



Edwardsville, IL



Award: Bronze | Fall 2022

Award History:

Previously Honorable Mention in 2021.

Edwardsville's BFA Program Stats

of Local Bicycle Friendly Businesses: **0**

of Local Bicycle Friendly Universities: **1**

of Local League Cycling Instructors: **0**

Illinois's Bicycle Friendly State Ranking: **#15**

Community Profile

Population: 26,808

Area: 20.5 square miles

Population Density: 1308 people/square mile

Land Classification: Majority Suburban

Poverty Rate: 12.2%*

Median Household Income: \$75,271*

Percent of the Population that Speaks a

Language Other Than English at Home: 5.1%*

Percent with Disability: 8.2%*

Percent of Households with No Vehicle Available: 2%*

*Source: https://data.census.gov/cedsci/profile/Edwardsville_city,_Illinois?q=1600000US1722697

Edwardsville's Bike Links

Bike Network Map, if available:

<https://www.mcttrails.org/map.aspx>

Bike Plan, if available:

<https://www.cityofedwardsville.com/DocumentCenter/View/3307/Edwardsville-Bicycle-and-Pedestrian-Master-Plan?bidId=>

The 5 Es Category Scores	Edwardsville	Max Score this round
Engineering	21%	62%
Education	12%	60%
Encouragement	12%	61%
Evaluation & Planning	18%	64%
Equity & Accessibility	3%	57%

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

Key Outcomes

Commuter Ridership: 0%

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

Overall Bicycle Mode Share: unknown

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 4.8

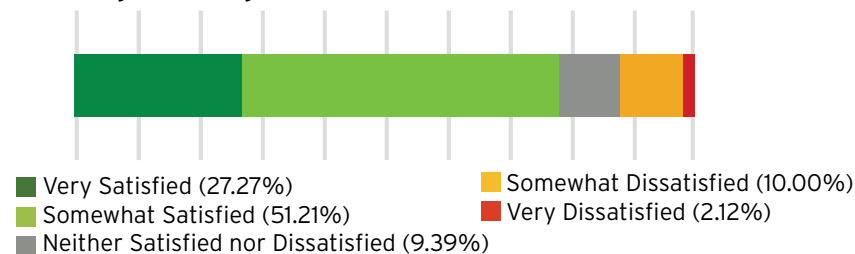
(Reported by applicant)

Annual Average Bicyclist Fatalities in last 5 years: 0.2

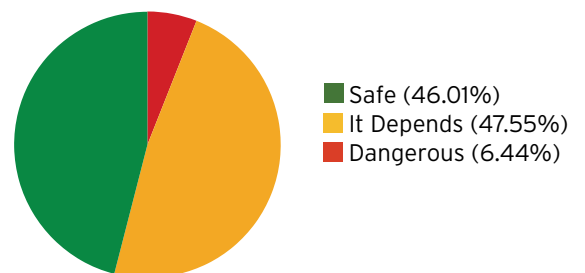
(Reported by applicant)

Fall 2022 BFC Public Survey Response Summary for Edwardsville, IL

How satisfied are you with how this community is designed for making bike riding safe? (n = 330)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 326)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 331)

1. More bike paths (31.12%)
2. More bike lanes (24.77%)
3. Improve public decision-making processes for transportation improvements, including bicycling improvements (8.16%)

About this Report Card

The following scores are based on the online application submitted by Edwardsville in the Fall 2022 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 Fall 2022 BFC Report Cards (including this one) will be republished with updated scores if there are changes to the points system after the next round of Bicycle Friendly Community applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>Edwardsville earned 21% of the points available in the Engineering Category. Below is the breakdown of points that Edwardsville earned in each subcategory of the Engineering section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Engineering Subcategories	Edwardsville's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	4 / 38 pts
	End-of-Trip Facilities	2 / 41 pts
	Bicycle Network	25 / 126 pts
	Network Maintenance	17 / 32 pts
	Bicycle Access to Public Transportation	11 / 22 pts
	Bike Sharing	2 / 25 pts
	Other Bicycle-Related Amenities	2 / 6 pts
	Regional Coordination	1 / 16 pts
Engineering Bonus Points	3 / 9 pts	

