



Santa Clara, CA



2024 BFC Award: Bronze
Award History: Bronze since 2010.

Santa Clara's BFA Program Stats

of Local Bicycle Friendly Businesses: **0**
 # of Local Bicycle Friendly Universities: **0**
 # of Local League Cycling Instructors: **0**
 California's Bicycle Friendly State Ranking: **#4**

| The 5 Es Category Scores | Santa Clara | Max Score this round |
|--------------------------|-------------|----------------------|
| Engineering | 54.38% | 79.26% |
| Education | 34.55% | 83.25% |
| Encouragement | 23.26% | 90.86% |
| Evaluation & Planning | 51.35% | 75.73% |
| Equity & Accessibility | 26.97% | 75.47% |

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the 2024 BFC round. See pages 2-3 for your full subcategory points in each Category.

Community Profile

Population: 128,058
 (Size classification for weighted scoring: Medium)
 Area: 19.3 square miles
 Population Density: 6,635.10 people/square mile
 Land Classification: Mixed Urban/Suburban
 Poverty Rate: 8.8%*
 Median Household Income: \$158,614*
 Percent of the Population that Speaks a Language Other Than English at Home: 56.1%*
 Percent with Disability: 7.6%*
 Percent of Households with No Vehicle Available: 4.3%*

*Source: https://data.census.gov/profile/Santa_Clara_city,_California?q=160XX00US0669084

Santa Clara's Bike Links

Bike Network Map, if available:
 PDF available upon request.

Bike Plan, if available:
<https://www.santaclaraca.gov/our-city/departments-g-z/public-works/engineering/traffic-engineering/bicycle-master-plan-update-2018>

Key Outcomes

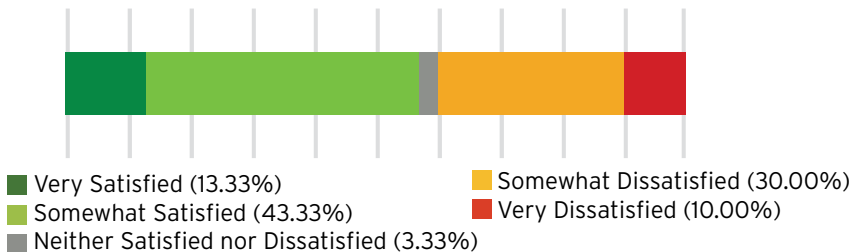
Overall Commuter Ridership: 1.7%
 Male Commuter Ridership: 2.6%
 Female Commuter Ridership: 0.5%
 (Bicycle Mode Share among commuters, according to the Census Bureau's 2022 or 2023 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: 2% (no source listed)
 (Reported by applicant)

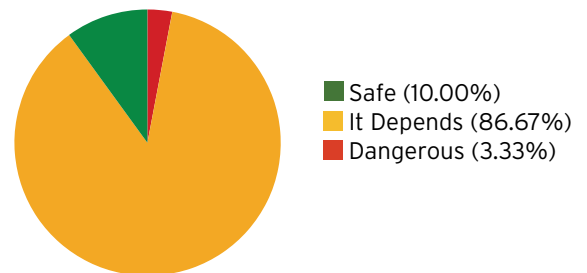
Annual Average Bicyclist Crashes in last 5 years: 36
Annual Average Bicyclist Fatalities in last 5 years: 0
 (Crashes and Fatalities both reported by applicant)

2024 BFC Public Survey Response Summary for Santa Clara, CA

How satisfied are you with how this community is designed for making bike riding safe? (n = 30)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 30)



What are the top 1-3 changes you would most like to see the local government make in this community for bicyclists? (n = 30)

1. More bike lanes (60.00%)
2. Improve existing bike lanes to protected bike lanes (43.33%)
3. Reduce speeds through traffic calming and/or road diets (33.33%)

About this Report Card

The following scores are based on the online application submitted by Santa Clara in the 2024 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All 2024 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

| ENGINEERING | <i>Santa Clara earned a weighted score of 54.38% in the Engineering Category. Below is the full breakdown of points that Santa Clara earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the 2024 BFC application.</i> | |
|--------------------------|---|---|
| | Engineering Subcategories | Santa Clara's Subcategory Points in Engineering |
| | Policies and Design Standards for the Built Environment | 16.2 / 41 pts |
| | End-of-Trip Facilities | 10.3 / 44 pts |
| | Bicycle Network | 32.9 / 128 pts |
| | Network Maintenance | 17.6 / 32 pts |
| | Bicycle Access to Public Transportation | 16.5 / 23 pts |
| | Bike Sharing | 5.9 / 24 pts |
| | Other Bicycle-Related Amenities | 0.3 / 6 pts |
| | Regional Coordination | 20.0 / 23 pts |
| Engineering Bonus Points | 6.8 / 10 pts | |

| EDUCATION | <i>Santa Clara earned a weighted score of 34.55% in the Education Category. Below is the full breakdown of points that Santa Clara earned in each subcategory of the Education section, compared to the total points available in that subcategory from the 2024 BFC application.</i> | |
|------------------------|---|---|
| | Education Subcategories | Santa Clara's Subcategory Points in Education |
| | Youth Bicycle Education | 19.3 / 68 pts |
| | Adult Bicycle Education | 21.0 / 47 pts |
| | Motorist Education | 3.3 / 28 pts |
| | Bicycle Safety Education Resources | 3.0 / 16 pts |
| | Inclusive Education | 2.6 / 26 pts |
| Education Bonus Points | 0.5 / 7 pts | |

