

# East-West Gateway Council of Governments Bicycle and Pedestrian Advisory Committee

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East-West Gateway Council of Governments  
One Memorial Drive, Suite 1600 • St. Louis, MO 63102  
Wednesday, May 14, 2014 - - 2 PM  
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## Meeting Agenda

1. Introductions
2. Approval of Minutes from Previous Meeting - - March 12, 2014
3. **Long Range Plan, Missouri Ballot Initiative, and Transportation Project Priority Setting Process** - - Peter Koeppel
4. **West Florissant Avenue Great Streets Plan** - - Christopher Michael
5. **FY 2015-2018 TIP Development** - - Jason Lange
6. **Existing Bicycle Facilities Map** - - Rachael Pawlak
7. **Other Business**
8. **Events**
  - a. May 14 – Bike Share Community Workshop; 4:00 – 7:00 pm Forest Park Visitor Center
  - b. May 16- National Bike to Work Day Refueling Stations; 6:30 – 9:00 am
  - c. May 21 – APBP Webinar Best Planning and Engineering Practices for School Zones; 2:00 – 3:30 pm MoDOT Transportation Management Center
  - d. May 29 – Pedestrian Safety Workshop; 8:00 – 12:00 pm The Laclede Group Conference Center
  - e. June 5 & 7 – Cycling Savvy Workshop
  - f. June 7 – The Wabash Station Visioning Session; 8:30 – 12:00 pm The Collegiate School of Medicine & Bio Science
9. **Future Meetings**
  - a. BPAC Meeting Date: **August 13, 2014**
  - b. Gateway Bike Plan – Working Group Meeting Date: **July 11, 2014**
  - c. BPAC Working Group Meeting Date: **TBD**
10. Adjournment

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**Bicycle and Pedestrian Advisory Committee**

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**To:** Bicycle and Pedestrian Advisory Committee  
**From:** Rachael Pawlak, East-West Gateway Council of Governments  
**RE:** Draft Minutes from BPAC meeting, March 12, 2014; 2 pm

**In Attendance:**

Marielle Brown (Trailnet)  
Lenora Fisher (CMT)  
Karen Karabell (Regional Citizen)  
John Kohler (St. Louis City)  
Tobi Moriarty (St. Louis County)  
Mike Murray (Great Rivers Greenway Board)  
Mark Phillips (Metro)  
Elizabeth Simons (Great Rivers Greenway)  
Larry Welty (MoDOT)  
Jeremy Wolfmeyer (City of O'Fallon, Mo)

**East-West Gateway Staff:**

Larry Grither  
Paul Hubbman  
Jason Lange  
Anna Musial  
Rachael Pawlak  
Sonya Pointer

**Others in Attendance:**

Justin Carney (St. Louis County)  
Jesse Jonas (St. Louis County)  
Martin Pion (Citizen)  
Nick Kasoff (Citizen)

**1. Introductions**

Marielle Brown called the meeting to order at 2:00 p.m.

**2. Approval of Minutes from Previous Meeting - - November 13, 2013**

The minutes were approved as proposed.

**3. Chair, Vice Chair, TPC Nominations**

The Committee nominated Marielle Brown to serve a second year as the BPAC Chair, and Jeremy Wolfmeyer to serve as BPAC Vice-Chair. The Transportation Planning Committee (TPC) Representative is Marielle Brown, and Lenora Fisher is the alternate TPC Representative.

**4. St. Louis County Complete Streets**

Justin Carney, Senior Planner at St. Louis County, and Jesse Jonas, Project Manager at St. Louis County, attended the BPAC to present on the St. Louis County Complete Streets Ordinance. Justin explained that the St. Louis County Strategic Plan<sup>1</sup>, adopted in 2013, sets the context as to why Complete Streets is important for St. Louis County. Justin identified three key factors in the Plan:

1) St. Louis County has an aging population, and those born from 1946-1964 represent the largest age group in the County. In a survey conducted by St. Louis County (2012), two-thirds of those aged 65+ believed that the same or more funding should be spent on trails and bike lane. In St. Louis County, many areas with concentrated numbers of seniors live in areas that have low

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<sup>1</sup> St. Louis County Strategic Plan: <http://www.stlouisco.com/PropertyandRoads/CountywidePlanningPolicy/StrategicPlan2013>

density and separated uses, which creates auto-dependent environments and poor transit choices. It is identified in the Plan that there need to be walkable alternatives to driving personal automobiles. A strategy identified in the Plan is to support public transit, private and non-profit transportation services, as well as providing safe and accessible sidewalks and trails for those unable to drive or how prefer not to drive.

