



Calvert City, KY



Award: Bronze | Fall 2023

Award History:
First-time applicant.

Calvert City'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**

The 5 Es Category Scores	Calvert City	Max Score this round
Engineering	27.20%	79.3%
Education	33.67%	76.3%
Encouragement	26.31%	87.5%
Evaluation & Planning	20.21%	78.0%
Equity & Accessibility	13.45%	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.

Community Profile

Population: 2,513
 Area: 18.51 square miles
 Population Density: 135.8 people/square mile
 Land Classification:
 Rural Town
 Poverty Rate: 20.1%*
 Median Household Income: \$40,000*
 Percent of the Population that Speaks a
 Language Other Than English at Home: 0.6%*
 Percent with Disability: 20.3%*
 Percent of Households with No Vehicle Available: 3.8%*

*Source: https://data.census.gov/profile/Calvert_City_CCD_Marshall_County_Kentucky?g=060XX00US2115790512

Calvert City's Bike Links

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

Bike Plan, if available:
calvertcityky.gov/about-us/

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 2022 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: Unknown

(Reported by applicant)

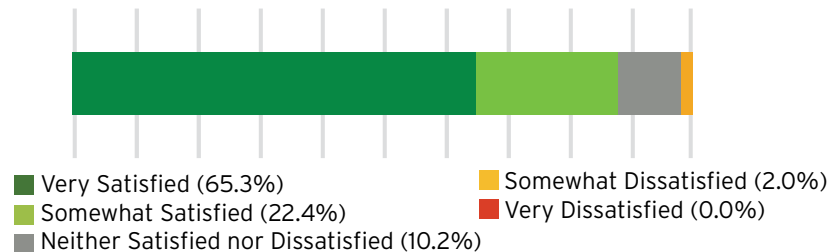
Annual Average Bicyclist Crashes in last 5 years: 2

Annual Average Bicyclist Fatalities in last 5 years: 0

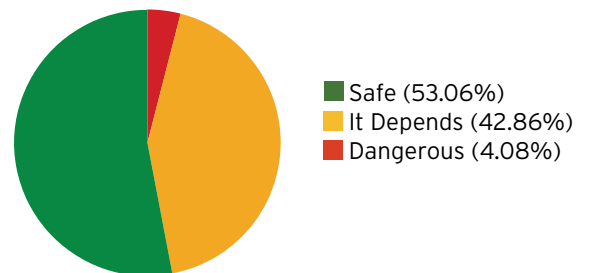
(Crashes and Fatalities both reported by applicant)

Fall 2023 BFC Public Survey Response Summary for Calvert City, KY

How satisfied are you with how this community is designed for making bike riding safe? (n = 49)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 49)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 49)

1. More bike paths (38.8%)
2. Increase education for drivers (20.4%)
3. None, can't think of any (14.3%)
4. Improve existing bike lanes to protected bike lanes (8.2%)
5. More bike lanes (6.1%)
6. Increase/improve bike parking (6.1%)

About this Report Card

The following scores are based on the online application submitted by Calvert City 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>Calvert City earned a weighted score of 27.20% in the Engineering Category. Below is the full breakdown of points that Calvert City 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	Calvert City's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	2 / 41 pts
	End-of-Trip Facilities	4.9 / 44 pts
	Bicycle Network	15.4 / 128 pts
	Network Maintenance	13 / 32 pts
	Bicycle Access to Public Transportation	0 / 23 pts
	Bike Sharing	0 / 24 pts
	Other Bicycle-Related Amenities	1.7 / 6 pts
	Regional Coordination	17.5 / 23 pts
Engineering Bonus Points	2.5 / 10 pts	

EDUCATION	<i>Calvert City earned a weighted score of 33.67% in the Education Category. Below is the full breakdown of points that Calvert City 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	Calvert City's Subcategory Points in Education
	Youth Bicycle Education	29.8 / 68 pts
	Adult Bicycle Education	9.1 / 47 pts
	Motorist Education	1.3 / 28 pts
	Bicycle Safety Education Resources	0 / 16 pts
	Inclusive Education	1.5 / 26 pts
	Education Bonus Points	0.5 / 7 pts

ENCOURAGEMENT	<i>Calvert City earned a weighted score of 26.31% in the Encouragement Category. Below is the full breakdown of points that Calvert City 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	Calvert City's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	2.5 / 17 pts
	Route-Finding Support	3 / 10 pts
	Bicycle Culture and Promotion	20.8 / 91 pts
	Access To Bicycle Equipment and Repair Services	1.3 / 35 pts
	Reducing Work-Related/Fleet VMT	0 / 11 pts
Encouragement Bonus Points	5 / 7 pts	

EVALUATION & PLANNING	<i>Calvert City earned a weighted score of 20.21% in the Evaluation & Planning Category. Below is the full breakdown of points that Calvert City 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	Calvert City's Subcategory Points in Evaluation & Planning
	Staffing And Committees	2.7 / 35 pts
	Public Engagement for Bicycle Planning	4.5 / 35 pts
	Planning, Funding, And Implementation	10.2 / 46 pts
	Evaluating The Bicycle Network	0 / 25 pts
	Evaluating Ridership	-0.3 / 20 pts
Evaluating & Improving Safety Outcomes	8.3 / 42 pts	
Evaluation & Planning Bonus Points	0.8 / 15 pts	

EQUITY & ACCESSIBILITY	<i>Calvert City earned a weighted score of 13.45% in the Equity & Accessibility Category. Below is the full breakdown of points that Calvert City 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	Calvert City's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	2.5 / 24 pts
	Equity Data Collection & Goals	0 / 27 pts
	Equity & Accessibility Policies & Plans	0.5 / 21 pts
	Equity & Accessibility in Engineering	1.3 / 44 pts
	Equity & Accessibility in Education	3 / 52 pts
	Equity & Accessibility in Encouragement	3.3 / 42 pts
Equity & Accessibility in Evaluation & Planning	8.5 / 51 pts	
Equity & Accessibility Bonus Points	0 / 9 pts	



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FEEDBACK TO IMPROVE:

To maintain and improve on Calvert City's Bronze-level Bicycle Friendly Community award, 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 City 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 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. Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. (See www.apbp.org/bicycle-parking-solutions)
- » Even though the schools fall out of Calvert City, work with Marshall County School District, interested parents, and local bike advocates to introduce bicycle-related education to all Middle Schools and High Schools in Marshall County. This is particularly important as older students learn to drive and share the road.
- » 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.
- » Establish a local challenge or team within the national Drive Less Bike More challenge. Using an online tracking platform, the Drive Less Bike More challenge encourages new and seasoned bicyclists to trade in short car trips for biking trips, and helps to change behavior over time. Learn more at: <https://www.lovetoride.net/drivelessbikemore>.
- » 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.
- » 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



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FEEDBACK TO IMPROVE, CONTINUED:

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>.

- » 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 Calvert City. 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.
- » Involve local and state public health agencies in active transportation planning and programming to support your common goals to achieve health and wellness through greater physical activity in residents' daily lives. There may be opportunities to partner with public health agencies and organizations on active transportation-related investments and programming in your area through the Kentucky Cabinet for Health and Family Services, a 2023 State Physical Activity and Nutrition Program (SPAN) recipient through the CDC's Division of Nutrition, Physical Activity, and Obesity. Learn more at <https://www.cdc.gov/nccdphp/dnpao/state-local-programs/funding.html#kentucky>.

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>