



Santa Clarita, CA



Award: Silver | Fall 2023
Award History: Silver since 2019;
 Previously Bronze since 2007; applied but
 received no award in 2005.

Santa Clarita's BFA Program Stats

of Local Bicycle Friendly Businesses: **0**
 # of Local Bicycle Friendly Universities: **0**
 # of Local League Cycling Instructors: **1**
 California's Bicycle Friendly State Ranking: **#4**

| The 5 Es Category Scores | Santa Clarita | Max Score this round |
|--------------------------|---------------|----------------------|
| Engineering | 45.37% | 79.3% |
| Education | 45.93% | 76.3% |
| Encouragement | 36.47% | 87.5% |
| Evaluation & Planning | 58.64% | 78.0% |
| Equity & Accessibility | 34.46% | 70.5% |

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the Fall 2023 BFC round. See pages 2-3 for your full subcategory points in each Category.

Key Outcomes

Overall Commuter Ridership: 0.1%

Male Commuter Ridership: 0.1%

Female Commuter Ridership: 0%

(Bicycle Mode Share among commuters, according to the Census Bureau's 2022 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: 0.50%

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 24

Annual Average Bicyclist Fatalities in last 5 years: 0.4

(Crashes and Fatalities both reported by applicant)

Community Profile

Population: 227,182

Area: 71 square miles

Population Density: 3199.7 people/square mile

Land Classification:

Mixed Urban/Suburban/Rural

Poverty Rate: 6.7%*

Median Household Income: \$109,336*

Percent of the Population that Speaks a

Language Other Than English at Home: 34.7%*

Percent with Disability: 10.1%*

Percent of Households with No Vehicle Available: 1.6%*

*Source: https://data.census.gov/profile/Santa_Clarita_city,_California?q=160XX00US0669088

Santa Clarita's Bike Links

Bike Network Map, if available:

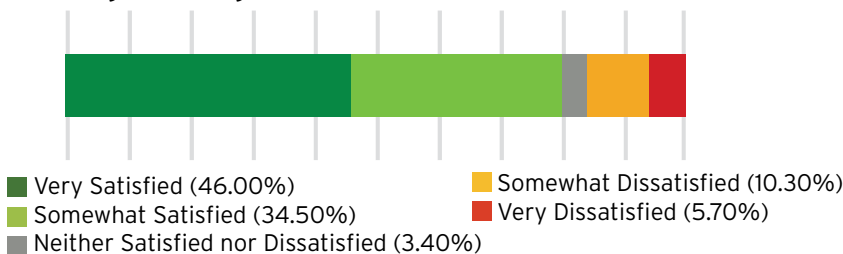
<https://maps.santa-clarita.com/portal/apps/webappviewer/index.html?id=908a70535153452d97802ea62318d343>

Bike Plan, if available:

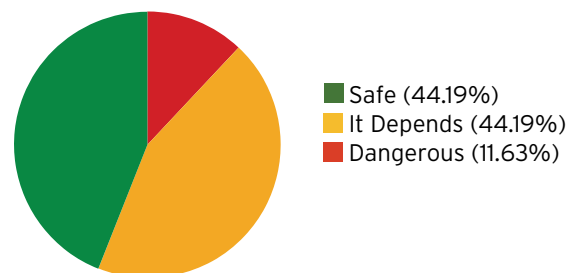
<https://bikesantaclarita.com/masterplan/>

Fall 2023 BFC Public Survey Response Summary for Santa Clarita, CA

How satisfied are you with how this community is designed for making bike riding safe? (n = 87)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 86)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 87)

1. More bike paths (23.00%)
2. More bike lanes (19.50%)
3. Improve existing bike lanes to protected bike lanes (12.60%)

About this Report Card

The following scores are based on the online application submitted by Santa Clarita in the Fall 2023 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 Fall 2023 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 Clarita earned a weighted score of 45.37% in the Engineering Category. Below is the full breakdown of points that Santa Clarita earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i> | |
|--------------------------|--|---|
| | Engineering Subcategories | Santa Clarita's Subcategory Points in Engineering |
| | Policies and Design Standards for the Built Environment | 8.5 / 41 pts |
| | End-of-Trip Facilities | 13.3 / 44 pts |
| | Bicycle Network | 32.7 / 128 pts |
| | Network Maintenance | 18.8 / 32 pts |
| | Bicycle Access to Public Transportation | 13 / 23 pts |
| | Bike Sharing | -4.5 / 24 pts |
| | Other Bicycle-Related Amenities | 2.3 / 6 pts |
| | Regional Coordination | 17.5 / 23 pts |
| Engineering Bonus Points | 4.8 / 10 pts | |

| EDUCATION | <i>Santa Clarita earned a weighted score of 45.93% in the Education Category. Below is the full breakdown of points that Santa Clarita earned in each subcategory of the Education section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i> | |
|------------------|--|---|
| | Education Subcategories | Santa Clarita's Subcategory Points in Education |
| | Youth Bicycle Education | 13.5 / 68 pts |
| | Adult Bicycle Education | 21.6 / 47 pts |
| | Motorist Education | 15.8 / 28 pts |
| | Bicycle Safety Education Resources | 2.2 / 16 pts |
| | Inclusive Education | 3.7 / 26 pts |
| | Education Bonus Points | 3.5 / 7 pts |

