepared by the Los Angeles County Road Department and published by the Regional Planning Commission, was examined and evaluated. The County proposals for our region were basically the San Gabriel River, its tributary creeks and selected major streets. After modifications of this system, it was considered the "backbone."

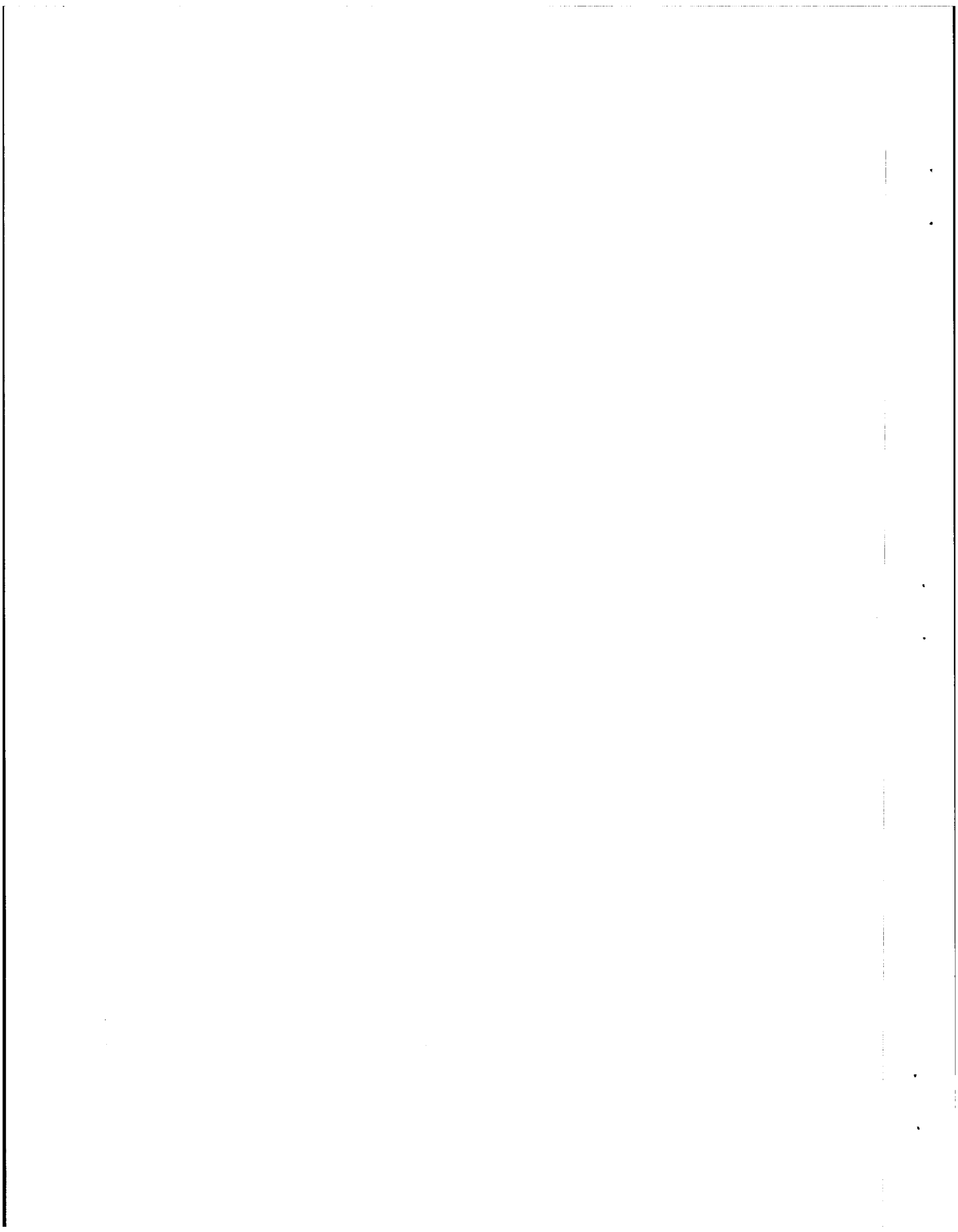
Various cities had bikeway plans and coordination of routes at City boundaries was undertaken. Each city was most familiar with its street system, its city master plan for streets, and the general plan elements relating to transportation. Linkages were established or routes changed between bordering cities to form an "inter-city" system.

Two other established bikeway groups in the San Gabriel Valley were contacted to assure communication and coordination. The West San Gabriel Valley Bikeway Committee was formed by the cities of Arcadia, Bradbury, Duarte, El Monte, Monrovia, Pasadena, and Los Angeles County, with Arcadia City Planning Department as the coordinating city.

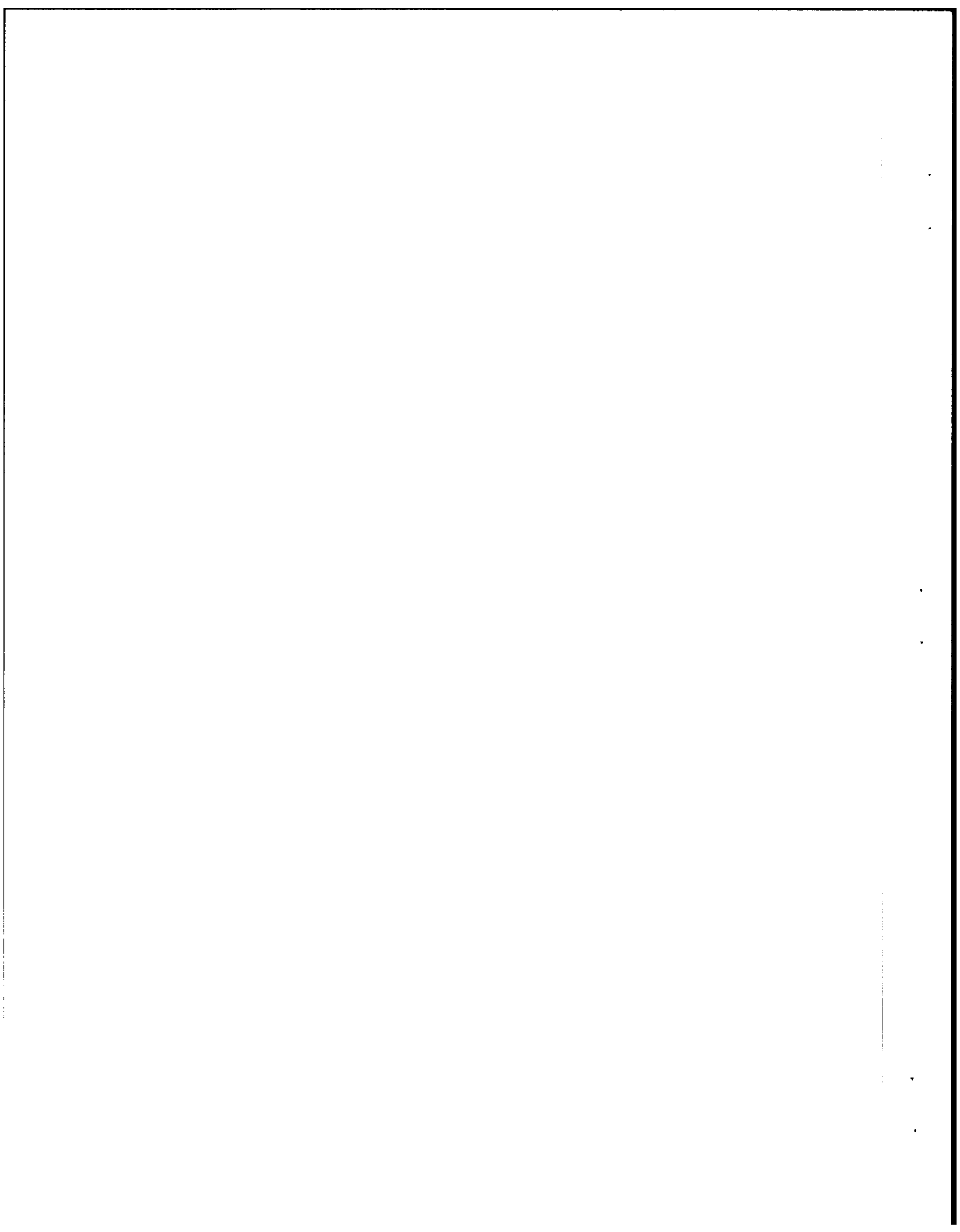
Contact was made with the Pomona Valley Regional Bicycle Trail Committee (POLARS) consisting of the cities of Claremont, La Verne, Montclair, Pomona, Upland, Walnut, San Bernardino County and Los Angeles County, with the City Administrator's Office of Pomona as the coordinating agency. (See Appendix Exhibit Figure B). These two other regional groups were contacted to exchange information and guarantee that linkages were established that were reasonable and logical.