| ENCOURAGEMENT | <i>Santa Clara earned a weighted score of 23.26% in the Encouragement Category. Below is the full breakdown of points that Santa Clara earned in each subcategory of the Encouragement section section, compared to the total points available in that subcategory from the 2024 BFC application.</i> | |
|----------------------|---|---|
| | Encouragement Subcategories | Santa Clara's Subcategory Points in Encouragement |
| | Encouragement Policies, Programs and Partnerships | 3.9 / 17 pts |
| | Route-Finding Support | 3.0 / 10 pts |
| | Bicycle Culture and Promotion | 19.8 / 91 pts |
| | Access To Bicycle Equipment and Repair Services | 3.0 / 35 pts |
| | Reducing Work-Related/Fleet VMT | 0.0 / 11 pts |
| | Encouragement Bonus Points | 4.0 / 7 pts |

| EVALUATION & PLANNING | <i>Santa Clara earned a weighted score of 51.35% in the Evaluation & Planning Category. Below is the full breakdown of points that Santa Clara earned in each subcategory of the Evaluation & Planning section, compared to the total points available in that subcategory from the 2024 BFC application.</i> | |
|------------------------------------|---|---|
| | Evaluation & Planning Subcategories | Santa Clara's Subcategory Points in Evaluation & Planning |
| | Staffing And Committees | 15.4 / 35 pts |
| | Public Engagement for Bicycle Planning | 15.5 / 35 pts |
| | Planning, Funding, And Implementation | 17.5 / 46 pts |
| | Evaluating The Bicycle Network | 14.1 / 25 pts |
| | Evaluating Ridership | 1.0 / 20 pts |
| | Evaluating & Improving Safety Outcomes | 6.9 / 42 pts |
| Evaluation & Planning Bonus Points | 5.1 / 15 pts | |

| EQUITY & ACCESSIBILITY | <i>Santa Clara earned a weighted score of 26.97% in the Equity & Accessibility Category. Below is the full breakdown of points that Santa Clara earned in each subcategory of the Equity & Accessibility section, compared to the total points available in that subcategory from the 2024 BFC application.</i> | |
|-------------------------------------|---|--|
| | Equity & Accessibility Subcategories | Santa Clara's Subcategory Points in Equity & Accessibility |
| | Equity & Accessibility Staffing, Committees, & Partnerships | 5.3 / 24 pts |
| | Equity Data Collection & Goals | 5.4 / 27 pts |
| | Equity & Accessibility Policies & Plans | 10.9 / 21 pts |
| | Equity & Accessibility in Engineering | 5.0 / 44 pts |
| | Equity & Accessibility in Education | 4.9 / 52 pts |
| | Equity & Accessibility in Encouragement | 3.2 / 42 pts |
| | Equity & Accessibility in Evaluation & Planning | 12.9 / 51 pts |
| Equity & Accessibility Bonus Points | 1.0 / 9 pts | |



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FEEDBACK TO IMPROVE:

To maintain and improve on Santa Clara's Bronze-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Continue to expand and improve Santa Clara's low-stress on-road bike network and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume, to maximize safety and comfort for bicyclists of all ages and abilities. Identify gaps and add new facilities that complete and expand the bicycle network, and work to upgrade existing facilities, such as by converting bike lanes into protected bike lanes, and upgrading roads with sharrows into dedicated bicycle boulevards.
- » Lower speed limits -- and designed speeds -- on residential streets to 20 mph or less. Introduce road diets and traffic calming measures to ensure compliance. Develop a system of bicycle boulevards, utilizing these quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.
- » Continue to improve bicycle safety education for students of all ages by incorporating more on-bicycle education opportunities and by expanding the program to all K-12 schools. Providing bicycles in schools for on-bike education ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household. Work with the school district, local bicycle groups, and interested parents to expand and improve the Safe Routes to School program. Expand programming for older students as well – consider adding Bicycle Friendly Driver lessons for older students who may be learning to drive, and expand or develop existing STEM-based learning to include hands-on bike maintenance in all high schools. Explore existing programs such as Project Bike Tech that could help improve bike education in Santa Clara's high schools.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.
- » Work with local LCIs to offer Bicycle Friendly Driver training to motorists in Santa Clara, particularly to professional drivers (rideshare, delivery, etc.) and fleet operators. Learn more at <https://bikeleague.org/bfd>.
- » Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income residents, and people with disabilities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.
- » Continue to encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.
- » Expand your National Bike Month celebrations and promotions every May by hosting signature events in Santa Clara such as a mayor's ride, a Bike Month proclamation signing ceremony, a month-long "Drive Less, Bike More" Challenge, or a day-long Open Streets event. Find more ideas and resources to support this work at bikeleague.org/bikemonth.
- » Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle counters to provide long-term data on bicycle use at fixed points and mobile



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FEEDBACK TO IMPROVE, CONTINUED:

counters to provide periodic or before/after data related to changes in your community's road or bicycle network. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.

- » Your Bicycle Friendly Community application reported that ACS data shows a gender gap in bicycle modeshare (2.6% of male commuters bike to work, compared to 0.5% of female commuters, according to ACS data). Consider how focused outreach around bicycling education, encouragement, and engagement could help bring more women to bike for transportation in Santa Clara. Consider how local data collection efforts may be able to further inform your work by capturing gender in other bike use and modeshare counts, as well as identifying gender disparities in perceptions of safety and barriers to bicycling.
- » Consider what other local community groups exist in Santa Clara who may be good potential partners to reach new audiences and build on existing bike education, encouragement, and engagement efforts. Question F4 on the BFC application provides a wealth of suggested non-governmental community partners for you to consider, beyond the existing BPAC and other committees and agencies that are already active in this space.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-2024>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The BFC Ideabook and Map:** <https://bikeleague.org/BFCIdeaBook>
- » **The League's Benchmarking Project on Biking & Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State (BFS) Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **National Bike Month Resources:** <https://bikeleague.org/bikemonth>
- » **More Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/federal-funding-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>