



## Prestonsburg, KY

Status: Honorable Mention | Spring 2023

BFC Application History: First-time applicant.

The 5 Es Category Scores	Prestonsburg	Max Score this round
Engineering	23%	53%
Education	16%	56%
Encouragement	25%	68%
Evaluation & Planning	4%	42%
Equity & Accessibility	3%	37%

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

### Key Outcomes

Overall Commuter Ridership: 0%

Male Commuter Ridership: 0%

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:

Annual Average Bicyclist Fatalities in last 5 years: 0

(Crashes and Fatalities both reported by applicant)

### Prestonsburg's BFA Program Stats

# of Local Bicycle Friendly Businesses: 0

# of Local Bicycle Friendly Universities: 0

# of Local League Cycling Instructors: 0

Kentucky's Bicycle Friendly State Ranking: #37

### Community Profile

Population: 3,681

Area: 13.5 square miles

Population Density: 273 people/square mile

Land Classification: Rural/Rural Town

Poverty Rate: 43%\*

Median Household Income: \$31,818\*

Percent of the Population that Speaks a

Language Other Than English at Home: 1.9%\*

Percent with Disability: 34.7%\*

Percent of Households with No Vehicle Available: 3.9%\*

\*Source: [https://data.census.gov/profile/Prestonsburg\\_city;\\_Kentucky?q=160XX00US2162940](https://data.census.gov/profile/Prestonsburg_city;_Kentucky?q=160XX00US2162940)

### Prestonsburg's Bike Links

Bike Network Map, if available:

<https://prestonsburgky.org/adventures/hiking-biking/>

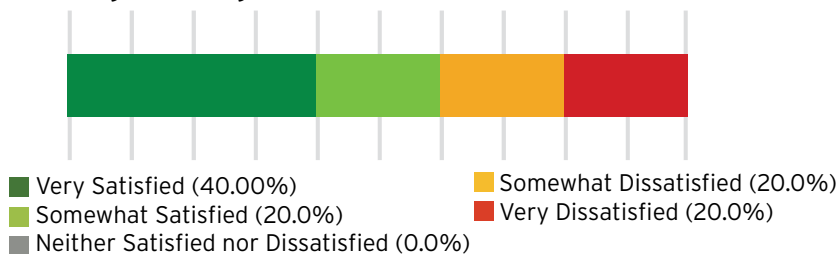
Bike Plan, if available:

N/A - no bike plan

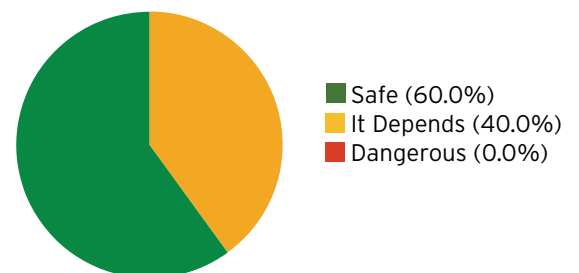
## Spring 2023 BFC Public Survey Response Summary for Prestonsburg, KY

Note: Prestonsburg received fewer than 10 responses to the BFC public survey in Spring 2023. The League strongly encourages BFC applicants to distribute the public survey as widely as possible the next time your community applies to the BFC program, to get input from as many cyclists – and potential cyclists – as possible.

How satisfied are you with how this community is designed for making bike riding safe? (n = 5)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 5)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 5)

1. Improve existing bike lanes to protected bike lanes (20.0%)
2. Increase education for drivers (20.0%)
3. More bike lanes (20.0%)
4. More bike paths (20.0%)
5. Improve public decision-making processes for transportation improvements, including bicycling improvements (20.0%)

## About this Report Card

The following scores are based on the online application submitted by Prestonsburg 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>.

