



## Grayslake, IL

Status: Honorable Mention | Spring 2023

BFC Application History: Honorable Mention since 2019;  
Previously No Award in 2005.

The 5 Es Category Scores	Grayslake	Max Score this round
Engineering	22%	53%
Education	22%	56%
Encouragement	21%	68%
Evaluation & Planning	16%	42%
Equity & Accessibility	8%	37%

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

### Key Outcomes

Overall Commuter Ridership: 0.2%

Male Commuter Ridership: 0.3%

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: 1

Annual Average Bicyclist Fatalities in last 5 years: 0

(Crashes and Fatalities both reported by applicant)

### Grayslake's BFA Program Stats

# of Local Bicycle Friendly Businesses: 0

# of Local Bicycle Friendly Universities: 0

# of Local League Cycling Instructors: 1

Illinois's Bicycle Friendly State Ranking: #15

### Community Profile

Population: 21,121

Area: 12.5 square miles

Population Density: 1689.68 people/square mile

Land Classification:

Mixed Suburban/Urban/Rural

Poverty Rate: 6.3%\*

Median Household Income: \$109,975\*

Percent of the Population that Speaks a

Language Other Than English at Home: 16.7%\*

Percent with Disability: 9.5%\*

Percent of Households with No Vehicle Available: 3.4%\*

\*Source: <https://data.census.gov/profile?g=160XX00US1731121>

### Grayslake's Bike Links

Bike Network Map, if available:

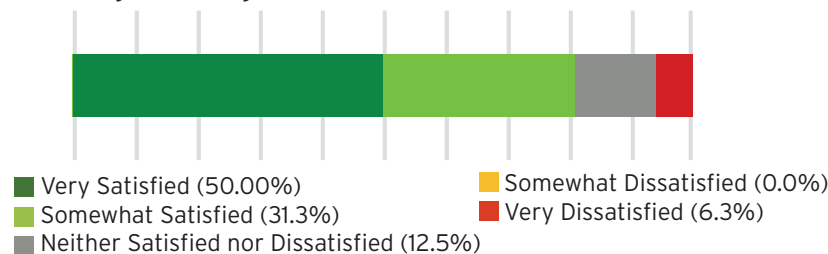
<https://www.villageofgrayslake.com/119/Bike-Trails>

Bike Plan, if available:

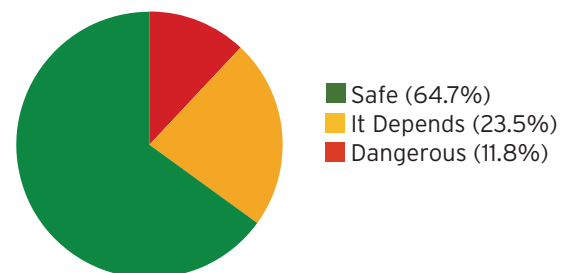
<https://www.villageofgrayslake.com/247/Comprehensive-Plan>

## Spring 2023 BFC Public Survey Response Summary for Grayslake, IL

How satisfied are you with how this community is designed for making bike riding safe? (n = 16)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 17)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 17)

1. More bike paths (23.5%)
2. More bike lanes (17.6%)
3. Increase education for drivers (17.6%)

## About this Report Card

The following scores are based on the online application submitted by Grayslake 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>Grayslake earned 22% of the points available in the Engineering Category. Below is the breakdown of points that Grayslake 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	Grayslake's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	7 / 41 pts
	End-of-Trip Facilities	0 / 44 pts
	Bicycle Network	44 / 128 pts
	Network Maintenance	5 / 32 pts
	Bicycle Access to Public Transportation	4 / 23 pts
	Bike Sharing	5 / 21 pts
	Other Bicycle-Related Amenities	1 / 6 pts
	Regional Coordination	4 / 23 pts
Engineering Bonus Points	2 / 10 pts	

