



BICYCLE FRIENDLY COMMUNITY

REPORT CARD



Bronze

2025



Kent, OH

AWARD HISTORY:

Previously applied and received Honorable Mention in 2020.

COMMUNITY PROFILE

Population: 28,215 (*Size classification for weighted scoring: Small*)

Area: 9.2 square miles

Population Density: 3,066.85 people/square mile

Land Classification: Mixed Urban/Suburban

Poverty Rate: 24.8%*

Median Household Income: \$42,524*

Percent of the Population that Speaks a Language

Other Than English at Home: 7.4%*

Percent with Disability: 11.8%*

Percent of Households with No Vehicle Available: 15.3%*

*Source: https://data.census.gov/profile/Kent_city,_Ohio?q=160XX00US3939872

KEY OUTCOMES

Overall Commuter Ridership: 0.9%

Male Commuter Ridership: 1.2%

Female Commuter Ridership: 0.6%

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

Bicycle Mode Share: Unknown

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 3.8

Annual Average Bicyclist Fatalities in last 5 years: 0

(Crashes and Fatalities both reported by applicant)

THE 5 ES CATEGORY SCORES	KENT	MAX SCORE THIS ROUND
ENGINEERING	42.80%	78.63%
EDUCATION	20.80%	92.06%
ENCOURAGEMENT	29.82%	89.83%
EVALUATION & PLANNING	23.71%	84.16%
EQUITY & ACCESSIBILITY	17.76%	75.32%

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the 2025 BFC round. See pages 2-3 for your full subcategory points in each Category.

KENT'S BFA PROGRAM STATS

of Local Bicycle Friendly Businesses: 0

of Local Bicycle Friendly Universities: 1

of Local League Cycling Instructors: 0

Ohio's Bicycle Friendly State Ranking: #16

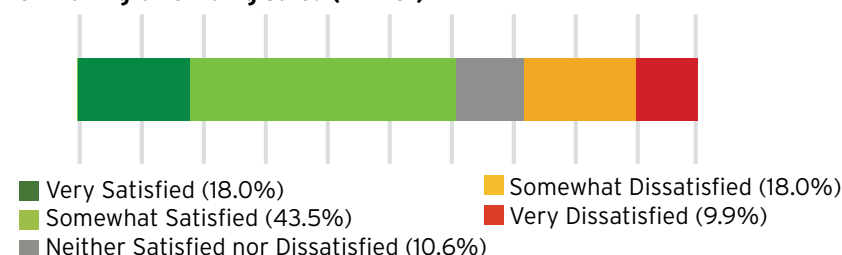
KENT'S BIKE LINKS

Bike Network Map, if available: <https://passiogo.com/>

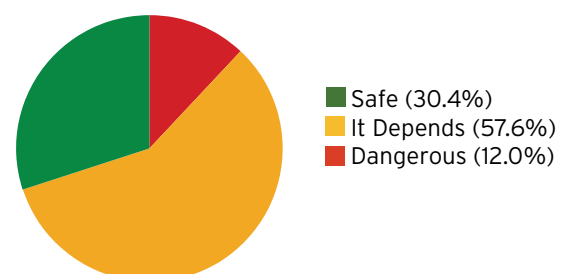
Bike Plan, if available: <https://www.portagecounty-oh.gov/sites/g/files/vyhlif3706/f/uploads/portage-new-map-2017-w-ksu.pdf>

2025 BFC PUBLIC SURVEY RESPONSE SUMMARY FOR KENT, OH

How satisfied are you with how this community is designed for making bike riding safe? (n = 161)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 158)



What are the top 1-3 changes you would most like to see the local government make in this community for bicyclists? (n = 162)

1. More bike lanes (58.6%)
2. More bike paths (52.5%)
3. Improve existing bike lanes to protected bike lanes (32.1%)

ABOUT THIS REPORT CARD

The following scores are based on the online application submitted by Kent in the 2025 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 2025 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>.