2) The second largest demographic group in St. Louis County is the “Millennial” generation, and they are concentrated in North County and areas near universities. Millennials are not as auto dependent as the Baby Boomer population, and the amount of cars purchased between 1995 and 2010 by 21-30 year olds has decreased by 7 percent. There is also a decrease in teenagers getting their driver’s license on their 16<sup>th</sup> birthday. The St. Louis County Survey found that Millennials between the ages of 18 and 34 make up the highest percentage of residents who support more or the same amount of public funds spent on trails and bike lanes. Also, Millennials are choosing to live in areas along transit lines and in denser neighborhoods that already have access to bike lanes. A strategy identified in the Plan is to create environments that have transportation choices and a high degree of connectivity.

3) There are growing concentrations of poverty in the inner-ring suburbs. Communities with high concentrations of poverty have among the highest needs for mobility services and access to opportunity. A strategy identified in the Plan is to develop affordable housing with convenient access to a dynamic public transit system, as well as the availability of parks, trails, and open space.

One of the policy priorities is to enhance mobility and connectivity, which includes investing in bicycle and pedestrian infrastructure, transit and transit-oriented development, and alternatives to traditional transit (i.e., paratransit). A specific goal is to create and implement a Complete Streets Ordinance.

Jesse Jonas then presented on the Complete Streets Ordinance. Jesse gave a brief overview of the existing infrastructure, which includes 1,412 centerline miles of roadway, 4,000 intersections of which 863 are signalized, 1,700 linear miles of sidewalk, 15,000 existing curb ramps for pedestrian access, and 21.6 miles of on-street dedicated bike lanes. The Complete Streets Ordinance sets forth guiding principles, practices and the vision to be considered in St. Louis County transportation projects. The Ordinance also lays out frame work for the formation of two implementation teams: the Interdepartmental Advisory Team and a Peer Advisory Committee. The Interdepartmental Advisory Team has been meeting during the last year and has revised numerous standard drawings for ADA Compliance and bike lane configurations, reviewed and updated policies for Complete Streets inclusion, formed CORE teams and documented efforts to evaluate future projects with Complete Streets elements, finalized a checklist to be used for future project scoping, and the evaluation of roads that can accommodate bike facilities. Jesse also discussed the St. Louis County ADA Transition Plan, which should be completed in Spring 2014. St. Louis County will continue to integrate Complete Streets principles into appropriate County plans, manuals and programs, identify the Peer Advisory Committee members, and establish performance measures and tracking mechanisms.

Karen Karabell stated that bike lanes make the people in them (“the bicyclist”) irrelevant to the drivers. Jesse followed up by saying that the preferred method is to have buffered bike lanes. Tobi Moriarty stated that St. Louis County will not put bike lanes on high speed roads greater than 35 mph. Justin reinforced that they are currently evaluating 250 miles of roadway, and determining what facilities need to be on them.

## **5. St. Louis Bike Share**

Elizabeth Simons, Great Rivers Greenway (GRG), gave a brief status of the St. Louis Bike Share Study. In December 2013, GRG issued a request for qualifications to find a consultant to lead a feasibility study to determine whether or not the region is ready for a bike share program. In January, Alta

Planning + Design was selected to lead the study. GRG will be establishing a Citizen and Business Advisory Committee (CBAC) to help provide input on the bike share plan. Applications are being accepted from interested citizens who wish to serve on the CBAC, and are due on Monday, March 31, 2014.

