



Kettering, OH



2024 BFC Award: Bronze

Award History: Bronze since 2020, previously applied and received Honorable Mention in 2016 and No Award in 2012.

Kettering's BFA Program Stats

of Local Bicycle Friendly Businesses: **0**
 # of Local Bicycle Friendly Universities: **0**
 # of Local League Cycling Instructors: **2**
 Ohio's Bicycle Friendly State Ranking: **#16**

The 5 Es Category Scores	Kettering	Max Score this round
Engineering	21.82%	79.26%
Education	36.73%	83.25%
Encouragement	26.56%	90.86%
Evaluation & Planning	26.27%	75.73%
Equity & Accessibility	6.54%	75.47%

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the 2024 BFC round. See pages 2-3 for your full subcategory points in each Category.

Key Outcomes

Overall Commuter Ridership: 0.2%

Male Commuter Ridership: 0.3%

Female Commuter Ridership: 0.1%

(Bicycle Mode Share among commuters, according to the Census Bureau's 2022 or 2023 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: Unknown

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 1

Annual Average Bicyclist Fatalities in last 5 years: 0

(Crashes and Fatalities both reported by applicant)

Community Profile

Population: 56,000

(Size classification for weighted scoring: Medium)

Area: 19 square miles

Population Density: 2,947.40 people/square mile

Land Classification: Suburban

Poverty Rate: 8.7%*

Median Household Income: \$69,818*

Percent of the Population that Speaks a

Language Other Than English at Home: 6.4%*

Percent with Disability: 12.7%*

Percent of Households with No Vehicle Available: 2%*

*Source: https://data.census.gov/profile/Kettering_city,_Ohio?q=160XX-00US3940040

Kettering's Bike Links

Bike Network Map, if available:

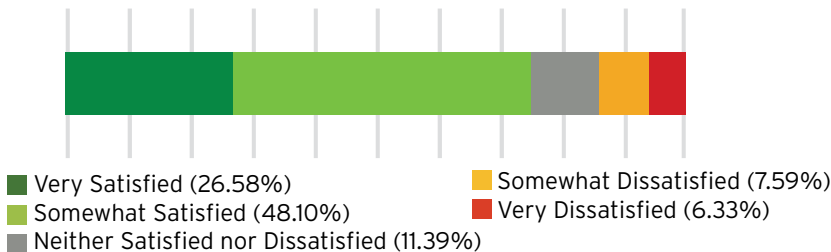
https://portal.ketteringoh.org/arcgis/apps/Embed/index.html?webmap=c08148ae980c499e86e3500316d58a85&extent=-84.2098,39.6541,-84.0972,39.7366&zoom=true&scale=true&search=true&searchextent=false&legendlayers=true&disable_scroll=true&theme=light

Bike Plan, if available:

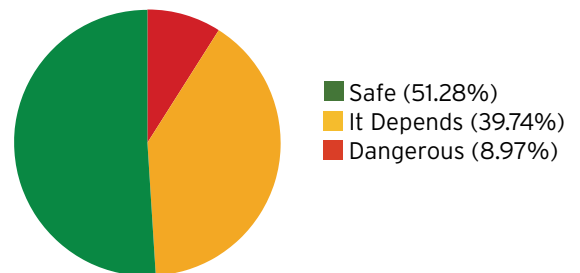
<https://storage.googleapis.com/proudcity/ketteringoh/uploads/2018/01/Bicycle-Task-Force-Committee-FINAL-document-Recommendations-9-16-13-1.pdf>

2024 BFC Public Survey Response Summary for Kettering, OH

How satisfied are you with how this community is designed for making bike riding safe? (n = 79)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 78)



What are the top 1-3 changes you would most like to see the local government make in this community for bicyclists? (n = 79)

1. More bike paths (51.90%)
2. More bike lanes (51.90%)
3. Increase education for drivers (34.18%)

About this Report Card

The following scores are based on the online application submitted by Kettering in the 2024 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 2024 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>Kettering earned a weighted score of 21.82% in the Engineering Category. Below is the full breakdown of points that Kettering earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Engineering Subcategories	Kettering's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	6.3 / 41 pts
	End-of-Trip Facilities	7.8 / 44 pts
	Bicycle Network	18.1 / 128 pts
	Network Maintenance	8.8 / 32 pts
	Bicycle Access to Public Transportation	3.4 / 23 pts
	Bike Sharing	0.0 / 24 pts
	Other Bicycle-Related Amenities	1.0 / 6 pts
	Regional Coordination	3.8 / 23 pts
Engineering Bonus Points	1.8 / 10 pts	

EDUCATION	<i>Kettering earned a weighted score of 36.73% in the Education Category. Below is the full breakdown of points that Kettering earned in each subcategory of the Education section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Education Subcategories	Kettering's Subcategory Points in Education
	Youth Bicycle Education	23.6 / 68 pts
	Adult Bicycle Education	18.8 / 47 pts
	Motorist Education	6.3 / 28 pts
	Bicycle Safety Education Resources	3.7 / 16 pts
	Inclusive Education	0.0 / 26 pts
Education Bonus Points	0.5 / 7 pts	