Each East San Gabriel Valley city was then to evaluate the backbone and inter-city systems to determine if any additional local routes would be included in the city's master plan for bikeways, but not funded as a part of the regional system.

This coordination at the Regional Planning level assures the development of a regional system when implementation occurs. Each City Council will adopt a bicycle plan which includes local routes, as well as those portions of the regional routes which pass through the city. The individual cities and county will be responsible for constructing the routes within their boundaries but the result will be a regional bicycle network.



goals and objectives



Goals and Objectives

Goals reflect the aims which the committee will attempt to complete. Objectives are the further refinements of the goals by stipulating basic values which must be considered in attaining the end product...a safe and efficient bicycle system. The goals and objectives set forth in this master plan are to establish a work program for the implementation which must be considered by the committee, the respective decision makers as well as the public.

Goals

1. To make the use of the bicycle an alternative mode of transportation by providing the necessary facilities.
2. To provide scenic, recreationally oriented bikeways which are entirely separated from motor vehicle traffic.
3. To make bicycling a means of transportation which may be used safely and enjoyably on any street in the region.
4. To have the East San Gabriel Valley Bikeway Master Plan truly reflect the wishes of all the community.
5. To provide the abilities to interface with other means of mass transportation.

Objectives

1. To establish a system of bikeways which serves community needs for transportation and recreation.
2. To encourage officially the use of the bicycle as a pleasant, safe means of travel.
3. To promote educational programs for both bicyclists and motorists to improve safety on the streets and highways.
4. To promote citizen participation in planning bicycle and pedestrian ways.
5. Monitor accident and safety data to identify current and potential problems.

In addition, the Southern California Association of Governments (SCAG) Adopted Bicycle Policies should be studied and followed.

The bicycle mode shall be considered as an alternative mode of transportation in SCAG's Regional Transportation Planning Process.

SCAG shall encourage and promote the greater use of bicycles, for all transportation purposes, within the region.

SCAG shall encourage the development of bicycle facilities which will be:

- (a) Convenient to use
- (b) Easily accessible
- (c) Relatively safe from injury or theft
- (d) Continuous
- (e) Integrated into a multi-modal transportation network
- (f) Of service to as many segments of the population as possible

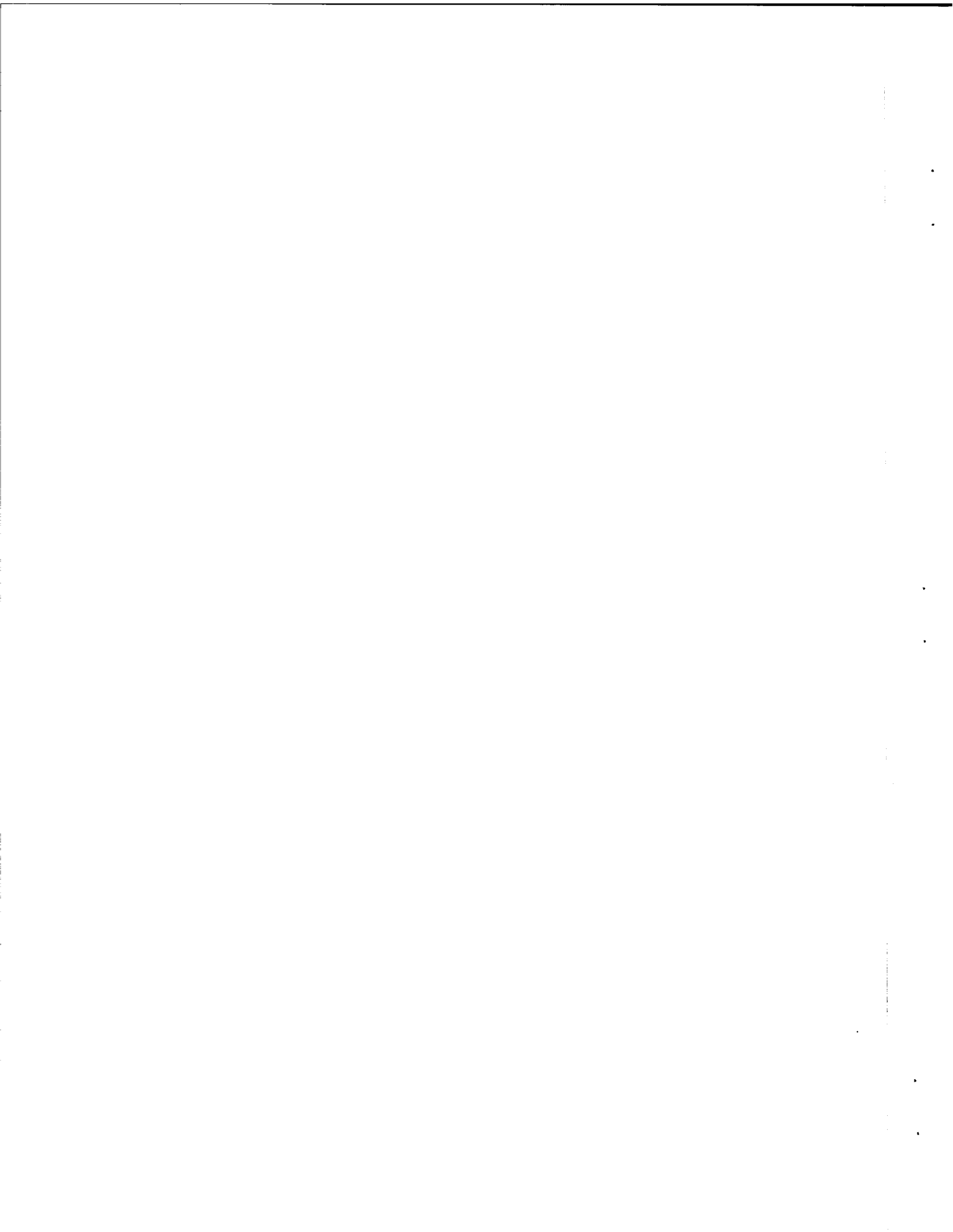
Where appropriate and justified, street and highways shall be modified to include bicycle facilities and related support facilities.