## **6. St. Louis City Bicycle Friendly Communities Application Report**

John Kohler, St. Louis City BPS, went over the League of American Bicyclists (LAB) Bicycle Friendly Community Feedback Report (Fall 2013). The key recommendations include:

- Continue to implement the Gateway Bike Plan, and ensure smooth connections for bicyclists between the trail network and the street network.
- Provide designated bicycle facilities along arterial and collector roads, and calm traffic speeds.
- Hire a full time Bicycle and Pedestrian Coordinator.
- Promote active transportation by reducing traffic speeds.
- Bicycle safety education should be a routine part of public education, and schools and surrounding neighborhoods should be safe and convenient for biking.
- Increase the amount of high quality bicycle parking at popular destinations.
- Continue to increase general motorist education to the entire community and pass laws that protect bicyclists.

Karen stated that shared lane markings, or “sharrows”, are a better bicycle facility than bike lanes; however, these are ignored by the LAB.

Martin Pion stated that he has been trying to get bike education into local schools, but the schools are concerned about liability.

Contact Rachael Pawlak if you would like a copy of the feedback report.

## **7. Transportation Alternatives Program**

Rachael Pawlak briefly discussed the Transportation Alternatives Program (TAP), which provides funding for on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, community improvement activities, environmental mitigation, and safe routes to school projects. East-West Gateway will be doing a solicitation for TAP projects starting in April, with applications due July 31, 2014. More information about the program is available online: <http://www.ewgateway.org/TransAlternatives/transalternatives.htm>.

## **8. Other Business**

There was no other business.

## **9. Adjournment**

The meeting adjourned at 3:30 p.m.



# BICYCLE FRIENDLY COMMUNITY FEEDBACK REPORT

St. Louis, MO

Fall 2013

The League of American Bicyclists has designated **St. Louis** as a Bicycle Friendly Community at the **Bronze** level, because exhibits a sustained commitment to cycling. The reviewers felt that there is still “room to grow”, but that notable steps are being made in the right direction.

Reviewers were very pleased to see the current efforts and dedication to make St. Louis a great place for cyclists.

Below, reviewers provided key recommendations to further promote bicycling in St. Louis and a menu of additional pro-cycling measures that can be implemented in the short and long term. We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists. There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness!

To learn more about what funds are available for bicycle projects, use Advocacy Advance’s interactive [Find it, Fund it tool](#) to search for eligible **funding** programs by bike/ped project type or review the same information as a PDF [here](#).

### The key measures St. Louis should take to improve cycling:

- Continue to implement the Gateway Bike Plan while creating a comprehensive planned network of local routes to expand the bicycling network and connectivity through the use of different types of [bike lanes](#), [cycle](#)

[tracks](#) and [shared lane markings](#). On-street improvements coupled with the expansion of the off-street system [will encourage more people to cycle](#) and will improve safety. Ensure smooth transitions for bicyclists between the trail network and the street network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.

- Fewer than 25% of arterial streets in St. Louis have bike lanes. The average in other BFC award levels are Bronze: 33% and Silver: 44%. On roads with posted speed limits of more than 35 mph, provide bicycle facilities that meet or exceed NACTO recommendations, such as [bike lanes](#), [cycle tracks](#) or [buffered bike lanes](#). Since arterial and collector roads are the backbone of every transportation network, it is essential to provide designated bicycle facilities along these roads and calm traffic speeds to allow bicyclists of all skill levels to reach their destinations quickly and safely.
- Hire a full-time Bicycle & Pedestrian Coordinator to focus on bicycle projects would help in scaling up your BFC efforts. This staff person should spend more time on working closely with the Bicycle Implementation Group, reviewing development proposals to ensure that local bicycle/pedestrian requirements are incorporated and to assess bicycling and walking impacts, developing and implementing educational and promotional programs, writing grant proposals, serving as the public

contact for bicycling/walking inquiries and complaints, educating other staff about state and federal facilities standards and guidelines, and coordinating with neighboring cities, transit agencies and other departments to implement policies and projects. See [this report](#) on the importance of Bicycle & Pedestrian program staff.