ENCOURAGEMENT	<i>Kettering earned a weighted score of 26.56% in the Encouragement Category. Below is the full breakdown of points that Kettering earned in each subcategory of the Encouragement section section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Encouragement Subcategories	Kettering's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	0.4 / 17 pts
	Route-Finding Support	4.1 / 10 pts
	Bicycle Culture and Promotion	26.1 / 91 pts
	Access To Bicycle Equipment and Repair Services	4.6 / 35 pts
	Reducing Work-Related/Fleet VMT	0.0 / 11 pts
	Encouragement Bonus Points	3.1 / 7 pts

EVALUATION & PLANNING	<i>Kettering earned a weighted score of 26.27% in the Evaluation & Planning Category. Below is the full breakdown of points that Kettering earned in each subcategory of the Evaluation & Planning section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Evaluation & Planning Subcategories	Kettering's Subcategory Points in Evaluation & Planning
	Staffing And Committees	14.1 / 35 pts
	Public Engagement for Bicycle Planning	5.1 / 35 pts
	Planning, Funding, And Implementation	7.5 / 46 pts
	Evaluating The Bicycle Network	0.0 / 25 pts
	Evaluating Ridership	3.8 / 20 pts
	Evaluating & Improving Safety Outcomes	7.2 / 42 pts
Evaluation & Planning Bonus Points	1.1 / 15 pts	

EQUITY & ACCESSIBILITY	<i>Kettering earned a weighted score of 6.54% in the Equity & Accessibility Category. Below is the full breakdown of points that Kettering earned in each subcategory of the Equity & Accessibility section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Equity & Accessibility Subcategories	Kettering's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	2.8 / 24 pts
	Equity Data Collection & Goals	3.4 / 27 pts
	Equity & Accessibility Policies & Plans	0.0 / 21 pts
	Equity & Accessibility in Engineering	1.8 / 44 pts
	Equity & Accessibility in Education	0.1 / 52 pts
	Equity & Accessibility in Encouragement	3.0 / 42 pts
	Equity & Accessibility in Evaluation & Planning	0.3 / 51 pts
Equity & Accessibility Bonus Points	0.5 / 9 pts	



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FEEDBACK TO IMPROVE:

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

- » Adopt a local Complete Streets policy with implementation guidance, to complement and reinforce Miami Valley Regional Planning Commission's 2011 Regional Complete Streets Policy. By adopting a local 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 your local government 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.
- » Continue to improve and expand the low-stress bike network for all ages and abilities, 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.
- » 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. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. (See www.apbp.org/bicycle-parking-solutions)
- » 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. 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. Visit bikeleague.org/ridesmart for more information.
- » Work with local LCIs to offer Bicycle Friendly Driver training to motorists in Kettering, particularly to professional drivers and fleet operators. Learn more at <https://bikeleague.org/bfd>.
- » Develop education and encouragement outreach methods and programs that specifically target



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FEEDBACK TO IMPROVE, CONTINUED:

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.

- » Work with the Miami Vally Regional Planning Commission to develop a region-wide trip reduction ordinance/program, commuter incentive program, and a Guaranteed Ride Home program to encourage and support bike commuters in the entire Miami Valley area.
- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. City Hall or other municipal buildings could apply to the BFB program as an employer to lead by example among other local employers.
- » Your application indicated that your community is currently updating a bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Your Bicycle Master Plan update should take advantage of best practices that are applicable to a community of your size, including the use of separated and protected bike lanes, targeted education programming, and demonstration projects to help the community understand possible bicycle facilities. Ensure that the new Plan includes specific and measurable goals, a strong implementation plan, and dedicated funding or an annual budget to ensure its success.
- » 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.
- » 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.
- » Engage with local residents with disabilities as well as the City's ADA Inclusion and Compliance manager to discuss and learn how the city's future bicycling efforts can further improve accessibility for cyclists with disabilities and incorporate principles of universal design. Consider accessibility audits of your bike infrastructure and end-of-trip facilities, adaptive bikes for on-bike education for youth and adults, and more intentional inclusion of people with disabilities during the outreach, engagement, and planning processes.
- » Consider what other local community groups exist in Kettering who may be good potential partners to reach new audiences and build on existing bike education, encouragement, and engage-



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FEEDBACK TO IMPROVE, CONTINUED:

ment 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.

- » Explore potential partnerships with local, regional or statewide public health agencies and organizations that may be able to support your efforts to create more opportunities for active transportation and physical activity through community design. To show your community's commitment to health and wellness through active transportation, work with local elected officials to pass an Active People, Healthy NationSM Proclamation this year. Active People, Healthy NationSM is a national initiative led by the Centers for Disease Control and Prevention to help 27 million Americans become more physically active by 2027. Learn more about Active People, Healthy NationSM Proclamations at: <https://www.cdc.gov/active-people-healthy-nation/php/data-research/proclamations.html>.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-2024>
- » **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 (BFS) 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>