Bicycle planning and implementation efforts shall be coordinated among all participants in the transportation planning programs.

SCAG shall consider supporting legislation which will improve the ability of cities and counties to implement their bicycle planning programs.

SCAG shall encourage the development and implementation of education and enforcement programs which promote a safe environment for bicycle use.

**the plan —
its formulation**



THE PLAN - ITS FORMULATION

Cities Meet With County

The member cities, along with representatives from the County of Los Angeles Road, Recreation and Planning Departments, held several meetings. On these occasions, the mutual problems facing the cities and county agencies were resolved and bikeway corridors initially designated.

Bikeway Corridors Designated

After further study, streets which would be designated as "inter-city" bike routes were selected. The streets were selected taking the following items into consideration.

- (a) Traffic volumes ;
- (b) Directness of route
- (c) Crossing problems at major intersections
- (d) Land uses generators
- (e) Significance to the inter/intra transportation flow
- (f) Safety considerations

Inter Modal Connections

Throughout the East San Gabriel Valley there are opportunities for this proposed regional network of bicycle paths to interface with other forms of mass transit. At present the Southern California Rapid Transit District (SCRTD) has proposed several "park and ride" facilities. These proposed sites are usually located in large shopping centers with great amounts of parking where the commuters park their automobiles and take the bus to their destination. These sites are distributed throughout the region and are in such places as:

- (a) The City of Baldwin Park - Baldwin Park and Francisquito Avenues.
- (b) The City of West Covina - Sunset and Pacific Avenues and Eastland Shopping Center
- (c) The City of La Puente - Puente Hills Mall
- (d) The City of Glendora - Lone Hill and Interstate 210

The importance of these intermodal connections is that the network of bicycle trails will be providing an ability for people to make greater use of energy conserving transportation systems. Perhaps in the future, if there is enough interest generated, S.C.R.T.D. will be able to locate additional intermodal connections for the East San Gabriel Valley Bicycle System.

Land Use Along Streets

These routes when completed, would connect the civic centers, county courts, commercial centers, educational institutions, and recreation centers within the East San Gabriel Valley Bikeway Group. Because of the scale of the region, neither graphics nor written material would be able to aptly describe this land use pattern.

Joint Powers Agreement

(See Appendix, Exhibit C)

Project Description

Location of Project - (See Map #1.)

implementation

IMPLEMENTATION

The most important part of this report is the eventual implementation of this system. All of the previous material is worthless unless there is a strong commitment to complete this large and important task. This study has created a master plan which sets forth specific indications as to the direction of efforts, in the forms of priority development, education, cost factors and finally development.

This section on implementation seeks to identify the factors that will affect the development of this regional network of bicycle trails. It is most important that the cities continually review this section and mold their projects so that they are consistent with the goals and objectives and create a pleasing, safe and efficient means of transportation.

Financing

There are numerous funds available for implementation of this master plan, several of these are:

1. Capital Improvement Program - Each year the City expends funds for various improvements to its street system. The bicycle pathway is to be a part of this street system and thus will warrant the expenditure of these local funds. However, the qualities of the capital improvement program are best used as a tool to manage the City's revenues and expend monies from various resources, and not as an independent resource in itself.
2. State Transportation Development Act of 1971 - In 1971, SB 325 created funds for the development of facilities for exclusive use by bicycles. The provisions for such are found under Article 8 of this Act. These funds can be used for both right-of-way acquisition and/or construction.
3. Revenue Sharing - This year cities have begun to receive their portion of the Federal Revenue Sharing Funds. This program is unique for it provides additional revenue to cities with very few strings attached. As the City Council determines the priorities for the expenditure of these funds, it should certainly consider the Bicycle Pathway System.
4. Highway Users Fund (Gas Tax) - Many communities have begun to research the possibility of using Gas Tax revenue for developing bicycle systems. The consensus seems to be that these funds could be used; however, an official statement to this effect should be sought.

5. State Community Redevelopment Act - - Cities are currently instituting the provisions of this law and, in that street improvements are very much a part of Community Redevelopment Plans, an excellent opportunity is offered for implementing this plan. This is especially the case in this valley area where bicycle riding is quite difficult. Not only should the development of the pathways be considered, but also the creation of bicycle parking facilities should be included.
6. Other Funding Resources - Because the bicycle has become so popular, there will undoubtedly be many new sources of revenue. Some of this will possibly originate from the following:

Bureau of Outdoor Recreation, Interior Department (Land and Conservation Fund Grants)

Department of Transportation

National Highway Traffic Safety Administration

Federal Highway Administration (TOPICS)

Department of Housing and Urban Development (Open Space Land Program)

Uniform Regulations and Signage

Uniform signing, marking and traffic regulations for the bicyclist is necessary to provide consistency, clarity and insure safety of routes for bicyclist and motorists throughout the East San Gabriel Valley Bikeway system.

Signs and Marking

Facilities will be designed in accordance with (1) Caltrans Highway Design Manual, Section 7-1000 and (2) Standard Bicycle Route Signs and Markings, a recommendation from CALTRANS. Additional design aids may include (3) Bikeways - State of the Art, 1974, (4) Bikeways Design Atlas, and (5) Bikeway Planning Criteria and Guidelines, 1972.

Bicycle Signs

- (a) "Bike Route " - white on green background (Uniform Manual D11-1)
- (b) "San Gabriel Valley Bikeway" sign (optional)

Bicycle Signs (Cont'd.)

- (c) "Bike Xing" - black on yellow background (Uniform Manual W11-L)
- (d) "Begin", "End", and "To" - message plates designating the beginning and ending of the bike route and trail blaze to the bikeways.
- (e) Directional arrows mounted below the official marker to direct cyclists to the bikeway.
- (f) Signs should be placed at decision points and spaced from $\frac{1}{4}$ to $\frac{1}{2}$ miles apart, subject to bikeway conditions.

Pavement Markings

- (a) Solid white 6" stripe to separate a bike lane from a motor vehicle lane.
- (b) A solid white 4" stripe between the parking land and bike lane, when there is parking adjacent to the curb.
- (c) Striping will generally not extend through an intersection, but will stop and start on either side.
- (d) The standard legend demarcating a bike lane (Class I or II bikeway) will be a combination of (1) bicycle symbol with a circle surrounding it, (2) the words "BIKE ONLY" and (3) an arrow indicating the direction of travel.
 - (1) The letters should have a minimum height of four feet.
 - (2) The legend should be placed approaching and leaving each intersection and spaced as necessary.
- (e) Marked lanes will be a minimum width of five feet.

