



Huntington, WV



Award: Bronze | Fall 2023

Award History:

Previously Honorable Mention in 2015 and 2012.

Huntington's BFA Program Stats

of Local Bicycle Friendly Businesses: **0**

of Local Bicycle Friendly Universities: **0**

of Local League Cycling Instructors: **0**

West Virginia's Bicycle Friendly State Ranking: **#28**

The 5 Es Category Scores	Huntington	Max Score this round
Engineering	32.36%	79.3%
Education	13.54%	76.3%
Encouragement	30.27%	87.5%
Evaluation & Planning	27.01%	78.0%
Equity & Accessibility	13.67%	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: 49,138

Area: 18.46 square miles

Population Density: 2661.9 people/square mile

Land Classification:

Mixed Urban/Suburban/Rural

Poverty Rate: 30.2%*

Median Household Income: \$34,351*

Percent of the Population that Speaks a

Language Other Than English at Home: 3.7%*

Percent with Disability: 20.2%*

Percent of Households with No Vehicle Available: 5.1%*

*Source: https://data.census.gov/profile/Huntington_city,_West_Virginia?g=160XX00US5439460

Huntington's Bike Links

Bike Network Map, if available:

<https://hsb.maps.arcgis.com/apps/webappviewer/index.html?id=a462a100acab48179d533b1f487305fe>

Bike Plan, if available:

https://www.cityofhuntington.com/assets/pdf/KYOVA_HuntingtonBikePedReport_062817.pdf

Key Outcomes

Overall Commuter Ridership: 1.1%

Male Commuter Ridership: 1.9%

Female Commuter Ridership: 0.3%

(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)

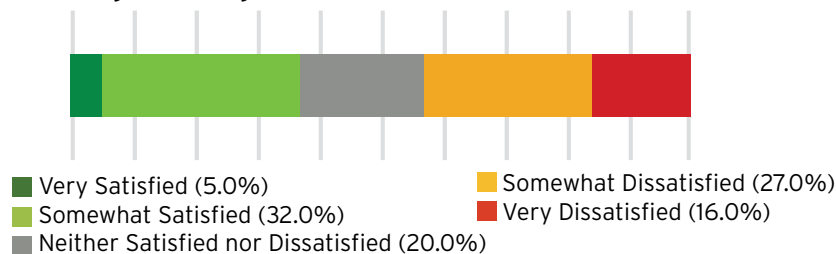
Annual Average Bicyclist Crashes in last 5 years: 10.2

Annual Average Bicyclist Fatalities in last 5 years: 0.2

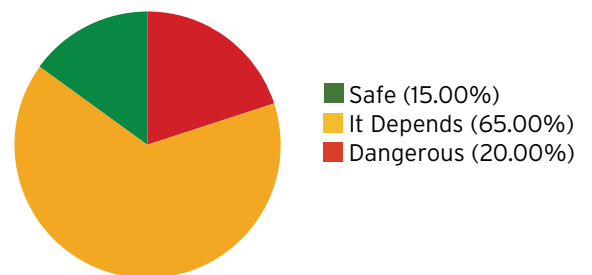
(Crashes and Fatalities both reported by applicant)

Fall 2023 BFC Public Survey Response Summary for Huntington, WV

How satisfied are you with how this community is designed for making bike riding safe? (n = 100)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 100)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 100)

1. More bike paths (22.0%)
2. More bike lanes (21.0%)
3. Improve public decision-making processes for transportation improvements, including bicycling improvements (13.0%)

About this Report Card

The following scores are based on the online application submitted by Huntington 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>Huntington earned a weighted score of 32.36% in the Engineering Category. Below is the full breakdown of points that Huntington 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	Huntington's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	3.2 / 41 pts
	End-of-Trip Facilities	13.1 / 44 pts
	Bicycle Network	17.1 / 128 pts
	Network Maintenance	6.5 / 32 pts
	Bicycle Access to Public Transportation	10.8 / 23 pts
	Bike Sharing	0 / 24 pts
	Other Bicycle-Related Amenities	4.5 / 6 pts
	Regional Coordination	16.3 / 23 pts
Engineering Bonus Points	3.5 / 10 pts	