| ENCOURAGEMENT | <i>Santa Clarita earned a weighted score of 36.47% in the Encouragement Category. Below is the full breakdown of points that Santa Clarita earned in each subcategory of the Encouragement section section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i> | |
|----------------------|--|---|
| | Encouragement Subcategories | Santa Clarita's Subcategory Points in Encouragement |
| | Encouragement Policies, Programs and Partnerships | 3.2 / 17 pts |
| | Route-Finding Support | 6.5 / 10 pts |
| | Bicycle Culture and Promotion | 33.4 / 91 pts |
| | Access To Bicycle Equipment and Repair Services | 3 / 35 pts |
| | Reducing Work-Related/Fleet VMT | 0.5 / 11 pts |
| | Encouragement Bonus Points | 3.1 / 7 pts |

| EVALUATION & PLANNING | <i>Santa Clarita earned a weighted score of 58.64% in the Evaluation & Planning Category. Below is the full breakdown of points that Santa Clarita earned in each subcategory of the Evaluation & Planning section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i> | |
|------------------------------------|--|---|
| | Evaluation & Planning Subcategories | Santa Clarita's Subcategory Points in Evaluation & Planning |
| | Staffing And Committees | 16.9 / 35 pts |
| | Public Engagement for Bicycle Planning | 16.5 / 35 pts |
| | Planning, Funding, And Implementation | 14.8 / 46 pts |
| | Evaluating The Bicycle Network | 9.3 / 25 pts |
| | Evaluating Ridership | 10 / 20 pts |
| | Evaluating & Improving Safety Outcomes | 16.2 / 42 pts |
| Evaluation & Planning Bonus Points | 5.4 / 15 pts | |

| EQUITY & ACCESSIBILITY | <i>Santa Clarita earned a weighted score of 34.46% in the Equity & Accessibility Category. Below is the full breakdown of points that Santa Clarita earned in each subcategory of the Equity & Accessibility section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i> | |
|-------------------------------------|--|--|
| | Equity & Accessibility Subcategories | Santa Clarita's Subcategory Points in Equity & Accessibility |
| | Equity & Accessibility Staffing, Committees, & Partnerships | 8 / 24 pts |
| | Equity Data Collection & Goals | 6.4 / 27 pts |
| | Equity & Accessibility Policies & Plans | 6.3 / 21 pts |
| | Equity & Accessibility in Engineering | 11.3 / 44 pts |
| | Equity & Accessibility in Education | 7.2 / 52 pts |
| | Equity & Accessibility in Encouragement | 2.5 / 42 pts |
| | Equity & Accessibility in Evaluation & Planning | 12.4 / 51 pts |
| Equity & Accessibility Bonus Points | 4 / 9 pts | |



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FEEDBACK TO IMPROVE:

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

- » Continue to expand the low-stress bike network and increase connectivity by adding low-stress connections between existing facilities, filling gaps where facilities are currently missing (as already identified by your 2020 Pedestrian and Bicycle Master Plan), and upgrading bicycle facilities to be more appropriate for the speed and volume of motor vehicle traffic on each road, such as upgrading from painted to protected/separated bike lanes on roads where automobile speeds regularly exceed 35 mph.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.
- » 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.
- » Build on the City's 1992 Resolution supporting bikeways and bike lanes to adopt an updated comprehensive Complete Streets policy. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Be sure that your new policy reflects current best practices, such as incorporating the National Complete Streets Coalition's 10 Elements of a Complete Streets Policy: <https://smart-growthamerica.org/resources/elements-complete-streets-policy>.
- » Increase the amount of high quality bicycle parking throughout the community, and work to upgrade the quality of existing bike parking. Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near popular destinations, transit stops, and urban activity centers. (See appb.org/bicycle-parking-solutions)
- » Continue efforts to re-launch a new public bike share system to replace the former system that ceased operations during COVID. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.
- » Improve bicycle safety education for students of all ages by incorporating 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.
- » 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.
- » Continue efforts to bring back the Safety Town educational program for younger children that ceased during COVID.



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FEEDBACK TO IMPROVE, CONTINUED:

- » Continue efforts to establish a performance measurement program for bicycling and/or active transportation infrastructure. See FHWA's resources on the topic: https://bit.ly/FHWA_bikepedPMs.
- » Continue building on your Local Roadway Safety Plan by formally adopting a goal to eliminate traffic fatalities and serious injuries. Consider supporting this goal and the existing Plan with a Vision Zero policy or ordinance committing the City to improvements and strategies that will reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety for all roadway users.
- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business (BFB) program. City Hall or other municipal buildings could apply to the BFB program as an employer to lead by example among other local area employers. Local bike shops, cycling-related industries, K-12 schools, and local breweries are also great candidates to lead in becoming among Santa Clarita's first BFBs.
- » Continue encouraging College of the Canyons to apply to the Bicycle Friendly University program. BFU application fee discounts are available for community colleges – contact bfa@bikeleague.org for more information.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-Fa23>
- » **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 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>
- » **Advocacy 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>