Other Facilities

Provision of bicycle storage and theft prevention facilities is encouraged. Each local jurisdiction is responsible for providing or requiring the provision of additional facilities.

It is recommended the jurisdiction require provision of bike racks in the review of new developments or expansion of existing recreational, educational, employment, commercial and transportation facilities.

Safety Programs

It was recommended that each participating city have a community bicycle safety program. The purpose of the program would be to promote a clear understanding of the traffic regulations relating to bicycle riding throughout the San Gabriel Valley.

Traffic Safety

Each city law enforcement agency and/or Parks and Recreation Department could be responsible for the program. Information handouts including bicycle laws excerpted from the vehicle and municipal codes and a bike route map explaining traffic signs and markings would be helpful. A continuing bicycle safety program employing visual aids is a useful means of educating bicyclist in elementary and junior high schools. Safe bicycle operation and knowledge of the rules for bicyclists of all ages is an important accident prevention program.

The Automobile Club of Southern California, Public Safety Department, has a variety of materials available for use in a bicycle safety program. The Temple City Unified School District has printed lesson plans for a program within its school district.

The "Bicycle Citation" used by the City of Glendora Police Department is a warning ticket given to a cyclist under the age of 16. It obligates the violator to appear and attend a traffic safety presentation at the local police department to discharge the ticket. On the first offense, this eliminates the need for juvenile court due to a vehicle code violation while riding a bicycle. Six of the most common violations are:

- (a) Riding on a sidewalk
- (b) Bicycle on street unlicensed
- (c) Failure to obey stop sign
- (d) Failure to obey red signal
- (e) Riding on wrong side of roadway
- (f) Passenger not on permanent seat (riding double)

Licensing

Concurrent with a traffic safety program, an effort to get compliance with licensing requirements is recommended. Currently under consideration, is state-wide registration of bicycles through the Department of Motor Vehicles. We feel a state-wide computerized system will aid in recovery of stolen bicycles and may also direct needed funds for bicycle safety education.

Review of the Master Plan

The East San Gabriel Valley Bikeway Master Plan will be reviewed periodically and revised as necessary to provide additional facilities as they are warranted in order to accommodate changing conditions, trends and public interest.

bibliography

BIBLIOGRAPHY

1. Bikeways Design Atlas
2. Bikeway Planning Criterial and Guidelines
3. City of Hemet, Bicycle Path Study, Hemet, California, April 1973.
4. City of Pasadena, Pasadena Bicycle Transportation Program, Pasadena, California, November 1974.
5. City of Santa Barbara, Bikeway Master Plan, Santa Barbara, California, May 1974.
6. County of Los Angeles, Department of Regional Planning, Plan of Bikeways, Los Angeles, California, May 1975.
7. Department of Transportation, Bikeways - State of the Art, Washington D.C., July 1974
8. Jarrel, Temple R., Bikeways, National Recreation and Park Association, Arlington, Virginia, 1974.
9. Southern California Association of Governments, SCAG Guide for Filing SB 821, Los Angeles, California, May 1975.
10. State of California - Department of Transportation, Highway Design Manual, Section 7-1000, Sacramento, California, July 1974.

appendix

APPENDIX

Definitions

Bike route is used as a general term to designate all facilities that explicitly provide for bicycle travel in some way or other. These facilities may be classified into the following three types:

1. Shared Route - Class III. A shared route is a street identified as a bicycle facility by "Bike Route" guide signing only. There are no special lane markings, and bicycle traffic shares the roadway with motor vehicles.
2. Bike Lane - Class II. A bike lane is a lane on the paved area of a road for preferential use by bicycles. It is usually located along the edge of the paved area or between the parking lane and the first motor vehicle lane. It is identified by "Bike Lane" or "Bike Route" guide signing, special lane lines and other pavement markings. Bicycles have exclusive use of a bike lane for longitudinal travel, but must share the facility with motor vehicles and pedestrians crossing it.
3. Bike Path - Class I. A bike path is a special pathway facility for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. A bike path may be on a portion of a street or highway right of way or on a special right of way not related to a motor vehicle facility; it may be grade separated or have street crossings at designated locations. It is identified with guide signing and also may have pavement markings.

Various other designations are sometimes used for the above types of facilities, such as Class III, Class II and Class I, respectively.

The City of Azusa

Since incorporation in 1898, the City of Azusa has earned a unique position among southland cities as a result of efficient policies and dedicated employees.

The City of Azusa functions under a Council/Administrator form of government. Beginning in 1976, the office of the Mayor will be filled by a general election process. Dedicated citizens volunteer time to serve on the Planning Commission, Parks and Recreation Commission and on other key organizations while charting the course of local government.

The City of Azusa operates its own Police and Fire Departments as well as other services and utilities. Using modern equipment and facilities, these departments provide excellent service to its community.

The City of Baldwin Park

Dating back to 1860, the City of Baldwin Park's community history begins when it was part of Rancho La Puente and Rancho Azusa de Dalton. Primarily a small agricultural community, Baldwin Park has progressively changed in recent years.

The City of Baldwin Park was incorporated as a general law city in January 1956, with a population of 28,057. As of the 1970 census, the city had grown to 47,634. Baldwin Park is provided with access to the San Gabriel Valley and the Los Angeles metropolitan areas by the San Bernardino, 605 and 210 freeways.

With the conception and implementation of the city's community redevelopment agency projects, and with the continuing development of social, economic and cultural services, the City of Baldwin Park will continue to develop a balanced community and provide excellent facilities to residents of Baldwin Park and the San Gabriel Valley.

The City of Covina

The City of Covina with a population of 33,000, provides a wide selection of housing and community facilities. With the accessibility to the San Bernardino freeway, the City of Covina provides housing accommodations for a majority of employees in the San Gabriel Valley. Community facilities are headed by the Inter-Community Hospital, a complete, modern medical facility.

The City of Covina (Cont'd.)

Educational and recreational facilities are directed by both the Covina Valley and Charter Oak Unified School Districts. In addition, several parochial schools offer private elementary and secondary educational opportunities.

The City of Glendora

Settled against the base of the San Gabriel Mountains, the City of Glendora's history dates back to 1869, when it was designated homestead land. Incorporated in 1911, the City of Glendora prospered as an agricultural community until 1970, when significant development began.

Located 27 miles east of central Los Angeles, the City of Glendora provides efficient commercial services, excellent professional services with clean industrial development, balancing the city's economic base. Additionally, the City of Glendora offers excellent educational and recreational facilities.

The City of La Puente

The City of La Puente is rich in early California history dating back to the Workman-Rowland Land Grant and the San Gabriel Mission. To preserve this heritage, an adopted Hispanic design theme is present in all current and future development projects.

Located 22 miles east of central Los Angeles, the City of La Puente encompasses 3½ square miles of land developed primarily residential with limited acreage in industrial and commercial use.

With a population of 31,450, the City of La Puente provides housing accommodations for a significant count of the San Gabriel Valley labor force.