EDUCATION	<i>Edwardsville earned 12% of the points available in the Education Category. Below is the breakdown of points that Edwardsville earned in each subcategory of the Education section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Education Subcategories	Edwardsville's Subcategory Points in Education
	Youth Bicycle Education	2 / 71 pts
	Adult Bicycle Education	18 / 47 pts
	Motorist Education	2 / 28 pts
	Bicycle Safety Education Resources	0 / 22 pts
	Inclusive Education	0 / 22 pts
Education Bonus Points	2 / 8 pts	

ENCOURAGEMENT	<i>Edwardsville earned 12% of the points available in the Encouragement Category. Below is the breakdown of points that Edwardsville earned in each subcategory of the Encouragement section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Encouragement Subcategories	Edwardsville's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	0 / 22 pts
	Route-Finding Support	5 / 10 pts
	Bicycle Culture and Promotion	9 / 99 pts
	Access To Bicycle Equipment and Repair Services	7 / 49 pts
	Reducing Work-Related/Fleet VMT	0 / 10 pts
	Encouragement Bonus Points	2 / 8 pts

EVALUATION & PLANNING	<i>Edwardsville earned 18% of the points available in the Evaluation & Planning Category. Below is the breakdown of points that Edwardsville earned in each subcategory of the Evaluation & Planning section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Evaluation & Planning Subcategories	Edwardsville's Subcategory Points in Evaluation & Planning
	Staffing And Committees	12 / 42 pts
	Public Engagement for Bicycle Planning	1 / 33 pts
	Planning, Funding, And Implementation	13 / 46 pts
	Evaluating The Bicycle Network	0 / 21 pts
	Evaluating Ridership	0 / 21 pts
	Evaluating & Improving Safety Outcomes	9 / 38 pts
Evaluation & Planning Bonus Points	3 / 8 pts	

EQUITY & ACCESSIBILITY	<i>Edwardsville earned 3% of the points available in the Equity & Accessibility Category. Below is the breakdown of points that Edwardsville earned in each subcategory of the Equity & Accessibility section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Equity & Accessibility Subcategories	Edwardsville's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	5 / 38 pts
	Equity Data Collection & Goals	0 / 20 pts
	Equity & Accessibility Policies & Plans	0 / 38 pts
	Equity & Accessibility in Engineering	0 / 35 pts
	Equity & Accessibility in Education	0 / 35 pts
	Equity & Accessibility in Encouragement	1 / 35 pts
	Equity & Accessibility in Evaluation & Planning	0 / 35 pts
Equity & Accessibility Bonus Points	1 / 15 pts	



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FEEDBACK TO IMPROVE:

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

- » Congratulations on adopting the 2022 Bike Plan! Develop specific and measurable goals to implement the new bike plan. Establish equity-related indicators to inform future prioritization and budgeting processes as your community turns its focus toward implementation of the new plan.
- » Congratulations on establishing a Bicycle and Pedestrian Advisory Committee (BPAC) in 2021 to provide oversight of the bike plan and to make recommendations for future policies, programs, and projects. This committee will be an important voice for cyclists to help the community continue to improve. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community, and that there is a process to continually recruit new and diverse voices to become active through the BPAC.
- » 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. Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near transit and urban activity centers. (See www.apbp.org/bicycle-parking-solutions)
- » Lower speed limits 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 Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.
- » 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 City staffer or local bike advocate to attend an existing seminar elsewhere.



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FEEDBACK TO IMPROVE, CONTINUED:

Having several active LCIs 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. Work on normalizing biking through hosting regular rides, regularly scheduled events, etc.
- » 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.
- » Consider what other local community groups exist in Edwardsville who may be good potential partners to reach new audiences and build on existing bike education, encouragement, and engagement efforts. Question F4 on the BFC application provides a wealth of suggested community partners for you to consider, beyond the existing bike clubs and organizations that are already active in this space.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **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 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 Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University 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/content/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