



BUCKHANNON, WV

TOTAL POPULATION

5529

TOTAL AREA (sq. miles)

2.8

POPULATION DENSITY

1991.9

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Buckhannon
High Speed Roads with Bike Facilities	20%	175%
Total Bicycle Network Mileage to Total Road Network Mileage	25%	157%
Bicycle Education in Schools	AVERAGE	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	7%	UNKNOWN
Bike Month and Bike to Work Events	AVERAGE	AVERAGE
Active Bicycle Advocacy Group	YES	SOMEWHAT
Active Bicycle Advisory Committee	MEETS QUARTERLY	NONE
Bicycle-Friendly Laws & Ordinances	AVERAGE	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 154K	1 PER 1.4K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	6 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3 / 10

KEY OUTCOMES

	Average Bronze	Buckhannon
RIDERSHIP <i>Percentage of commuters who bike</i>	1.3%	0.0%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	1093	RIDERSHIP TOO LOW TO CALCULATE
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	20	0



KEY STEPS TO BRONZE



- » Continue to support the development of the Riverwalk Trail system, expand the bike network, and increase connectivity through the use of different types of bicycle facilities appropriate for the speed and volume of motor vehicle traffic on each road.
- » Continue to expand the amount of bicycling events and incorporating bicycling into other community events.
- » Use a League Cycling instructor to offer Smart Cycling classes in the community.
- » Expand the network of connected, low-stress bike facilities.
- » Develop a design manual for bike facilities that meets

current national standards or adopt the FHWA's Small Town and Rural Multimodal Network Guide. This will make it easier for town staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other similar communities throughout the United States. 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.

- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer, Police Officer, and/or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to

KEY STEPS CONTINUED ON PAGE 2...



BUCKHANNON, WV

Spring 2019

KEY STEPS TO BRONZE CONTINUED

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.

- » Your reported bicycle network showed that there are many low-speed streets without bicycle facilities. Develop a network of bike boulevards/neighborhood greenways to take advantage of these low-speed streets to encourage and optimize bicycle travel on low-stress corridors. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard.
- » Establish a dedicated annual budget for implementation of your Bicycle Plan.
- » Develop education and encouragement outreach methods and programs that specifically target 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.

- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.
- » The data that Buckhannon reported on its road network was incomplete or inconsistent. This lack of complete data makes it difficult to judge the current state of bicycling infrastructure in Buckhannon. Ensure that data is available on your roadway network and your bicycle network so that your community can utilize GIS-based or other network analyses, can create high-quality bicycle network maps, and accurately assess the quality of your bicycle network.
- » Buckhannon reported that no middle or high schools exist within the community. Although that precludes in-school bicycle safety education, consider how best to reach these young adults for bicycle safety education and provide them the tools to use bicycles for transportation and recreation.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <http://www.bikeleague.org>
- » Guide to the BFC Report Card:
http://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Building Blocks of a Bicycle Friendly Community:
<http://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <http://bikeleague.org/content/5-es>
- » Community FAQs & Resources: <http://bikeleague.org/content/community-faq-resources>
- » Smart Cycling Program: <http://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <http://bikeleague.org/reports>