The City of San Dimas

Incorporated in 1960, the City of San Dimas has a population, as of 1974, of 17,000. Municipal services are directed by a five member City Council, aided by the City Manager and an experienced municipal staff. Services provided include a community building, county library, county engineers regional office, county Sheriff and fire agencies. These services are coordinated from City Hall, in the Civic Center Complex. In addition to these services, the 15 square miles of the City of San Dimas are serviced by the 1700 acre Bonelli Regional County Park and Recreation Facility.

The City of San Dimas (Cont'd.)

Located at the foot of the San Gabriel mountains, the City of San Dimas has developed an "Early California Village" theme for all retail and service establishments in its downtown district. With access to three freeways traversing the city, San Dimas provides attractive commercial and industrial sectors to balance its economic base.

The City of Walnut

Located in the Walnut Valley, as part of the original Lineras Mexical Land Grant of the early 1800's, the City of Walnut incorporated in 1959. With an area of 8.5 square miles and a present population of 7,075, the City of Walnut operates a general law city directed by a five member City Council and administered by a City Manager. Additionally, the Planning Commission and the Parks and Recreation Commission serve as advisory bodies to City Council and the Municipal Staff.

Located 25 miles from downtown Los Angeles, the City of Walnut provides a unique mixture of country living and urban convenience, served with excellent equestrian and recreation facilities. The City of Walnut also offers convenient access to all of Southern California for employment opportunities.

The City of West Covina

The City of West Covina is located 20 miles east of Los Angeles and has a present population of 74,000. Operating with a Council-Manager form of government, the City of West Covina receives additional municipal guidance from various boards and commissions in developing a balanced community.

The commercial sector of the City of West Covina is lead by two regional shopping centers, while public facilities include excellent educational and recreational services. With accessibility to the San Bernardino freeway, these services and facilities are provided to all of Southern California.

Summary

In addition to services and facilities provided by each individual city, the East San Gabriel Valley, as a sub-regional area, provides additional recreational, educational, industrial and commercial areas in Southern California.

The clusters of open space, the development of centers of knowledge, and the rise of industrial and commercial areas, will be made accessible by the bicycle as a result of the development of the East San Gabriel Bikeway Route.

EXHIBIT A

CITY PROFILES

CITY OF:

AZUSA

BALDWIN PARK

COVINA

GLENDORA

LA PUENTE

SAN DIMAS

WALNUT

WEST COVINA

EXHIBIT C

JOINT POWER RESOLUTIONS

CITIES OF:

AZUSA

BALDWIN PARK

COVINA

GLENDORA

LA PUENTE

SAN DIMAS

WALNUT

WEST COVINA



WEST SIDE OF
SAN ANTONIO WASH

UPLAND

EAST SIDE OF
THOMPSON WASH

GEOPLINE

WEST SIDE OF
THOMPSON WASH

NORTH SIDE OF
SAN JOSE WASH

WEST SIDE OF
SAN ANTONIO WASH

WEST SIDE OF
MARSHALL CREEK

SAN RIMS

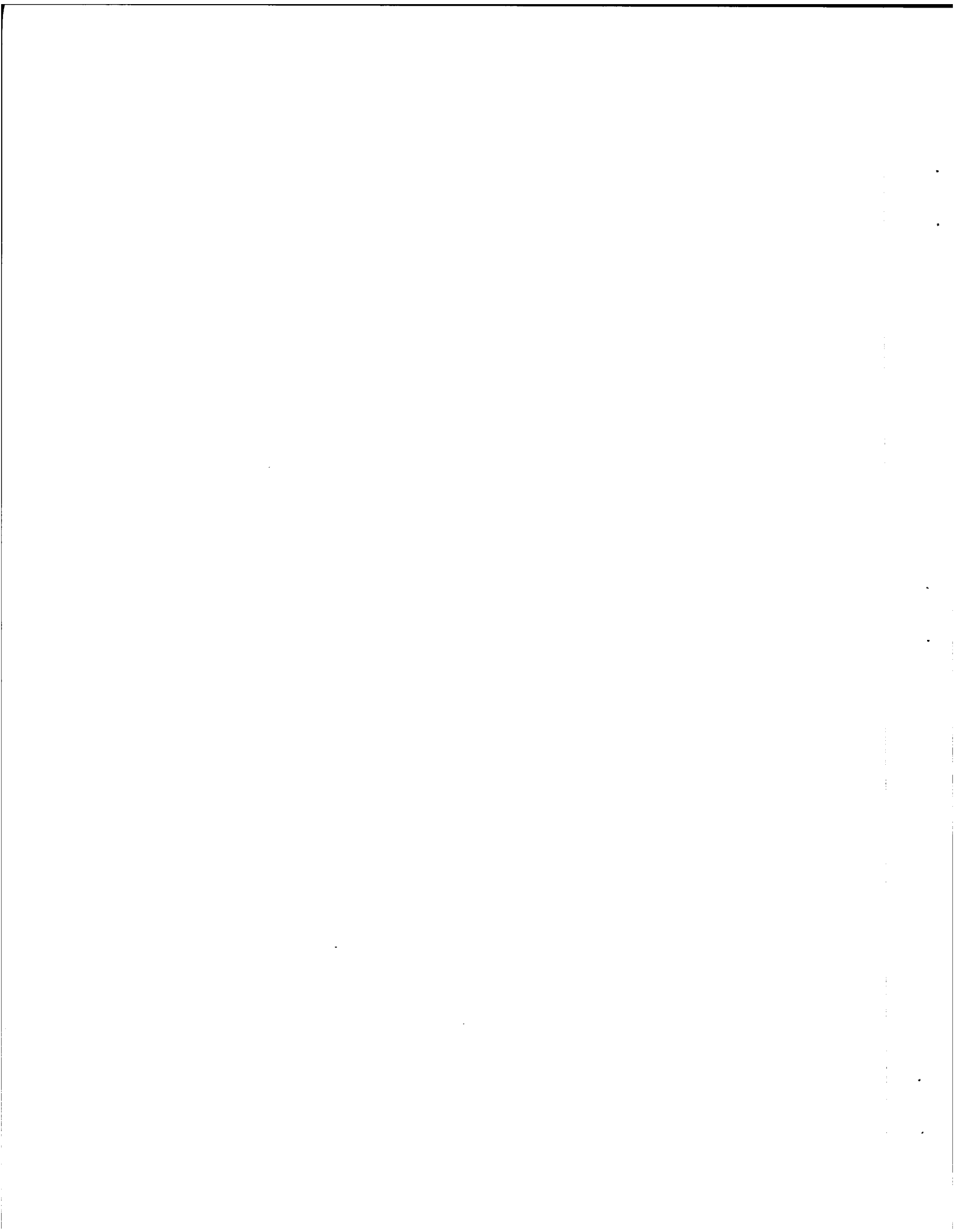
SOUTH SIDE OF
SAN JOSE WASH

WALNUT

**POMONA VALLEY
REGIONAL BIKE TRAILS**

EXHIBIT B

SA



RESOLUTION NO. 75-59

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BALDWIN PARK AUTHORIZING A JOINT APPLICATION FOR THE DEVELOPMENT OF AN EAST SAN GABRIEL VALLEY BICYCLE SYSTEM