Kent earned 42.80% in the Engineering Category, weighted against other Small-sized communities in this round. Below is the full breakdown of points that Kent earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the 2025 BFC application.

ENGINEERING SUBCATEGORIES	KENT'S SUBCATEGORY POINTS IN ENGINEERING
POLICIES AND DESIGN STANDARDS FOR THE BUILT ENVIRONMENT	4.6 / 41 pts
END-OF-TRIP FACILITIES	10.25 / 44 pts
BICYCLE NETWORK	31.64 / 128 pts
NETWORK MAINTENANCE	20.05 / 32 pts
BICYCLE ACCESS TO PUBLIC TRANSPORTATION	10.35 / 23 pts
BIKE SHARING	4.25 / 24 pts
OTHER BICYCLE-RELATED AMENITIES	0.95 / 6 pts
REGIONAL COORDINATION	6.25 / 23 pts
ENGINEERING BONUS POINTS	6.25 / 10 pts

Kent earned 20.80% in the Education Category, weighted against other Small-sized communities in this round. Below is the full breakdown of points that Kent earned in each subcategory of the Education section, compared to the total points available in that subcategory from the 2025 BFC application.

EDUCATION SUBCATEGORIES	KENT'S SUBCATEGORY POINTS IN EDUCATION
YOUTH BICYCLE EDUCATION	13.58 / 68 pts
ADULT BICYCLE EDUCATION	13.83 / 47 pts
MOTORIST EDUCATION	2.75 / 28 pts
BICYCLE SAFETY EDUCATION RESOURCES	1.25 / 16 pts
INCLUSIVE EDUCATION	0 / 26 pts
EDUCATION BONUS POINTS	1 / 7 pts

Kent earned 29.82% in the Encouragement Category, weighted against other Small-sized communities in this round. Below is the full breakdown of points that Kent earned in each subcategory of the Encouragement section, compared to the total points available in that subcategory from the 2025 BFC application.

ENCOURAGEMENT SUBCATEGORIES	KENT'S SUBCATEGORY POINTS IN ENCOURAGEMENT
ENCOURAGEMENT POLICIES, PROGRAMS AND PARTNERSHIPS	2.88 / 21 pts
ROUTE-FINDING SUPPORT	5.13 / 10 pts
BICYCLE CULTURE AND PROMOTION	20.2 / 93 pts
ACCESS TO BICYCLE EQUIPMENT AND REPAIR SERVICES	10.5 / 35 pts
REDUCING WORK-RELATED/FLEET VMT	0 / 11 pts
ENCOURAGEMENT BONUS POINTS	1.5 / 7 pts

Kent earned 23.71% in the Evaluation & Planning Category, weighted against other Small-sized communities in this round. Below is the full breakdown of points that Kent earned in each subcategory of the Evaluation & Planning section, compared to the total points available in that subcategory from the 2025 BFC application.

EVALUATION & PLANNING SUBCATEGORIES	KENT'S SUBCATEGORY POINTS IN EVALUATION & PLANNING
STAFFING AND COMMITTEES	3.38 / 35 pts
PUBLIC ENGAGEMENT FOR BICYCLE PLANNING	4 / 35 pts
PLANNING, FUNDING, AND IMPLEMENTATION	6 / 28 pts
EVALUATING THE BICYCLE NETWORK	2.5 / 25 pts
EVALUATING RIDERSHIP	0 / 20 pts
EVALUATING & IMPROVING SAFETY OUTCOMES	13.62 / 42 pts
EVALUATION & PLANNING BONUS POINTS	4.38 / 15 pts

Kent earned 17.76% in the Equity & Accessibility Category, weighted against other Small-sized communities in this round. Below is the full breakdown of points that Kent earned in each subcategory of the Equity & Accessibility section, compared to the total points available in that subcategory from the 2025 BFC application.

