



## Villa Park, IL

**Award: Honorable Mention | Fall 2023**

### Award History:

Received Honorable Mention in 2020.

| The 5 Es Category Scores | Villa Park | Max Score this round |
|--------------------------|------------|----------------------|
| Engineering              | 26.47%     | 79.3%                |
| Education                | 10.86%     | 76.3%                |
| Encouragement            | 26.82%     | 87.5%                |
| Evaluation & Planning    | 19.76%     | 78.0%                |
| Equity & Accessibility   | 7.31%      | 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.

### 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 American Community Survey 5-Year Estimate.)*

**Bicycle Mode Share: Unknown**

*(Reported by applicant)*

**Annual Average Bicyclist Crashes in last 5 years: 8**

**Annual Average Bicyclist Fatalities in last 5 years: 0**

*(Crashes and Fatalities both reported by applicant)*

### Villa Park'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: 22,263

Area: 4.71 square miles

Population Density: 4726.8 people/square mile

Land Classification:

Mostly Suburban

Poverty Rate: 5.8%\*

Median Household Income: \$85,173\*

Percent of the Population that Speaks a

Language Other Than English at Home: 25.3%\*

Percent with Disability: 11%\*

Percent of Households with No Vehicle Available: 1%\*

\*Source: [https://data.census.gov/profile/Villa\\_Park\\_village,\\_Illinois?g=160XX00US1777993](https://data.census.gov/profile/Villa_Park_village,_Illinois?g=160XX00US1777993)

### Villa Park's Bike Links

**Bike Network Map, if available:**

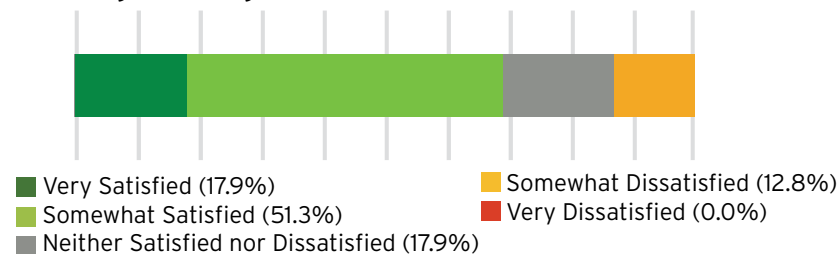
<https://www.invillapark.com/136/Bicycling-in-Villa-Park>

**Bike Plan, if available:**

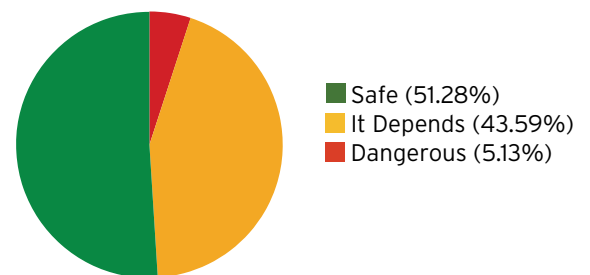
<https://www.invillapark.com/DocumentCenter/View/5142/Bike-and-Pedestrian-Plan-May-2018?bidId=>

## Fall 2023 BFC Public Survey Response Summary for Villa Park, IL

**How satisfied are you with how this community is designed for making bike riding safe? (n = 39)**



**Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 39)**



**What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 40)**

1. More bike lanes (30.0%)
2. Improve markings and signage that direct people to safe bike routes (12.5%)
3. Improve public decision-making processes for transportation improvements, including bicycling improvements (10.0%)
4. Increase education for drivers (10.0%)

## About this Report Card

The following scores are based on the online application submitted by Villa Park 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>.

| <b>ENGINEERING</b>       | <i>Villa Park earned a weighted score of 26.47% in the Engineering Category. Below is the full breakdown of points that Villa Park 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  | Villa Park's Subcategory Points in Engineering |
|                          | Policies and Design Standards for the Built Environment  | 2.9 / 41 pts                                   |
|                          | End-of-Trip Facilities   | 5.8 / 44 pts                                   |
|                          | Bicycle Network  | 25.2 / 128 pts                                 |
|                          | Network Maintenance  | 6.3 / 32 pts                                   |
|                          | Bicycle Access to Public Transportation  | 8.5 / 23 pts                                   |
|                          | Bike Sharing   | 0 / 24 pts                                     |
|                          | Other Bicycle-Related Amenities  | 0 / 6 pts                                      |
|                          | Regional Coordination  | 6.3 / 23 pts                                   |
| Engineering Bonus Points | 0.6 / 10 pts   |  |

| <b>EDUCATION</b>       | <i>Villa Park earned a weighted score of 10.86% in the Education Category. Below is the full breakdown of points that Villa Park 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  | Villa Park's Subcategory Points in Education |
|                        | Youth Bicycle Education  | 5.5 / 68 pts                                 |
|                        | Adult Bicycle Education  | 1.8 / 47 pts                                 |
|                        | Motorist Education   | 2.5 / 28 pts                                 |
|                        | Bicycle Safety Education Resources   | 1 / 16 pts                                   |
|                        | Inclusive Education  | 0.8 / 26 pts                                 |
| Education Bonus Points | 2.1 / 7 pts  |  |