WHEREAS, the City of Baldwin Park is desirous of developing a bicycle system which will incorporate the cities of Azusa, Baldwin Park, Covina, Glendora, La Puente, San Dimas, Walnut, West Covina and Los Angeles County; and

WHEREAS, it is the objective of the cities in the East San Gabriel Valley to plan for and construct a bicycle transportation network to serve the needs of the entire valley, and

WHEREAS, the priorities of the East San Gabriel Valley cities are to serve the transportation needs of current bicyclists and to provide in order of priorities transportation to and from recreational facilities, educational facilities, employment and commercial facilities; and

WHEREAS, in order to allow intercity movement, a "backbone" system must be constructed; and

WHEREAS, the cities of the East San Gabriel Valley also desire the funding of bicycle networks for intra and intercity projects; and

WHEREAS, this transportation network will serve the future needs of cyclists and encourage the elimination of automobile trips; and

WHEREAS, this City Council has approved (or will approve) the master plans for bikeways known as the East San Gabriel Valley Intercity Bikeway System.

NOW, THEREFORE BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF BALDWIN PARK does hereby affirm that this city will cooperate in the implementation of the "East San Gabriel Valley Intercity Bikeway System".

BE IT FURTHER RESOLVED that the City Clerk shall certify to the adoption of this Resolution and shall cause the same to be processed in the manner required by law.

APPROVED and ADOPTED this 16th day of July, 1975.

/s/ Virgil V. Hamilton
MAYOR

ATTEST:

/s/ Thelma L. Balkus
THELMA L. BALKUS, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS:
CITY OF BALDWIN PARK)

I, THELMA L. BALKUS, City Clerk of the City of Baldwin Park do hereby certify that the foregoing resolution was duly and regularly approved and adopted by the City Council of the City of Baldwin Park at its regular meeting of the City Council on the 16th day of July, 1975, by the following vote:

AYES: COUNCILMEN KING, WALDO, GREGORY, MC CARON AND MAYOR HAMILTON
NOES: COUNCILMEN _____
ABSENT: COUNCILMEN _____

Thelma L. Balkus
THELMA L. BALKUS, CITY CLERK

RESOLUTION NO. 6317

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AZUSA AUTHORIZING A JOINT APPLICATION FOR THE DEVELOPMENT OF AN EAST SAN GABRIEL VALLEY BICYCLE SYSTEM.

WHEREAS, the City of Azusa is desirous of developing a bicycle system which will incorporate the cities of Azusa, Baldwin Park, Covina, Glendora, La Puente, San Dimas, Walnut, West Covina and Los Angeles County, and

WHEREAS, it is the objective of the cities in the East San Gabriel Valley to plan for and construct a bicycle transportation network to serve the needs of the entire valley, and

WHEREAS, the priorities of the East San Gabriel Valley cities is to serve the transportation needs of current bicyclists and to provide in order of priorities transportation to and from recreational facilities, educational facilities, employment and commercial facilities, and

WHEREAS, in order to allow intercity movement, a "backbone" system must be constructed, and

WHEREAS, the cities of the East San Gabriel Valley also desire the funding of bicycle networks for intra and intercity projects, and

WHEREAS, this transportation network will serve the future needs of cyclists and encourage the elimination of automobile trips;

NOW, THEREFORE, be it resolved that the City Council of the City of Azusa does hereby affirm that this city will cooperate in the implementation of the "East San Gabriel Valley Intercity Bikeway System".

Adopted and approved this 21st day of July, 1975.

William J. ...

Mayor

I hereby certify that the foregoing resolution was duly adopted by the City Council of the City of Azusa at a regular meeting thereof held on the 21st day of July, 1975, by the following vote of the Council:

AYES: Councilmen: Rubio, Solem, Cruz, Arkison, Decker

NOES: Councilmen: None

ABSENT: Councilmen: None

Charles A. ...

City Clerk

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
COVINA AUTHORIZING A JOINT APPLICATION FOR THE
DEVELOPMENT OF AN EAST SAN GABRIEL VALLEY BICYCLE
SYSTEM.

WHEREAS, the City of Covina is desirous of developing a bicycle system which will incorporate the cities of Azusa, Baldwin Park, Covina, Glendora, La Puente, San Dimas, Walnut, West Covina and Los Angeles County.

WHEREAS, it is the objective of the cities in the East San Gabriel Valley to plan for and construct a bicycle transportation network to serve the needs of the entire valley; and

WHEREAS, the priorities of the East San Gabriel Valley cities is to serve the transportation needs of current bicyclists and to provide in order of priorities transportation to and from recreational facilities, educational facilities, employment and commercial facilities; and

WHEREAS, in order to allow intercity movement, a "backbone" system must be constructed; and

WHEREAS, the cities of the East San Gabriel Valley also desire the funding of bicycle networks for intra and intercity projects; and

WHEREAS, this transportation network will serve the future needs of cyclists and encourage the elimination of automobile trips; and

WHEREAS, this City Council has approved the master plans for bikeways known as the East San Gabriel Valley Intercity Bikeway System.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF COVINA does hereby affirm that this city will cooperate in the implementation of the "East San Gabriel Valley Intercity Bikeway System."

Section 1. The City Clerk shall certify to the passage and adoption of this resolution and the same shall thereupon take effect and be in force.

APPROVED AND ADOPTED this 21st day of July,
1975.

Mayor

ATTEST:

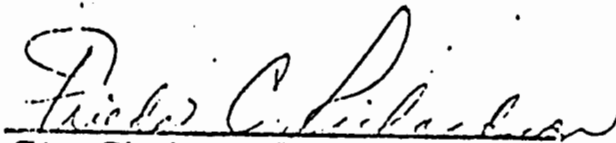
City Clerk

APPROVED AS TO FORM:

City Attorney

I, FRIEDA C. RICHARDSON, City Clerk, Covina, California,
CERTIFY that this resolution was adopted by the City Council at a
regular meeting of the City Council held July 21, 1975
and was adopted by the following vote:

AYES: Council Members Colver, Donaldson, Fryke, Hawkins,
Brutocao
NOES: None
ABSENT: None


City Clerk

RESOLUTION NO. 75-066

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AUTHORIZING A JOINT APPLICATION FOR THE DEVELOPMENT OF AN EAST SAN GABRIEL VALLEY BIKEWAY SYSTEM.

WHEREAS, the City of Glendora is desirous of developing a Bikeway System which will incorporate the cities of Azusa, Baldwin Park, Covina, Glendora, La Puente, San Dimas, Walnut, West Covina and Los Angeles County; and

WHEREAS, it is the objective of the cities in the East San Gabriel Valley to plan for and construct a bicycle transportation network to serve the needs of the entire valley; and

WHEREAS, the priorities of the East San Gabriel Valley cities are to serve the transportation needs of current bicyclists and to provide in order of priorities transportation to and from recreational facilities, educational facilities, employment and commercial facilities; and

WHEREAS, in order to allow intercity movement, a "backbone" system must be constructed; and

WHEREAS, the cities of the East San Gabriel Valley also desire the funding of bicycle networks for intra and intercity projects; and

WHEREAS, this transportation network will serve the future needs of cyclists and encourage the elimination of automobile trips; and

WHEREAS, this City Council has approved the master plans for bikeways known as the East San Gabriel Valley Intercity Bikeway System;

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF GLENDORA does hereby affirm that this City will cooperate in the implementation of the "East San Gabriel Valley Intercity Bikeway System".