EQUITY & ACCESSIBILITY SUBCATEGORIES	KENT'S SUBCATEGORY POINTS IN EQUITY & ACCESSIBILITY
EQUITY & ACCESSIBILITY STAFFING, COMMITTEES, & PARTNERSHIPS	3.25 / 24 pts
EQUITY DATA COLLECTION & GOALS	1.75 / 27 pts
EQUITY & ACCESSIBILITY POLICIES & PLANS	3 / 21 pts
EQUITY & ACCESSIBILITY IN ENGINEERING	6.5 / 44 pts
EQUITY & ACCESSIBILITY IN EDUCATION	1.05 / 52 pts
EQUITY & ACCESSIBILITY IN ENCOURAGEMENT	10.75 / 42 pts
EQUITY & ACCESSIBILITY IN EVALUATION & PLANNING	3 / 51 pts
EQUITY & ACCESSIBILITY BONUS POINTS	1 / 9 pts



Kent, OH

2025 BFC Award: Bronze

Award History: Previously applied and received Honorable Mention in 2020.

FEEDBACK TO IMPROVE:

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

- ☐ Continue to improve and expand Kent's 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.
- ☐ 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.
- ☐ 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 updated NACTO Urban Bikeway Design Guide for guidance on designing bikeways on low-speed, low-volume streets.
- ☐ 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)
- ☐ Work with local bicycle groups and interested parents to build on your excellent Elementary School programming and expand in-school bicycling education into Middle and High Schools in Kent – 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.
- ☐ Work with local LCIs and employers to offer Bicycle Friendly Driver training to motorists in Kent, particularly to professional drivers, government employees, emergency responders, and fleet operators. Learn more at <https://bikeleague.org/bfd>.
- ☐ Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income residents, car-free households, 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.
- ☐ Work with AMATS 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 Kent and the broader Akron Metro Area.



Kent, OH

2025 BFC Award: Bronze

Award History: Previously applied and received Honorable Mention in 2020.

FEEDBACK TO IMPROVE, CONTINUED:

- ☐ 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. Learn more at bikeleague.org/business.
- ☐ Celebrate National Bike Month as a community every May. Work with local employers to create a Bike to Work Day event. Bike to Work Day often involves a central "pit stop" station with food, community groups, and elected officials promoting and helping people to choose to bike to work.
- ☐ Congratulations on the creation of the Sustainability Coordinator position in 2023, and the Engineering Aide role (who also functions as the City's Safe Routes to School Coordinator). Continue to increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new full-time active transportation position or by continuing to expand the responsibilities of current staff. Ensure that these positions are 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) for the City of Kent to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. The City-specific BPAC should continue to coordinate with the existing Kent State University Bicycle Advisory Committee, but should have a broader scope beyond campus. Ensure that the members of the City's committee reflect the diversity and ability levels of cyclists in your community. Learn about other BFCs' committees at <https://bikeleague.org/bpac>.
- ☐ Develop and adopt an official dedicated Bicycle Master Plan for your community to accompany the maps that have been developed of existing and proposed bicycle facilities. A written Bicycle Master Plan is a critical step to institutionalizing processes and design standards for continual improvement, and should include specific and measurable goals and dedicated funding for implementation. Begin this process with a robust and inclusive public engagement process, and by performing a bike network analysis to assess gaps in the existing bike network.
- ☐ 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 Kent. 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.
- ☐ Kent could be well-served by a bike co-op or non-profit community bike shop. In communities your size, co-ops have had major success in building a culture around youth/ family cycling and coupled with after-school programming, job training and a connection point with local clubs/advocacy, this can be win-win-win. See the City of Albuquerque's Esperanza Bicycle Safety Education Center for a great example where the local government stepped up to fill this need: <https://www.cabq.gov/parksandrecreation/recreation/bike/esperanza-bicycle-safety-education-center>.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

Guide to this BFC Report Card: <https://bit.ly/BFC-Report-Card-Guide-2025>

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/states>

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>