



Chula Vista, CA



Award: Bronze | Spring 2023
Award History: Bronze since 2014;
 Previously Honorable Mention since 2011.

Chula Vista's BFA Program Stats

of Local Bicycle Friendly Businesses: **0**
 # of Local Bicycle Friendly Universities: **0**
 # of Local League Cycling Instructors: **2**
 California's Bicycle Friendly State Ranking: **#4**

The 5 Es Category Scores	Chula Vista	Max Score this round
Engineering	16%	53%
Education	21%	56%
Encouragement	30%	68%
Evaluation & Planning	26%	42%
Equity & Accessibility	12%	37%

Percentages shown above are the points received out of total points available in that category. See pages 2-3 for Chula Vista's subcategory points earned within each Category.

Key Outcomes

Overall Commuter Ridership: 0.2%

Male Commuter Ridership: 0.3%

Female Commuter Ridership: 0%

(Bicycle Mode Share among commuters, according to the Census Bureau's 2021 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: Unknown

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 34

Annual Average Bicyclist Fatalities in last 5 years: 0.4

(Crashes and Fatalities both reported by applicant)

Community Profile

Population: 275,487

Area: 52.09 square miles

Population Density: 5289 people/square mile

Land Classification:

Majority Suburban

Poverty Rate: 8.9%*

Median Household Income: \$91,949*

Percent of the Population that Speaks a

Language Other Than English at Home: 57.6%*

Percent with Disability: 11.3%*

Percent of Households with No Vehicle Available: 5.9%*

**Source: https://data.census.gov/profile/Chula_Vista_city,_California?q=1600000US0613392*

Chula Vista's Bike Links

Bike Network Map, if available:

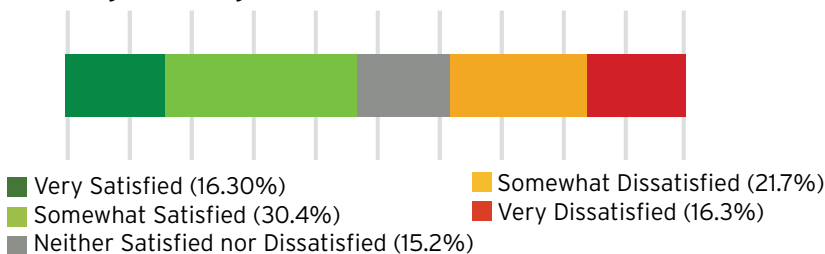
<https://www.icommutesd.com/bike/BikeMap.aspx>

Bike Plan, if available:

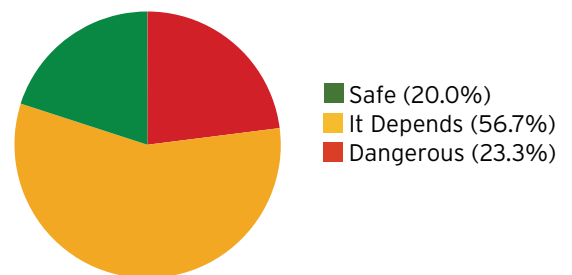
<https://www.chulavistaca.gov/departments/engineering/active-transportation-plan>

Spring 2023 BFC Public Survey Response Summary for Chula Vista, CA

How satisfied are you with how this community is designed for making bike riding safe? (n = 92)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 90)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 93)

1. More bike paths (19.4%)
2. Improve existing bike lanes to protected bike lanes (17.2%)
3. More bike lanes (11.8%)
4. Increase education for drivers (11.8%)

About this Report Card

The following scores are based on the online application submitted by Chula Vista in the Spring 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 the Summer of 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 Spring 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>Chula Vista earned 16% of the points available in the Engineering Category. Below is the breakdown of points that Chula Vista earned in each subcategory of the Engineering section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Engineering Subcategories	Chula Vista's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	8 / 41 pts
	End-of-Trip Facilities	2 / 44 pts
	Bicycle Network	18 / 128 pts
	Network Maintenance	4 / 32 pts
	Bicycle Access to Public Transportation	10 / 23 pts
	Bike Sharing	6 / 21 pts
	Other Bicycle-Related Amenities	2 / 6 pts
	Regional Coordination	3 / 23 pts
Engineering Bonus Points	1 / 10 pts	