APPROVED AND ADOPTED this 22nd day of July, 1975.

CITY OF GLENDORA

ATTEST:

/s/ Culver E. Heaton, Jr.
City Clerk

BY: /s/ Joe M. Flinthner
Mayor

APPROVED AS TO FORM:

/s/ Maurice O'Connor
City Attorney

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES }
CITY OF GLENDORA } ss.

I, Culver E. Heaton, City Clerk of the City of Glendora, California do hereby certify that the foregoing is a full, true and correct copy of the original RESOLUTION NO. 75-066, as same appears on file in my office; that same was duly adopted by the City Council; and that it is now in full force and effect.

Dated: 7-23-75

[Signature]
City Clerk

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN DIMAS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AUTHORIZING A JOINT APPLICATION FOR THE DEVELOPMENT OF AN EAST SAN GABRIEL VALLEY BICYCLE SYSTEM

WHEREAS, the City of San Dimas is desirous of developing a bicycle system which will incorporate the cities of Azusa, Baldwin Park, Covina, Glendora, La Puente, San Dimas, Walnut, West Covina and Los Angeles County; and

WHEREAS, it is the objective of the cities in the East San Gabriel Valley to plan for and construct a bicycle transportation network to serve the needs of the entire Valley; and

WHEREAS, the priorities of the East San Gabriel Valley cities are to serve the transportation needs of current bicyclists and to provide in order of priorities transportation to and from recreational facilities, educational facilities, employment and commercial facilities; and

WHEREAS, in order to allow intercity movement, a "backbone" system must be constructed; and

WHEREAS, the cities of the East San Gabriel Valley also desire the funding of bicycle networks for intra and intercity projects; and

WHEREAS, this transportation network will serve the future needs of cyclists and encourage the elimination of automobile trips; and

WHEREAS, this City Council has approved the master plans for bikeways known as the East San Gabriel Valley Intercity Bikeway System;

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF SAN DIMAS does hereby affirm that this City will cooperate in the implementation of the "East San Gabriel Valley Intercity Bikeway System".

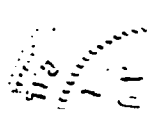
APPROVED AND ADOPTED THIS 14th DAY OF JULY, 1975.

James N. Leigh

MAYOR OF THE CITY OF SAN DIMAS

ATTEST:

BARBARA A. HENDERSON, CITY CLERK



RESOLUTION NO. 2097

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA PUENTE SETTING FORTH ITS FINDINGS OF FACT AND DECISION RELATIVE TO AN APPLICATION FOR FISCAL YEAR 1975-76 STATE GRANT ALIQUOTS FOR THE DEVELOPMENT OF BICYCLE AND PEDESTRIAN FACILITIES IN THE CITY OF LA PUENTE.

WHEREAS, the cities of Azusa, Baldwin Park, Covina, Glendora, San Dimas, Walnut, West Covina and Los Angeles County, desire to develop and construct a bicycle transportation network to serve the needs of the entire East San Gabriel Valley, and

WHEREAS, the City of La Puente, recognizing the desirability of such a system to encourage the elimination of excess automobile trips, is desirous of developing a bicycle system which will provide intra-city bicycle routes which would then connect to the routes proposed for the cities of the East San Gabriel Valley, and

WHEREAS, in order to allow inter-city movement, a 'backbone' system must be constructed, and

WHEREAS, the priorities of the City of La Puente are to first serve the transportation needs of pedestrians and secondly serve the needs of bicyclists and to provide, in order of priorities, transportation to and from educational, recreational, employment and commercial facilities, and

WHEREAS, the Planning Commission has submitted its report and Resolution No. 670 to the City Council in regard to the matter referred to herein, and

WHEREAS, the City Council has considered the Environmental Impact Information relative to this project.

NOW, THEREFORE, THE CITY OF LA PUENTE DOES RESOLVE AS FOLLOWS:

SECTION 1. The City Council determines that the proposed project is consistent with the goals and objectives of the General Plan and that the development of bicycle and pedestrian facilities will not have a significant adverse effect on the environment.

SECTION 2. The City Council of the City of La Puente approves the filing of the application for State Gas Tax funds for development of bicycle and pedestrian facilities and coordination of its bicycle routes with those of the East San Gabriel Valley Intercity Bikeway System.

SECTION 3. The Mayor is hereby authorized to execute the grant application with the stipulation that the City of La Puente be the sole recipient of entitled bicycle and pedestrian facility funds.

PASSED AND ADOPTED this 22nd day of July, 1975.

AYES:	COUNCILMEN:	Leifer, Palacio, Storing, Singer, Martin
NOES:	COUNCILMEN:	None
ABSENT:	COUNCILMEN:	None

/s/ Charles H. Storing
Mayor of the City of La Puente

ATTEST:

/s/ Ruth C. Watson
Deputy City Clerk of the City of La Puente

RESOLUTION NO. 1463

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WALNUT, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AUTHORIZING A JOINT APPLICATION FOR THE DEVELOPMENT OF AN EAST SAN GABRIEL VALLEY BICYCLE SYSTEM.

WHEREAS, the City of Walnut is desirous of developing a bicycle system which will incorporate the cities of Azusa, Baldwin Park, Covina, Glendora, La Puente, San Dimas, Walnut, West Covina and Los Angeles County.

WHEREAS, it is the objective of the cities in the East San Gabriel Valley to plan for and construct transportation network to serve the needs of the entire valley; and

WHEREAS, the priorities of the East San Gabriel Valley cities is to serve the transportation needs of current bicyclists and to provide in order of priorities transportation to and from recreational facilities, educational facilities, employment and commercial facilities; and

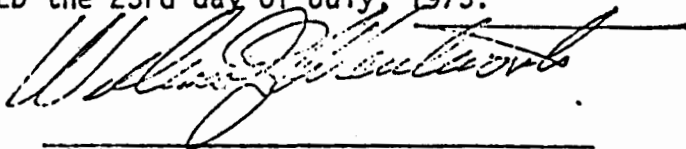
WHEREAS, in order to allow intercity movement, a "backbone" system must be constructed; and

WHEREAS, the cities of the East San Gabriel Valley also desire the funding of bicycle networks for intra and intercity projects; and

WHEREAS, this transportation network will serve the future needs of cyclists.

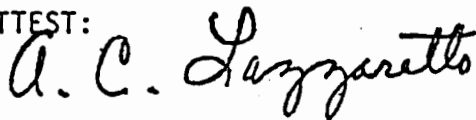
NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Walnut hereby affirm that this city will cooperate in the implementation of the "East San Gabriel Valley Intercity Bike-way System."

APPROVED AND ADOPTED the 23rd day of July, 1975.

