



Menlo Park, CA



Award: Gold | Fall 2023

Award History: Gold since 2017; Previously Silver in 2013, Bronze in 2010, and Honorable Mention in 2009.

The 5 Es Category Scores	Menlo Park	Max Score this round
Engineering	42.50%	79.3%
Education	55.07%	76.3%
Encouragement	46.81%	87.5%
Evaluation & Planning	40.99%	78.0%
Equity & Accessibility	13.00%	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: 7.6%

Male Commuter Ridership: 8.7%

Female Commuter Ridership: 6.4%

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

Bicycle Mode Share: 9.60%

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 38

Annual Average Bicyclist Fatalities in last 5 years: 0

(Crashes and Fatalities both reported by applicant)

Menlo Park's BFA Program Stats

of Local Bicycle Friendly Businesses: **1**

of Local Bicycle Friendly Universities: **0**

of Local League Cycling Instructors: **1**

California's Bicycle Friendly State Ranking: **#4**

Community Profile

Population: 33,888

Area: 17 square miles

Population Density: 1993.4 people/square mile

Land Classification:

Suburban

Poverty Rate: 5.8%*

Median Household Income: \$179,913*

Percent of the Population that Speaks a

Language Other Than English at Home: 37.9%*

Percent with Disability: 7.3%*

Percent of Households with No Vehicle Available: 4.9%*

*Source: https://data.census.gov/profile/Menlo_Park_city,_California?q=160XX00US0646870

Menlo Park's Bike Links

Bike Network Map, if available:

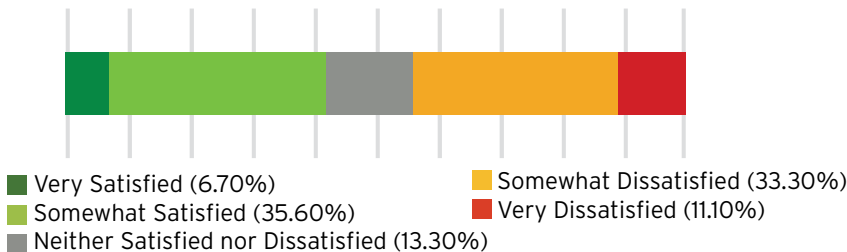
PDF available upon request.

Bike Plan, if available:

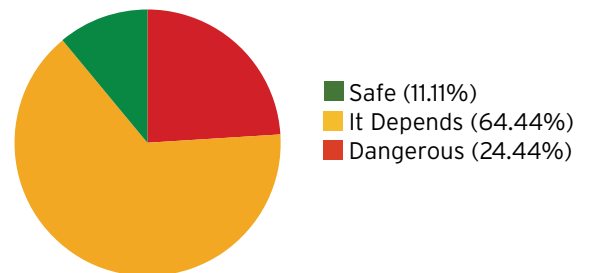
<https://menlopark.gov/Government/Departments/Public-Works/Transportation-Division/Transportation-plans/Transportation-Master-Plan>

Fall 2023 BFC Public Survey Response Summary for Menlo Park, CA

How satisfied are you with how this community is designed for making bike riding safe? (n = 45)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 45)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 45)

1. More bike lanes (28.90%)
2. Improve existing bike lanes to protected bike lanes (17.80%)
3. More bike paths (15.60%)
4. Reduce speeds through traffic calming and/or road diets (15.60%)

About this Report Card

The following scores are based on the online application submitted by Menlo Park 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>Menlo Park earned a weighted score of 42.50% in the Engineering Category. Below is the full breakdown of points that Menlo Park 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	Menlo Park's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	11.7 / 41 pts
	End-of-Trip Facilities	21.5 / 44 pts
	Bicycle Network	31.7 / 128 pts
	Network Maintenance	14 / 32 pts
	Bicycle Access to Public Transportation	10.8 / 23 pts
	Bike Sharing	0 / 24 pts
	Other Bicycle-Related Amenities	0.3 / 6 pts
	Regional Coordination	5 / 23 pts
Engineering Bonus Points	3.5 / 10 pts	