- Promote active transportation by reducing traffic speeds. Consider lowering the speed limit to 25 mph or lower on non-arterial roads, especially in denser areas, around schools and shopping centers, and in neighborhoods. Use traffic calming measures and low speed design principles to achieve higher compliance rates. Speed [has been identified](#) as a key risk factor in road traffic injuries, influencing both the risk of a road traffic crash as well as the severity of the injuries that result from crashes. For instance, pedestrians and cyclists have a 90% chance of survival if hit by a car travelling at a speed of 20 mph or below, but less than a 50% chance of surviving an impact of 30 mph or above. [Studies](#) also generally report a positive association between traffic safety (perceived and/or measured) and walking and cycling, particularly among women.
- Bicycle-safety education should be a routine part of public education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking. The average Bronze BFC has in-school bicycling education in 46% of elementary (St. Louis: 12%) and 35% of middle schools (St. Louis: 0%).

Work with your Bicycle Advisory Committee, Trailnet, local bicycle groups or interested parents to develop and implement a Safe Routes to School or equivalent program that emphasize bicycling for all elementary schools, middle schools and high schools. For more information, see the [National Highway Traffic Safety Administration's Safe Routes To School Toolkit](#), [www.bikeleague.org/programs/saferoutes/index.php](http://www.bikeleague.org/programs/saferoutes/index.php) or visit [www.saferoutesinfo.org](http://www.saferoutesinfo.org).

- Increase the amount of [high quality bicycle parking](#) at popular destinations throughout the community. The standard u-rack design is cost-effective, durable, and easy for people to use with a variety of bicycles.
- Continue to increase general motorist education to the entire community and pass laws that protect bicyclists, e.g. implement specific penalties for motorists for failing to yield to a cyclist when turning, make it illegal to drive in a bike lane (intersections excepted), implement penalties for motor vehicle users that ‘door’ cyclists, ban cell phone use and texting while driving, specifically protect all vulnerable road users and set a legal passing distance of 3ft minimum.

## Menu of additional recommendations to further promote bicycling:

### Engineering

#### Low hanging fruit and fast results

- Make intersections safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the [NACTO design guidelines](#) and the 2012 [AASHTO Guide for the Development of Bicycle Facilities](#) for recommended intersection treatments.
- Continue to implement [road diets](#) in appropriate locations to make streets more efficient and safe. Use the newly created space for bicycle and pedestrian facilities.
- Install the [bicycle wayfinding system](#) at strategic locations around the community.
- Prioritize dedicated bicycle infrastructure over physical barriers such as freeways and railroad tracks, in order to provide convenient bicycle access to all parts of the community.

#### Long Term Goals

- Continue to implement land use policies that minimize large lot/low density development to better facilitate bicycling, pedestrian and transit trips. Require a mix of uses throughout the community to further shorten the distances people need to bike. Encourage districts to adopt a form-based code to allow for flexible land uses and to provide a comfortable and convenient built environment for pedestrians and cyclists.
- Improve the [connectivity of your street network](#) for people bicycling. Streets that have been closed to car traffic should have ramps over curbs or gaps in barriers to allow for bicycle access.
- Update street design guidelines to ensure that all bicycle facilities conform to current best practices and guidelines – such as the [NACTO Urban Bikeway Design Guide](#) and 2012 [AASHTO Guide for the Development of Bicycle Facilities](#) as recommended by the FHWA.

- Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Learn how to do it at <http://www.ibpi.usp.pdx.edu/guidebook.php>. Use the [Bicycle Boulevards section](#) of the NACTO Urban Bikeway Design Guide for design guidelines.

## Education

### Low hanging fruit and fast results

- Continue to expand bicycle education opportunities for youth outside of school through bike rodeos, youth recreation programs, helmet fit seminars or a [Safety Town](#) program.
- Continue to expand your public education campaign promoting the share the road message. See the excellent [“Look”](#) campaign in New York City or the [“Don’t be a Road Hog”](#) campaign in Colorado.
- Consider creating a Bicycle Ambassador program. Have Ambassadors attend community and private events year-round to talk to residents and visitors of all ages about bicycling and to give bicycle safety demonstrations. They can also offer bike commuting presentations for area businesses.