| <b>ENCOURAGEMENT</b> | <i>Villa Park earned a weighted score of 26.82% in the Encouragement Category. Below is the full breakdown of points that Villa Park 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  | Villa Park's Subcategory Points in Encouragement |
|                      | Encouragement Policies, Programs and Partnerships  | 1.1 / 17 pts                                     |
|                      | Route-Finding Support  | 1 / 10 pts                                       |
|                      | Bicycle Culture and Promotion  | 21 / 91 pts                                      |
|                      | Access To Bicycle Equipment and Repair Services  | 6.8 / 35 pts                                     |
|                      | Reducing Work-Related/Fleet VMT  | 3 / 11 pts                                       |
|                      | Encouragement Bonus Points   | 0.3 / 7 pts                                      |

| <b>EVALUATION &amp; PLANNING</b>   | <i>Villa Park earned a weighted score of 19.76% in the Evaluation &amp; Planning Category. Below is the full breakdown of points that Villa Park earned in each subcategory of the Evaluation &amp; Planning section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i> |  |
|------------------------------------|--|--|
|                                    | Evaluation & Planning Subcategories  | Villa Park's Subcategory Points in Evaluation & Planning |
|                                    | Staffing And Committees  | 7.3 / 35 pts   |
|                                    | Public Engagement for Bicycle Planning   | 2 / 35 pts   |
|                                    | Planning, Funding, And Implementation  | 6.3 / 46 pts   |
|                                    | Evaluating The Bicycle Network   | 0 / 25 pts   |
|                                    | Evaluating Ridership   | -0.3 / 20 pts  |
|                                    | Evaluating & Improving Safety Outcomes   | 8.5 / 42 pts   |
| Evaluation & Planning Bonus Points | 1.8 / 15 pts   |  |

| <b>EQUITY &amp; ACCESSIBILITY</b>   | <i>Villa Park earned a weighted score of 7.31% in the Equity &amp; Accessibility Category. Below is the full breakdown of points that Villa Park earned in each subcategory of the Equity &amp; Accessibility section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i> |   |
|-------------------------------------|---|---|
|                                     | Equity & Accessibility Subcategories  | Villa Park's Subcategory Points in Equity & Accessibility |
|                                     | Equity & Accessibility Staffing, Committees, & Partnerships   | 2.8 / 24 pts  |
|                                     | Equity Data Collection & Goals  | 0.3 / 27 pts  |
|                                     | Equity & Accessibility Policies & Plans   | 0.7 / 21 pts  |
|                                     | Equity & Accessibility in Engineering   | 2 / 44 pts  |
|                                     | Equity & Accessibility in Education   | 0.8 / 52 pts  |
|                                     | Equity & Accessibility in Encouragement   | 2.5 / 42 pts  |
|                                     | Equity & Accessibility in Evaluation & Planning   | 0.8 / 51 pts  |
| Equity & Accessibility Bonus Points | 0.6 / 9 pts   |   |



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### FEEDBACK TO IMPROVE:

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

- » Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. Ensuring compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network. If necessary, revisit your Complete Streets policy and process to ensure better compliance.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design 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. 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.
- » As part of Villa Park's 2023 BFC application, the Village did not submit a BFC Bicycle Network Worksheet with full details on your current and planned roadway and bicycle network. This lack of complete data makes it difficult to judge the current state of bicycling infrastructure in Villa Park. Ensure that data is available on your roadway network and your bicycle network so 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.
- » 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](http://www.apbp.org/bicycle-parking-solutions))
- » Install a bicycle wayfinding system with distance and destination information at strategic locations around the community, integrating preferred on-street and off-street facilities. Wayfinding may be particularly useful at intersections and along routes that may be likely to attract new and non-regular bicycle riders.
- » 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. Visit [bikeleague.org/ridesmart](http://bikeleague.org/ridesmart) for more information.
- » 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.
- » Continue to encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. Village Hall, the library or other municipal buildings could apply to the BFB program as an employer to lead by example among other local employers.
- » 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.
- » Develop new tools or systems to engage citizens in the bicycle planning process. See the International Association for Public Participation's Spectrum of Public Participation for more information and resources.
- » Establish a dedicated annual budget for implementation of your Bicycle Master Plan, in addition to funding for



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### FEEDBACK TO IMPROVE, CONTINUED:

ongoing bicycle programming and infrastructure development/maintenance.

- » 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](https://bit.ly/FHWA_connectivity) and [https://bit.ly/FHWA\\_bikepedPMs](https://bit.ly/FHWA_bikepedPMs).
- » 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 Villa Park. 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. 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 your data collection, network evaluation, and roadway safety planning work: <https://www.transportation.gov/grants/SS4A>.
- » Involve local and state public health agencies in active transportation planning and advocacy to support your shared goals to achieve health and wellness through greater physical activity in residents' daily lives.

### 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](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](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>