EDUCATION	<i>Menlo Park earned a weighted score of 55.07% in the Education Category. Below is the full breakdown of points that Menlo Park 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	Menlo Park's Subcategory Points in Education
	Youth Bicycle Education	31 / 68 pts
	Adult Bicycle Education	25 / 47 pts
	Motorist Education	8.3 / 28 pts
	Bicycle Safety Education Resources	2.2 / 16 pts
	Inclusive Education	4.2 / 26 pts
	Education Bonus Points	1.5 / 7 pts

ENCOURAGEMENT	<i>Menlo Park earned a weighted score of 46.81% in the Encouragement Category. Below is the full breakdown of points that Menlo Park earned in each subcategory of the Encouragement section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Encouragement Subcategories	Menlo Park's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	4 / 17 pts
	Route-Finding Support	6 / 10 pts
	Bicycle Culture and Promotion	33.2 / 91 pts
	Access To Bicycle Equipment and Repair Services	8.8 / 35 pts
	Reducing Work-Related/Fleet VMT	8.5 / 11 pts
	Encouragement Bonus Points	3.5 / 7 pts

EVALUATION & PLANNING	<i>Menlo Park earned a weighted score of 40.99% in the Evaluation & Planning Category. Below is the full breakdown of points that Menlo Park 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	Menlo Park's Subcategory Points in Evaluation & Planning
	Staffing And Committees	9 / 35 pts
	Public Engagement for Bicycle Planning	12.8 / 35 pts
	Planning, Funding, And Implementation	11.3 / 46 pts
	Evaluating The Bicycle Network	6 / 25 pts
	Evaluating Ridership	2 / 20 pts
	Evaluating & Improving Safety Outcomes	18.3 / 42 pts
Evaluation & Planning Bonus Points	2.4 / 15 pts	

EQUITY & ACCESSIBILITY	<i>Menlo Park earned a weighted score of 13.00% in the Equity & Accessibility Category. Below is the full breakdown of points that Menlo Park 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	Menlo Park's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	1.3 / 24 pts
	Equity Data Collection & Goals	0.5 / 27 pts
	Equity & Accessibility Policies & Plans	3.3 / 21 pts
	Equity & Accessibility in Engineering	2 / 44 pts
	Equity & Accessibility in Education	3.1 / 52 pts
	Equity & Accessibility in Encouragement	5.3 / 42 pts
	Equity & Accessibility in Evaluation & Planning	6.3 / 51 pts
Equity & Accessibility Bonus Points	0.3 / 9 pts	



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FEEDBACK TO IMPROVE:

To maintain and improve on Menlo Park's Gold-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Consider launching a bike share system that is open to the public. 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.
- » Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community. 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 to improve and expand your in-school bicycling education for K-12 students of all ages. Ensure the existing program is accessible for all by adding adaptive cycles to the existing bike fleet provided for on-bike education in elementary and middle schools, and work to incorporate more on-bike and STEM-based bicycle programming for high school students. Bicycle Friendly Driver training may also be a good addition for older high school students who are learning to drive and share the road.
- » 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.
- » Conduct a connectivity analysis/evaluation of your existing bicycle network, and work to identify and fill gaps. Establish a performance measurement program for bicycling and/or active transportation infrastructure. See FHWA's resources on these topics: https://bit.ly/FHWA_connectivity and https://bit.ly/FHWA_bikepedPMs.
- » 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 counters to provide periodic or before/after data related to changes in your community's road or bicycle network.
- » Adopt a goal for a target level of bicycle use (percent of trips made by bike) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress toward your adopted goal.



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FEEDBACK TO IMPROVE, CONTINUED:

- » 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.
- » Consider what other local community groups exist in Menlo Park 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 community partners for you to consider, beyond the existing bike clubs and organizations 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-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>