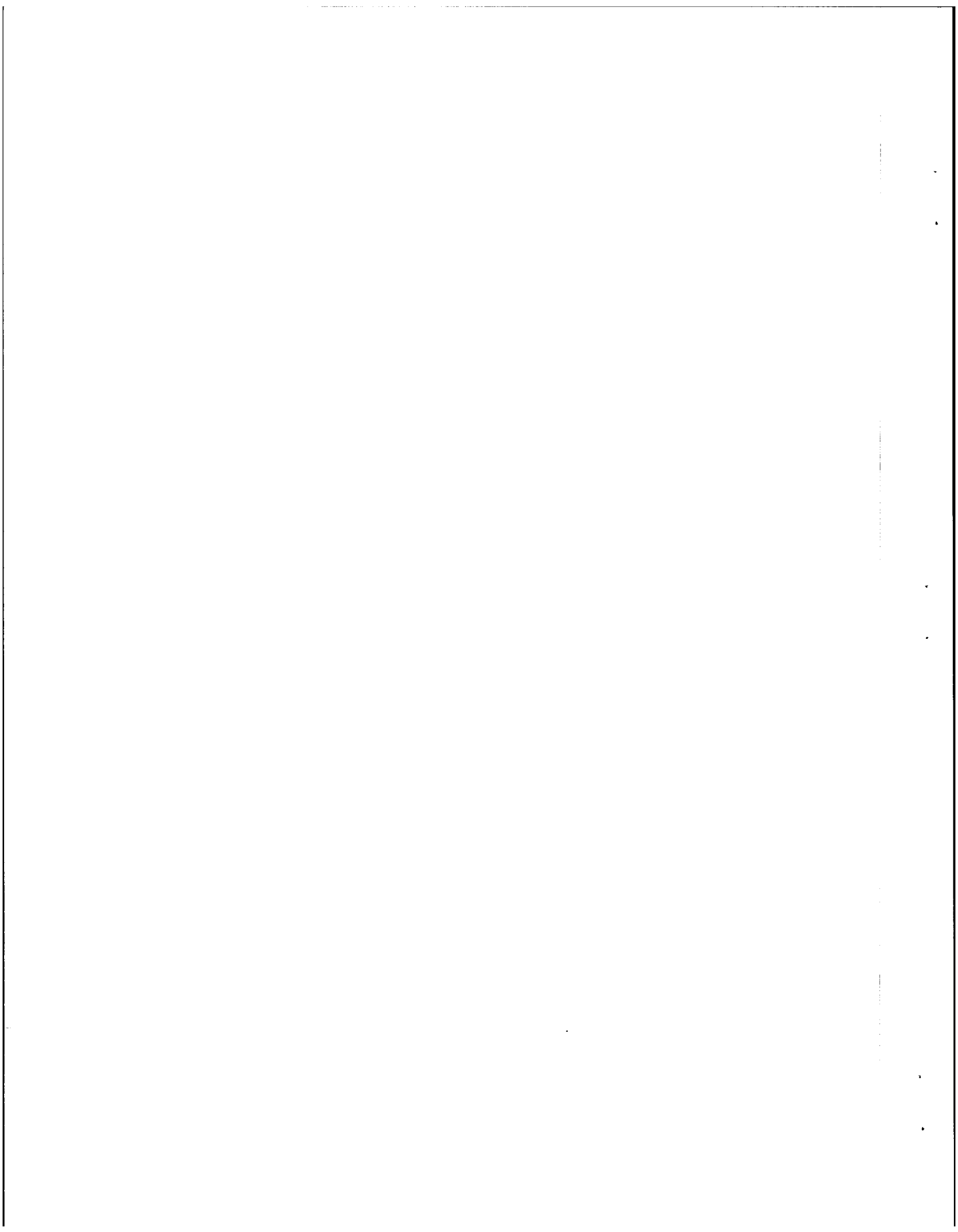


MAYOR

ATTEST:



CITY CLERK



RESOLUTION NO. 5087

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AUTHORIZING A JOINT APPLICATION FOR THE DEVELOPMENT OF AN EAST SAN GABRIEL VALLEY BICYCLE SYSTEM.

WHEREAS, the City of West Covina is desirous of developing a bicycle system which will incorporate the cities of Azusa, Baldwin Park, Covina, Glendora, La Puente, San Dimas, Walnut, West Covina and Los Angeles County.

WHEREAS, it is the objective of the cities in the East San Gabriel Valley to plan for and construct a bicycle transportation network to serve the needs of the entire valley; and

WHEREAS, the priorities of the East San Gabriel Valley cities is to serve the transportation needs of current bicyclists and to provide in order of priorities transportation to and from recreational facilities, educational facilities, employment and commercial facilities; and

WHEREAS, in order to allow intercity movement, a "backbone" system must be constructed; and

WHEREAS, the cities of the East San Gabriel Valley also desire the funding of bicycle networks for intra and intercity projects; and

WHEREAS, this transportation network will serve the future needs of cyclists and encourage the elimination of automobile trips; and

WHEREAS, this City Council has approved (or will approve) the master plans for bikeways known as the East San Gabriel Valley Intercity Bikeway System.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF WEST COVINA does hereby affirm that this city will co-operate in the implementation of the "East San Gabriel Valley Intercity Bikeway System".

The City Clerk shall certify to the adoption of this resolution.

APPROVED AND ADOPTED THIS 14th DAY OF JULY, 1975.

Kenneth D. Chappell
Mayor

ATTEST:

Lela W. Preston
City Clerk

I HEREBY CERTIFY that the foregoing resolution was duly adopted by the City Council of the City of West Covina at a regular meeting thereof held on the 14th day of July, 1975, by the following vote of the council:

AYES: Councilmen: Shearer, Miller, Browne, Tice, Chappell

NOES: Councilmen: None

ABSENT: COUNCILMEN: None

Lela W. Preston
City Clerk

APPROVED AS TO FORM:

George Washfield
City Attorney

EAST SAN GABRIEL VALLEY BIKEWAY

MASTER PLAN PREPARED BY:

CITY OF AZUSA	Ralph Fitzsimmons, Director of City Planning Jeff Shaw, Planning Assistant George Stemson, City Engineer
CITY OF BALDWIN PARK	Philip Kilgour, Director of City Planning Joseph Montoya, Assistant Planner
CITY OF COVINA	Bruce LaClaire, Planning Assistant
CITY OF GLENDORA	William Kelly, Senior Planner Coordinator-East San Gabriel Valley Bikeway Committee Richard Gomez, City Planning Intern
CITY OF LA PUENTE	David Meyer, Director of City Planning Randall Carson, Planning Intern
CITY OF SAN DIMAS	Mary Ann Kastead, Assistant Planner Larry Goetz, Planning Aide
CITY OF WALNUT	George Shindo, Director of City Planning Susan Farell, City Planning Intern
CITY OF WEST COVINA	Ray Diaz, Assistant Director of City Planning Ray Thurston, Assistant Director of Parks and Recreation
COUNTY OF LOS ANGELES ROAD DEPARTMENT	Robert Larson, Planning Division Marvin Gregory, Civil Engineer

COVER PHOTOGRAPH/DESIGN BY: Richard Gomez and Stan Wong