EDUCATION	<i>Huntington earned a weighted score of 13.54% in the Education Category. Below is the full breakdown of points that Huntington 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	Huntington's Subcategory Points in Education
	Youth Bicycle Education	1.8 / 68 pts
	Adult Bicycle Education	5.4 / 47 pts
	Motorist Education	5.5 / 28 pts
	Bicycle Safety Education Resources	1 / 16 pts
	Inclusive Education	1 / 26 pts
	Education Bonus Points	3.1 / 7 pts

ENCOURAGEMENT	<i>Huntington earned a weighted score of 30.27% in the Encouragement Category. Below is the full breakdown of points that Huntington 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	Huntington's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	0 / 17 pts
	Route-Finding Support	3 / 10 pts
	Bicycle Culture and Promotion	28.1 / 91 pts
	Access To Bicycle Equipment and Repair Services	3.8 / 35 pts
	Reducing Work-Related/Fleet VMT	3 / 11 pts
	Encouragement Bonus Points	3.5 / 7 pts

EVALUATION & PLANNING	<i>Huntington earned a weighted score of 27.01% in the Evaluation & Planning Category. Below is the full breakdown of points that Huntington 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	Huntington's Subcategory Points in Evaluation & Planning
	Staffing And Committees	11 / 35 pts
	Public Engagement for Bicycle Planning	11.8 / 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	6.4 / 42 pts
Evaluation & Planning Bonus Points	1.6 / 15 pts	

EQUITY & ACCESSIBILITY	<i>Huntington earned a weighted score of 13.67% in the Equity & Accessibility Category. Below is the full breakdown of points that Huntington 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	Huntington's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	5 / 24 pts
	Equity Data Collection & Goals	0.3 / 27 pts
	Equity & Accessibility Policies & Plans	1.5 / 21 pts
	Equity & Accessibility in Engineering	0.5 / 44 pts
	Equity & Accessibility in Education	1 / 52 pts
	Equity & Accessibility in Encouragement	7.7 / 42 pts
	Equity & Accessibility in Evaluation & Planning	6.5 / 51 pts
Equity & Accessibility Bonus Points	0.6 / 9 pts	



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FEEDBACK TO IMPROVE:

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

- » Continue to expand and improve Huntington's low-stress on-road bike network 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, to maximize safety and comfort for bicyclists of all ages and abilities. Identify gaps and add new facilities that complete and expand the bicycle network, and work to upgrade existing facilities, such as by converting bike lanes into protected bike lanes, and upgrading roads with sharrows into dedicated bicycle boulevards.
- » Continue to 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 design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide or 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 cities throughout the United States.
- » Consider adopting a local 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.
- » Continue to increase the amount of high quality bicycle parking available throughout the community, and to upgrade the quality of existing bike parking to meet APBP standards, as well as to accommodate adaptive cycles, cargo bikes, and other non-standard bicycles. (See www.apbp.org/bicycle-parking-solutions)
- » Bicycle safety education should be a routine part of education for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming and on-bike learning opportunities at 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 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 a community-wide trip reduction ordinance/program, commuter incentive program, and a Guaranteed Ride Home program to encourage and support bike commuters in Huntington.
- » 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,
- » Encourage Marshall University to apply to the Bicycle Friendly University program to help identify more ways the campus and administrators can support bicycling safety and promotion to students, staff, faculty, neighboring residents, and visitors.
- » 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.
- » 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



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FEEDBACK TO IMPROVE, CONTINUED:

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 Huntington. 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.
- » Adopt a goal to eliminate traffic fatalities and serious injuries and support this goal with a comprehensive road safety plan and/or a Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety.
- » Your Bicycle Friendly Community application reported that ACS data shows a gender gap in bicycle mode-share (1.9% of male commuters bike to work, compared to 0.3% 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 Huntington. 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.

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>