<b>EDUCATION</b>	<i>Grayslake earned 22% of the points available in the Education Category. Below is the breakdown of points that Grayslake 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	Grayslake's Subcategory Points in Education
	Youth Bicycle Education	15 / 69 pts
	Adult Bicycle Education	20 / 47 pts
	Motorist Education	4 / 28 pts
	Bicycle Safety Education Resources	1 / 16 pts
	Inclusive Education	2 / 26 pts
Education Bonus Points	2 / 7 pts	

<b>ENCOURAGEMENT</b>	<i>Grayslake earned 21% of the points available in the Encouragement Category. Below is the breakdown of points that Grayslake 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	Grayslake's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	2 / 17 pts
	Route-Finding Support	4 / 10 pts
	Bicycle Culture and Promotion	17 / 91 pts
	Access To Bicycle Equipment and Repair Services	10 / 35 pts
	Reducing Work-Related/Fleet VMT	2 / 11 pts
	Encouragement Bonus Points	1 / 7 pts

<b>EVALUATION &amp; PLANNING</b>	<i>Grayslake earned 16% of the points available in the Evaluation &amp; Planning Category. Below is the breakdown of points that Grayslake 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	Grayslake's Subcategory Points in Evaluation & Planning
	Staffing And Committees	5 / 40 pts
	Public Engagement for Bicycle Planning	4 / 35 pts
	Planning, Funding, And Implementation	5 / 46 pts
	Evaluating The Bicycle Network	7 / 24 pts
	Evaluating Ridership	2 / 20 pts
	Evaluating & Improving Safety Outcomes	13 / 42 pts
Evaluation & Planning Bonus Points	0 / 7 pts	

<b>EQUITY &amp; ACCESSIBILITY</b>	<i>Grayslake earned 8% of the points available in the Equity &amp; Accessibility Category. Below is the breakdown of points that Grayslake 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	Grayslake's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	7 / 24 pts
	Equity Data Collection & Goals	0 / 12 pts
	Equity & Accessibility Policies & Plans	1 / 31 pts
	Equity & Accessibility in Engineering	1 / 44 pts
	Equity & Accessibility in Education	1 / 52 pts
	Equity & Accessibility in Encouragement	7 / 42 pts
	Equity & Accessibility in Evaluation & Planning	3 / 58 pts
Equity & Accessibility Bonus Points	1 / 9 pts	



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### FEEDBACK TO IMPROVE:

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

- » The data that Grayslake reported on its road network on your 2023 BFC application was incomplete or inconsistent. This lack of complete data makes it difficult to judge the current state of bicycling infrastructure in your community. The 21 miles of pathway that Grayslake maintains are commendable, but without a complementary network of low-stress on-street bike facilities and/or low-speed streets connecting people's homes to their destinations, Grayslake will have a difficult time converting motor vehicle trips to biking ones. Ensure that data is available on the speed and volume of your roadway network that your community can utilize GIS-based or other network analyses, can create high-quality bicycle network maps, and accurately assess the quality of your bicycle network.
- » 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.
- » Increase the amount of high quality bicycle parking throughout the community. Conduct a bike parking study or audit to determine current conditions of bike parking, both in terms of quality and quantity. 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](http://www.apbp.org/bicycle-parking-solutions))
- » Improve bicycle safety education for students of all ages by incorporating 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 Village 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, 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.
- » Encourage College of Lake County 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.



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### FEEDBACK TO IMPROVE, CONTINUED:

- » Create an official Bicycle & Pedestrian Advisory Committee (BPAC) that reports to the Village Board 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.
- » Create a new Bicycle Master Plan or begin the process of creating updating your 2005 Comprehensive Plan. Regularly updating your bicycle plan is key to improving conditions for bicycling, adhering to evolving best practices and national standards, and institutionalizing processes for continual evaluation and improvement. Ensure the new plan is informed by a robust public engagement process, that it includes specific and measurable goals and performance measures to track progress, and that it is supported by a dedicated budget for implementation.
- » Collect more socioeconomic and demographic data as it relates to current transportation habits and patterns, and establish equity-related indicators to inform future planning, prioritization, and budgeting processes for your community.

### 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>