



Geneva, IL

2024 BFC Award: Honorable Mention

BFC Award History: First-Time Applicant

The 5 Es Category Scores	Geneva	Max Score this round
Engineering	19.23%	79.26%
Education	8.13%	83.25%
Encouragement	15.79%	90.86%
Evaluation & Planning	16.47%	75.73%
Equity & Accessibility	6.29%	75.47%

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the 2024 BFC round. See pages 2-3 for your full subcategory points in each Category.

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 or 2023 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: Unknown

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 4.6

Annual Average Bicyclist Fatalities in last 5 years: 0

(Crashes and Fatalities both reported by applicant)

Geneva's BFA Program Stats

of Local Bicycle Friendly Businesses: **0**

of Local Bicycle Friendly Universities: **0**

of Local League Cycling Instructors: **0**

Illinois's Bicycle Friendly State Ranking: **#11**

Community Profile

Population: 21,288

(Size classification for weighted scoring: Small)

Area: 10.77 square miles

Population Density: 1,976.60 people/square mile

Land Classification: Mostly Suburban

Poverty Rate: 2.66%*

Median Household Income: \$132,799*

Percent of the Population that Speaks a

Language Other Than English at Home: 7.8%*

Percent with Disability: 5.6%*

Percent of Households with No Vehicle Available: 1.1%*

*Source: https://data.census.gov/profile/Geneva_city,_Illinois?q=160XX-00US1728872

Geneva's Bike Links

Bike Network Map, if available:

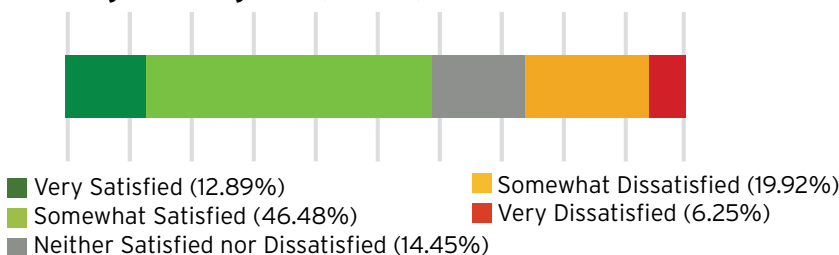
<https://www.geneva.il.us/DocumentCenter/View/179/Bikeway-Implementation-Plan?bidId=>

Bike Plan, if available:

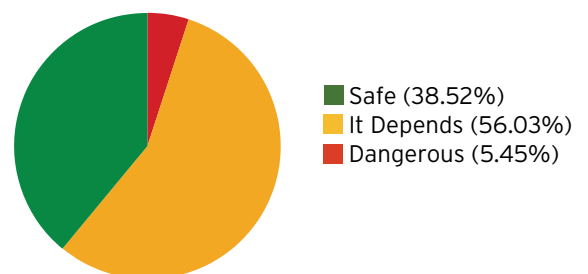
<https://www.geneva.il.us/455/Bikeway-Implementation-Plan>

2024 BFC Public Survey Response Summary for Geneva, IL

How satisfied are you with how this community is designed for making bike riding safe? (n = 256)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 257)



What are the top 1-3 changes you would most like to see the local government make in this community for bicyclists? (n = 258)

1. More bike lanes (50.78%)
2. More bike paths (45.74%)
3. Improve existing bike lanes to protected bike lanes (32.56%)
4. Improve markings and signage that direct people to safe bike routes (32.17%)

About this Report Card

The following scores are based on the online application submitted by Geneva in the 2024 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 2024 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>Geneva earned a weighted score of 19.23% in the Engineering Category. Below is the full breakdown of points that Geneva earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Engineering Subcategories	Geneva's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	2.8 / 41 pts
	End-of-Trip Facilities	2.8 / 44 pts
	Bicycle Network	16.5 / 128 pts
	Network Maintenance	4.8 / 32 pts
	Bicycle Access to Public Transportation	3.5 / 23 pts
	Bike Sharing	- / 24 pts
	Other Bicycle-Related Amenities	0.3 / 6 pts
	Regional Coordination	11.9 / 23 pts
Engineering Bonus Points	1 / 10 pts	