<b>ENGINEERING</b>	<i>Prestonsburg earned 23% of the points available in the Engineering Category. Below is the breakdown of points that Prestonsburg 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	Prestonsburg's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	4 / 41 pts
	End-of-Trip Facilities	13 / 44 pts
	Bicycle Network	32 / 128 pts
	Network Maintenance	16 / 32 pts
	Bicycle Access to Public Transportation	5 / 23 pts
	Bike Sharing	0 / 21 pts
	Other Bicycle-Related Amenities	2 / 6 pts
	Regional Coordination	1 / 23 pts
Engineering Bonus Points	1 / 10 pts	

<b>EDUCATION</b>	<i>Prestonsburg earned 16% of the points available in the Education Category. Below is the breakdown of points that Prestonsburg 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	Prestonsburg's Subcategory Points in Education
	Youth Bicycle Education	11 / 69 pts
	Adult Bicycle Education	18 / 47 pts
	Motorist Education	1 / 28 pts
	Bicycle Safety Education Resources	0 / 16 pts
	Inclusive Education	0 / 26 pts
Education Bonus Points	0 / 7 pts	

<b>ENCOURAGEMENT</b>	<i>Prestonsburg earned 25% of the points available in the Encouragement Category. Below is the breakdown of points that Prestonsburg 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	Prestonsburg's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	1 / 17 pts
	Route-Finding Support	4 / 10 pts
	Bicycle Culture and Promotion	30 / 91 pts
	Access To Bicycle Equipment and Repair Services	9 / 35 pts
	Reducing Work-Related/Fleet VMT	0 / 11 pts
	Encouragement Bonus Points	0 / 7 pts

<b>EVALUATION &amp; PLANNING</b>	<i>Prestonsburg earned 4% of the points available in the Evaluation &amp; Planning Category. Below is the breakdown of points that Prestonsburg earned in each subcategory of the Evaluation &amp; Planning section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Evaluation & Planning Subcategories	Prestonsburg's Subcategory Points in Evaluation & Planning
	Staffing And Committees	0 / 40 pts
	Public Engagement for Bicycle Planning	3 / 35 pts
	Planning, Funding, And Implementation	0 / 46 pts
	Evaluating The Bicycle Network	0 / 24 pts
	Evaluating Ridership	0 / 20 pts
	Evaluating & Improving Safety Outcomes	5 / 42 pts
Evaluation & Planning Bonus Points	0 / 7 pts	

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



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### FEEDBACK TO IMPROVE:

**To improve on Prestonsburg's 2023 Honorable Mention status and earn a Bicycle Friendly Community award designation in the future, BFC Reviewers recommend...**

- » Adopt a Complete Streets policy and create implementation guidance. 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. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.
- » 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.
- » Lower speed limits -- and designed speeds -- on local roads 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.
- » Build upon the well-funded Prestonburg Passage Rails to Trails project to provide bike parking and repair stations at multi-modal connection points between trail and transit within the community.
- » Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Implement mandatory classroom and on-bike education in the elementary and middle schools, and work with the school district, local bicycle groups, and interested parents to create Safe Routes to School programming for all K-12 schools.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a town 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.
- » Launch a Bicycle Friendly Business campaign, recruiting local businesses to participate, to build upon Bike Month activities.
- » 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.
- » Create an official Bicycle & Pedestrian Advisory Committee (BPAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.



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### FEEDBACK TO IMPROVE, CONTINUED:

- » Your application indicated that your community is currently creating a bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Your Bicycle Master Plan should take advantage of best practices that are applicable to a community of your size, including the use of separated bike lanes, targeted education programming, and demonstration projects to help the community understand possible bicycle facilities.
- » Create a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in Prestonsburg. Automated bicycle counters provide long-term data on bicycle use at fixed points in a community and mobile counters can provide periodic or before/after data related to a change 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.
- » Work with area hospitals and emergency responders to collect and track bike crash data. Collecting data is an important step to addressing bike safety. Data about crashes should be used to identify where projects can resolve or mitigate safety issues.
- » Look into the Safe Streets and Roads for All (SS4A) planning grant from the U.S. Department of Transportation for potential funding opportunities to support your planning and data collection work: <https://www.transportation.gov/grants/SS4A>.

### 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](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](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>