EDUCATION	<i>Chula Vista earned 21% of the points available in the Education Category. Below is the breakdown of points that Chula Vista earned in each subcategory of the Education section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Education Subcategories	Chula Vista's Subcategory Points in Education
	Youth Bicycle Education	9 / 69 pts
	Adult Bicycle Education	20 / 47 pts
	Motorist Education	7 / 28 pts
	Bicycle Safety Education Resources	2 / 16 pts
	Inclusive Education	2 / 26 pts
Education Bonus Points	0 / 7 pts	

ENCOURAGEMENT	<i>Chula Vista earned 30% of the points available in the Encouragement Category. Below is the breakdown of points that Chula Vista earned in each subcategory of the Encouragement section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Encouragement Subcategories	Chula Vista's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	3 / 17 pts
	Route-Finding Support	6 / 10 pts
	Bicycle Culture and Promotion	36 / 91 pts
	Access To Bicycle Equipment and Repair Services	6 / 35 pts
	Reducing Work-Related/Fleet VMT	0 / 11 pts
	Encouragement Bonus Points	1 / 7 pts

EVALUATION & PLANNING	<i>Chula Vista earned 26% of the points available in the Evaluation & Planning Category. Below is the breakdown of points that Chula Vista earned in each subcategory of the Evaluation & Planning section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Evaluation & Planning Subcategories	Chula Vista's Subcategory Points in Evaluation & Planning
	Staffing And Committees	11 / 40 pts
	Public Engagement for Bicycle Planning	11 / 35 pts
	Planning, Funding, And Implementation	13 / 46 pts
	Evaluating The Bicycle Network	9 / 24 pts
	Evaluating Ridership	5 / 20 pts
	Evaluating & Improving Safety Outcomes	5 / 42 pts
Evaluation & Planning Bonus Points	1 / 7 pts	

EQUITY & ACCESSIBILITY	<i>Chula Vista earned 12% of the points available in the Equity & Accessibility Category. Below is the breakdown of points that Chula Vista earned in each subcategory of the Equity & Accessibility section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Equity & Accessibility Subcategories	Chula Vista's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	4 / 24 pts
	Equity Data Collection & Goals	0 / 12 pts
	Equity & Accessibility Policies & Plans	6 / 31 pts
	Equity & Accessibility in Engineering	3 / 44 pts
	Equity & Accessibility in Education	6 / 52 pts
	Equity & Accessibility in Encouragement	9 / 42 pts
	Equity & Accessibility in Evaluation & Planning	5 / 58 pts
Equity & Accessibility Bonus Points	1 / 9 pts	



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FEEDBACK TO IMPROVE:

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

- » Strengthen the City's 2015 Complete Streets Resolution by creating and adopting a more formal Complete Streets ordinance with specific guidelines and goals for implementation. It is important to ensure that there is a strong implementation and compliance process for this new policy going forward. 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.
- » 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.
- » Continue to expand and improve Chula Vista'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 widening and adding buffers to existing bike lanes or converting painted bike lanes into protected bike lanes.
- » 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 increase the amount of high-quality bicycle parking throughout the community. Conduct an inventory or audit of your existing bike parking to evaluate the quality and security of existing racks, how equitably distributed racks are across the community, and to assess whether existing racks are accessible for adaptive cycles, cargo bikes, and other non-standard bike types.
- » 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, including middle and high 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.
- » Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, 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.



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FEEDBACK TO IMPROVE, CONTINUED:

- » Increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new dedicated position or expanding the responsibilities of current staff. Ensure that this position is well supported with training and professional development opportunities to stay up-to-speed on the latest best practices and safety guidelines for bicycle planning, outreach, and infrastructure.
- » Ensure that your community tracks and utilizes traffic enforcement and citation data, including demographic data of all individuals stopped, to improve transparency and accountability. Traffic citation data should be made available to the public and shared regularly with transportation staff and used to identify potential engineering, education, and policy solutions that could resolve frequently-occurring problems.
- » Collect more socioeconomic and demographic data as it relates to current transportation habits and patterns, and establish equity-related indicators to inform future prioritization and budgeting processes for your community.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-Sp23>
- » **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 League's Benchmarking Project on Biking and 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>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:**
<https://bikeleague.org/take-action/policy-advocacy/federal-policy/federal-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>