



Mill Valley, CA



Award: Silver | Fall 2023

Award History:
Silver since 2018.

Mill Valley's BFA Program Stats

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

Community Profile

Population: 14,105
 Area: 4.85 square miles
 Population Density: 2908.2 people/square mile
 Land Classification:
 Mixed Urban/Suburban
 Poverty Rate: 5.9%*
 Median Household Income: \$170,946*
 Percent of the Population that Speaks a
 Language Other Than English at Home: 13.1%*
 Percent with Disability: 7.4%*
 Percent of Households with No Vehicle Available: 4.4%*

*Source: https://data.census.gov/profile/Mill_Valley_city,_California?g=160XX00US0647710

Mill Valley's Bike Links

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

Bike Plan, if available:
<http://www.cityofmillvalley.org/civicax/filebank/blobload.aspx?BlobID=28968>

The 5 Es Category Scores	Mill Valley	Max Score this round
Engineering	50.34%	79.3%
Education	53.87%	76.3%
Encouragement	33.40%	87.5%
Evaluation & Planning	33.41%	78.0%
Equity & Accessibility	23.89%	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: 2.7%

Male Commuter Ridership: 3.5%

Female Commuter Ridership: 1.9%

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

Bicycle Mode Share: Unknown

(Reported by applicant)

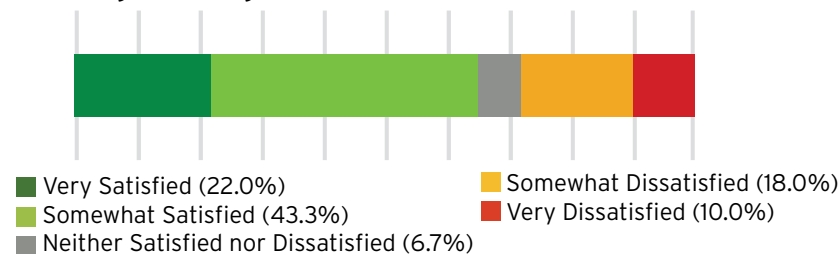
Annual Average Bicyclist Crashes in last 5 years: 8

Annual Average Bicyclist Fatalities in last 5 years: 0

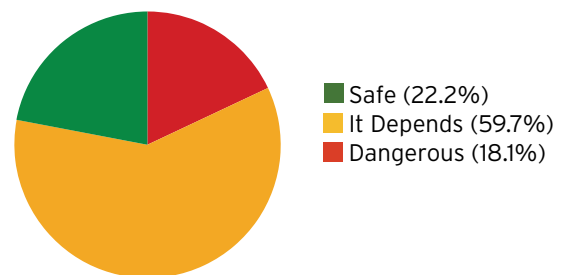
(Crashes and Fatalities both reported by applicant)

Fall 2023 BFC Public Survey Response Summary for Mill Valley, CA

How satisfied are you with how this community is designed for making bike riding safe? (n = 150)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 149)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 148)

1. More bike lanes (22.3%)
2. Improve existing bike lanes to protected bike lanes (13.5%)
3. More bike paths (13.5%)
4. Increase police enforcement of traffic laws for drivers (11.5%)
5. Increase police enforcement of traffic laws for bicyclists (10.8%)

About this Report Card

The following scores are based on the online application submitted by Mill Valley 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>Mill Valley earned a weighted score of 50.34% in the Engineering Category. Below is the full breakdown of points that Mill Valley 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	Mill Valley's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	14.3 / 41 pts
	End-of-Trip Facilities	7.5 / 44 pts
	Bicycle Network	42.8 / 128 pts
	Network Maintenance	17.5 / 32 pts
	Bicycle Access to Public Transportation	10.6 / 23 pts
	Bike Sharing	0 / 24 pts
	Other Bicycle-Related Amenities	1.8 / 6 pts
	Regional Coordination	7.5 / 23 pts
Engineering Bonus Points	3.5 / 10 pts	

EDUCATION	<i>Mill Valley earned a weighted score of 53.87% in the Education Category. Below is the full breakdown of points that Mill Valley 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	Mill Valley's Subcategory Points in Education
	Youth Bicycle Education	32.2 / 68 pts
	Adult Bicycle Education	13.5 / 47 pts
	Motorist Education	12.8 / 28 pts
	Bicycle Safety Education Resources	3.8 / 16 pts
	Inclusive Education	2.4 / 26 pts
	Education Bonus Points	2.8 / 7 pts

ENCOURAGEMENT	<i>Mill Valley earned a weighted score of 33.40% in the Encouragement Category. Below is the full breakdown of points that Mill Valley 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	Mill Valley's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	1.5 / 17 pts
	Route-Finding Support	5 / 10 pts
	Bicycle Culture and Promotion	20.8 / 91 pts
	Access To Bicycle Equipment and Repair Services	8 / 35 pts
	Reducing Work-Related/Fleet VMT	2.5 / 11 pts
Encouragement Bonus Points	3.5 / 7 pts	

EVALUATION & PLANNING	<i>Mill Valley earned a weighted score of 33.41% in the Evaluation & Planning Category. Below is the full breakdown of points that Mill Valley 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	Mill Valley's Subcategory Points in Evaluation & Planning
	Staffing And Committees	9.9 / 35 pts
	Public Engagement for Bicycle Planning	9 / 35 pts
	Planning, Funding, And Implementation	6.8 / 46 pts
	Evaluating The Bicycle Network	0 / 25 pts
	Evaluating Ridership	1.3 / 20 pts
Evaluating & Improving Safety Outcomes	11.2 / 42 pts	
Evaluation & Planning Bonus Points	5.2 / 15 pts	

EQUITY & ACCESSIBILITY	<i>Mill Valley earned a weighted score of 23.89% in the Equity & Accessibility Category. Below is the full breakdown of points that Mill Valley 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	Mill Valley's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	8 / 24 pts
	Equity Data Collection & Goals	1.3 / 27 pts
	Equity & Accessibility Policies & Plans	5.9 / 21 pts
	Equity & Accessibility in Engineering	2 / 44 pts
	Equity & Accessibility in Education	3.2 / 52 pts
	Equity & Accessibility in Encouragement	2.5 / 42 pts
Equity & Accessibility in Evaluation & Planning	7.5 / 51 pts	
Equity & Accessibility Bonus Points	3.5 / 9 pts	



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FEEDBACK TO IMPROVE:

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

- » Your Bicycle Friendly Community application reported that ACS data shows a gender gap in bicycle modeshare (3.5% of male commuters bike to work, compared to 1.9% 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 Mill Valley. 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.
- » 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, bus stops, and urban activity centers. (See apbp.org/bicycle-parking-solutions)
- » Continue to improve and expand the low-stress bike network for all ages and abilities, and to follow a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Conduct a connectivity analysis and network quality evaluation of your existing bicycle network, and work to identify and fill any 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. Look into the Safe Streets and Roads for All (SS4A) Planning and Demonstration Grants from the U.S. Department of Transportation for potential funding opportunities to support this work: <https://www.transportation.gov/grants/SS4A>.
- » 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.
- » Improve bicycle safety education for students of all ages by expanding on-bicycle education opportunities 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.
- » 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.



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FEEDBACK TO IMPROVE, CONTINUED:

- » Celebrate National Bike Month as a community every May. Bike Month activities could include community-wide signature events such as a Mayor's Ride and/or proclamation signing ceremony, as well as educational opportunities for children and adults throughout the month.
- » 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.
- » 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. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.

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>
- » **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>