- Offer shorter bike commuter classes more frequently(1-2 hr.) Ideally, the instruction should incorporate a classroom portion as well as on-road training. See the League’s new education videos to help with the content: <http://www.bikeleague.org/ridesmartvideos>
- Regularly host Traffic Skills 101 or bike commuter courses for engineers and planners to better understand cyclists’ needs. For more information visit: [www.bikeleague.org/programs/education/](http://www.bikeleague.org/programs/education/)

### Long Term Goals

- Start a bicyclist and motorist ticket diversion program. Road users given a citation are offered an opportunity to waive fees for violations by attending a bicycling education course. This course should include a classroom and on-road component. See what [Pima County](#) and [San Diego County](#) have done.
- Start a Share the Road motorist education program for professional drivers. See San Francisco’s [Frequent Driver Education](#).

## Encouragement

### Low hanging fruit and fast results

- Continue to expand encouragement efforts during Bike Month, Bike to Work Day, and year round to reach a larger portion of the workforce.

- Continue to support and promote the Bicycle Commuter Station to encourage biking to work and raise awareness of commuting alternatives.
- Encourage local public agencies, businesses and organizations to promote cycling to the workplace and to seek recognition through the free [Bicycle Friendly Business program](#). Businesses will profit from a [healthier, happier and more productive workforce](#) while the community would profit from less congestion, better air quality, public bike parking in prime locations provided by businesses, new and powerful partners in advocating for bike infrastructure and programs on the local, state and federal level, and business-sponsored public bike events or classes. Your community's government should be the model employer for the rest of the community. See what the Colorado-based New Belgium Brewing Company is doing [here](#).
- Encourage local institutions of higher education to promote cycling and to seek recognition through the [Bicycle Friendly University program](#). Many colleges and universities have embraced the growing enthusiasm for more bicycle-friendly campuses by incorporating bike share programs, bike co-ops, bicycling education classes and policies to promote bicycling as a preferred means of transportation. The community could potentially profit as well: Communities near a BFU such as Stanford or University of California at Davis have a very high number of regular bicyclists (as many students bike to campus, shops and restaurants), less congestion around

campus, safer streets and university-hosted public bicycle events, programs and classes.

### Long Term Goals

- Recreational bicycling can be promoted through bicycle amenities that St. Louis already has, including the velodrome and ever-expanding greenway network. Ensure that the facilities are well-maintained, well-publicized, and accessible by bicycle, so that there is no need to drive to ride
- Develop a series of short (2-5 mi.) (themed) loop routes around the community and provide appropriate way-finding signage. Create local neighborhood maps featuring these routes and integrate these routes into local bike maps. See what Arlington, VA has done at <http://www.bikearlington.com/tasks/sites/bike/assets/File/Arlington-Loop.jpg>

### Enforcement

#### Low hanging fruit and fast results

- Invite a police officer to become an active member of the Bicycle Advisory Committee and appoint a law-enforcement point person to interact with cyclists. This will actively facilitate stronger connections between bicycle advocates, the wider bicycling community and law enforcement, which will improve road safety for all

users, and improve fair enforcement of motorist and cyclist infractions.

- Ensure that police officers are initially and repeatedly educated on the “Share the Road” message and traffic law as it applies to bicyclists and motorists. Training is offered by the International Police Mountain Bike Association, the Law Enforcement Bicycle Association and the National Highway Traffic Safety Administration. Here are some recommended Law Enforcement Products: Bicycle Safety [seminar](#); National Highway Traffic Safety Administration [video](#); Law Enforcement's [Roll Call Video: “Enforcing Law for Bicyclists”](#); and [Enhancing Bicycle Safety: Law Enforcement’s Role](#) (CD-ROM Training).
- Ask police officers to use targeted information and enforcement to encourage motorists and cyclists to share the road safely. This could be in the form of a brochure or the existing cards explaining state statutes. Have information material available in languages spoken by large, local immigrant communities.
- Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/car crashes are investigated thoroughly and that citations are given fairly.
- Enforcement practices could also include positive enforcement ticketing. Police officers could team up with local stores to reward safe cycling practices by handing out gift certificates to cyclists who are “caught” following the law.
- Increase the number of officers that patrol streets on bikes, as it gives officers a better understanding of the conditions for cyclists. Also ensure that secluded off road paths are regularly patrolled to improve personal safety and encourage more people to take advantage of this amenity.
- Ensure that police officers report cyclist crash data and potential hazards to the public works department, traffic engineers and transportation planners to timely identify sites in need of safety improvements for cyclists.
- Provide safety amenities such as adequate street and path lighting, and emergency call boxes, and offer services such as non-mandatory bike registration and missing bike recovery assistance.
- Adopt fair and equitable traffic laws. Local laws that discriminate against cyclists, restrict their right to travel, or reduce their relative safety should be repealed.