EDUCATION	<i>Geneva earned a weighted score of 8.13% in the Education Category. Below is the full breakdown of points that Geneva earned in each subcategory of the Education section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Education Subcategories	Geneva's Subcategory Points in Education
	Youth Bicycle Education	6.8 / 68 pts
	Adult Bicycle Education	2.7 / 47 pts
	Motorist Education	- / 28 pts
	Bicycle Safety Education Resources	1 / 16 pts
	Inclusive Education	0.3 / 26 pts
Education Bonus Points	0.4 / 7 pts	

ENCOURAGEMENT	<i>Geneva earned a weighted score of 15.79% in the Encouragement Category. Below is the full breakdown of points that Geneva earned in each subcategory of the Encouragement section section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Encouragement Subcategories	Geneva's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	- / 17 pts
	Route-Finding Support	2 / 10 pts
	Bicycle Culture and Promotion	11.5 / 91 pts
	Access To Bicycle Equipment and Repair Services	6.8 / 35 pts
	Reducing Work-Related/Fleet VMT	- / 11 pts
	Encouragement Bonus Points	- / 7 pts

EVALUATION & PLANNING	<i>Geneva earned a weighted score of 16.47% in the Evaluation & Planning Category. Below is the full breakdown of points that Geneva earned in each subcategory of the Evaluation & Planning section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Evaluation & Planning Subcategories	Geneva's Subcategory Points in Evaluation & Planning
	Staffing And Committees	7.4 / 35 pts
	Public Engagement for Bicycle Planning	2.3 / 35 pts
	Planning, Funding, And Implementation	1.8 / 46 pts
	Evaluating The Bicycle Network	- / 25 pts
	Evaluating Ridership	-0.3 / 20 pts
	Evaluating & Improving Safety Outcomes	11.3 / 42 pts
Evaluation & Planning Bonus Points	1.7 / 15 pts	

EQUITY & ACCESSIBILITY	<i>Geneva earned a weighted score of 6.29% in the Equity & Accessibility Category. Below is the full breakdown of points that Geneva earned in each subcategory of the Equity & Accessibility section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Equity & Accessibility Subcategories	Geneva's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	1.5 / 24 pts
	Equity Data Collection & Goals	3.2 / 27 pts
	Equity & Accessibility Policies & Plans	- / 21 pts
	Equity & Accessibility in Engineering	1.9 / 44 pts
	Equity & Accessibility in Education	-0.8 / 52 pts
	Equity & Accessibility in Encouragement	1.8 / 42 pts
	Equity & Accessibility in Evaluation & Planning	2.8 / 51 pts
Equity & Accessibility Bonus Points	- / 9 pts	



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FEEDBACK TO IMPROVE:

To improve upon Geneva's Honorable Mention status and earn a Bicycle Friendly Community award designation in the future, 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 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.
- » 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).
- » Expand and improve existing in-school bike safety education to include an on-bike component to help children and teens of all ages become safer and more confident riders. Provide a fleet of bikes in schools to ensure that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household, including adaptive cycles for children and youth with disabilities.
- » Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all K-12 schools, including middle and high school. This is particularly important as older students learn to drive and share the road.
- » Develop bicycle education opportunities for adults. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns and create an inclusive, welcoming environment.
- » 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.
- » Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income residents, 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.
- » Create an incentive program for businesses to provide standard bike parking, and to develop workplace bicycling programs for their employees. Use the framework of the Bicycle Friendly Business program to engage with more local businesses, agencies, and organizations to promote cycling to their employees and customers.



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FEEDBACK TO IMPROVE, CONTINUED:

- » 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.
- » Begin the process of creating a new Bicycle Master Plan or updating your 2005 Bike Plan. The *Bike Path Classification Study* that Geneva is currently pursuing is an excellent first step to updating your Bike 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 includes specific and measurable goals and performance measures to track progress, and is supported by a dedicated budget for implementation.
- » 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 Geneva. 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.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-2024>
- » **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/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>
- » **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>