# Benefits of Further Improving St. Louis for Cycling

## Evaluation & Planning

Low hanging fruit and fast results

- Continue to implement the regional bike master plan and create a local bicycle master plan to address local routes.
- Continue to actively involve the local bicycle community in community planning efforts, policy development and public outreach.
- Routinely conduct pre/post evaluations of bicycle-related projects in order to study the change in use, car speed and crash numbers. This data will be valuable to build public and political support for future bicycle-related projects.
- Adopt a target level of bicycle use (e.g. percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.
- Expand efforts to evaluate bicycle crash statistics and produce a specific plan to reduce the number of crashes in the community. Available tools include [Intersection Magic](#) and the [Pedestrian and Bicyclist Crash Analysis Tool](#). See the report [Bicyclist Fatalities and Serious Injuries in New York City 1996-2005](#)

Further increasing bicycle use can **improve the environment** by reducing the impact on residents of pollution and noise, limiting greenhouse gases, and improving the quality of public spaces; **Reduce congestion** by shifting short trips (the majority of trips in cities) out of cars. This will also make cities more accessible for public transport, walking, essential car travel, emergency services, and deliveries; **Save lives** by creating safer conditions for bicyclists and as a direct consequence improve the safety of all other road users. [Research shows](#) that increasing the number of bicyclists on the street improves bicycle safety; **Increase opportunities** for residents of all ages to participate socially and economically in the community, regardless of income or ability.

Greater choice of travel modes also increases independence, especially among [seniors](#) and [children](#); **Boost the economy** by creating a community that is an attractive destination for new residents, tourists and businesses; **Enhance recreational opportunities**, especially for children, and further contribute to the quality of life in the community; **Save city funds** by increasing the efficient use of public space, reducing the need for costly new road infrastructure, preventing crashes, improving the health of the community, and increasing the use of public transport; **Enhance public safety and security** by increasing the number of “eyes on the street” and providing more options for movement in the event of emergencies, natural disasters, and major public events; **Improve the health and well being** of the population by promoting routine physical activity.

- Consider measuring the Bicycle Level of Service (BLOS) on community roads and at intersections, to be able to identify the most appropriate routes for inclusion in the community bicycle network, determine weak links and hazards, prioritize sites needing improvement, and evaluate alternate treatments for improving bike-friendliness of a roadway or intersection:  
<http://www.bikelib.org/bike-planning/bicycle-level-of-service/> (roads) and  
<http://www.bicyclinginfo.org/library/details.cfm?id=4425> (intersections).
- Implement a community-wide trip reduction program or ordinance. See good examples [here](#).
- Consider individualized marketing to identify and support current and potential bike commuters in your community. See what Bellingham, WA is doing:  
[www.whatcomsmartrips.org](http://www.whatcomsmartrips.org)

- Consider conducting an economic impact study on bicycling in your community. [Read about](#) what Portland, OR has done.
- Establish a mechanism that ensures that bicycle facilities and programs are implemented in traditionally underserved neighborhoods.

#### Long Term Goals

- Work with your mountain bike community to develop a plan for enhancing on-street networks in the City that lead to singletrack and off-road routes throughout the region.

**For more ideas and best practices please visit the [Bicycle Friendly Community Resource Page](#).**