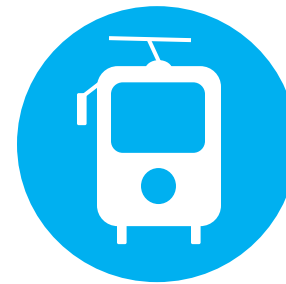


Bicycling and Walking in the St. Louis Region:



2017 Survey Results



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Bicycling and Walking in the St. Louis Region: 2017 Survey Results

Understanding bicycling and walking activity, preferences, and trends is critical to planning for and implementing improvements to our regional transportation system. In order to generate the user data needed to inform regional decision-making and bicycle and pedestrian planning efforts, East-West Gateway (EWG) initiated the 2017 Bicycling and Walking Survey.

The bicycling and walking surveys focused on these main objectives:

- Determine the frequency and distance of bicycling and walking
- Understand respondents' level of comfort on specific facilities
- Explore the reasons for not bicycling and walking
- Explore public opinion about improvements to bicycling and walking facilities

The survey was intended to update and expand on the previous bicycling and walking survey, completed by East-West Gateway in 2005. The survey was opened to the public in April 2017 and closed in October 2017, with a total of 671 individuals completing the survey. This reflects an 11% increase in the number of responses over the 2005 survey, which received 602 responses.

For the 2017 survey update, separate surveys were designed for bicycling and walking, and participants were able to choose whether to respond to one or both. Of the total respondents, 361 answered the walking survey and 522 answered the bicycling survey. Of those respondents, approximately 212 (32%) responded to both surveys. Taking into account that the Walking and Bicycling surveys were offered as two distinct, separate surveys, and the overlap of 212 respondents, a total of 883 surveys were completed.

East-West Gateway made the survey available on the organization's website and in the Local Government Briefings newsletter. Members of the EWG Bicycle and Pedestrian Advisory Committee helped to share the survey through their agency's newsletters. Survey information was shared in both electronic and paper form where appropriate, and efforts were made to reach often underrepresented areas of the region, such as North St. Louis and the Metro East/Illinois.

Local organizations, community centers, and various events that helped share survey information include, but are not limited to:

- Carondelet Park Rec Complex
- Maryland Heights Community Center
- Richmond Heights Community Center (The Heights)
- Metro-East Park and Recreation District
- Community Builders Network Action Group
- Lemay Housing Development
- Rise Community Development
- Southwestern Illinois City Management Association
- Citizens for Modern Transit
- Southwestern Council of Mayors Meeting
- Breaking Through Networking Breakfast
- Project LAUNCH

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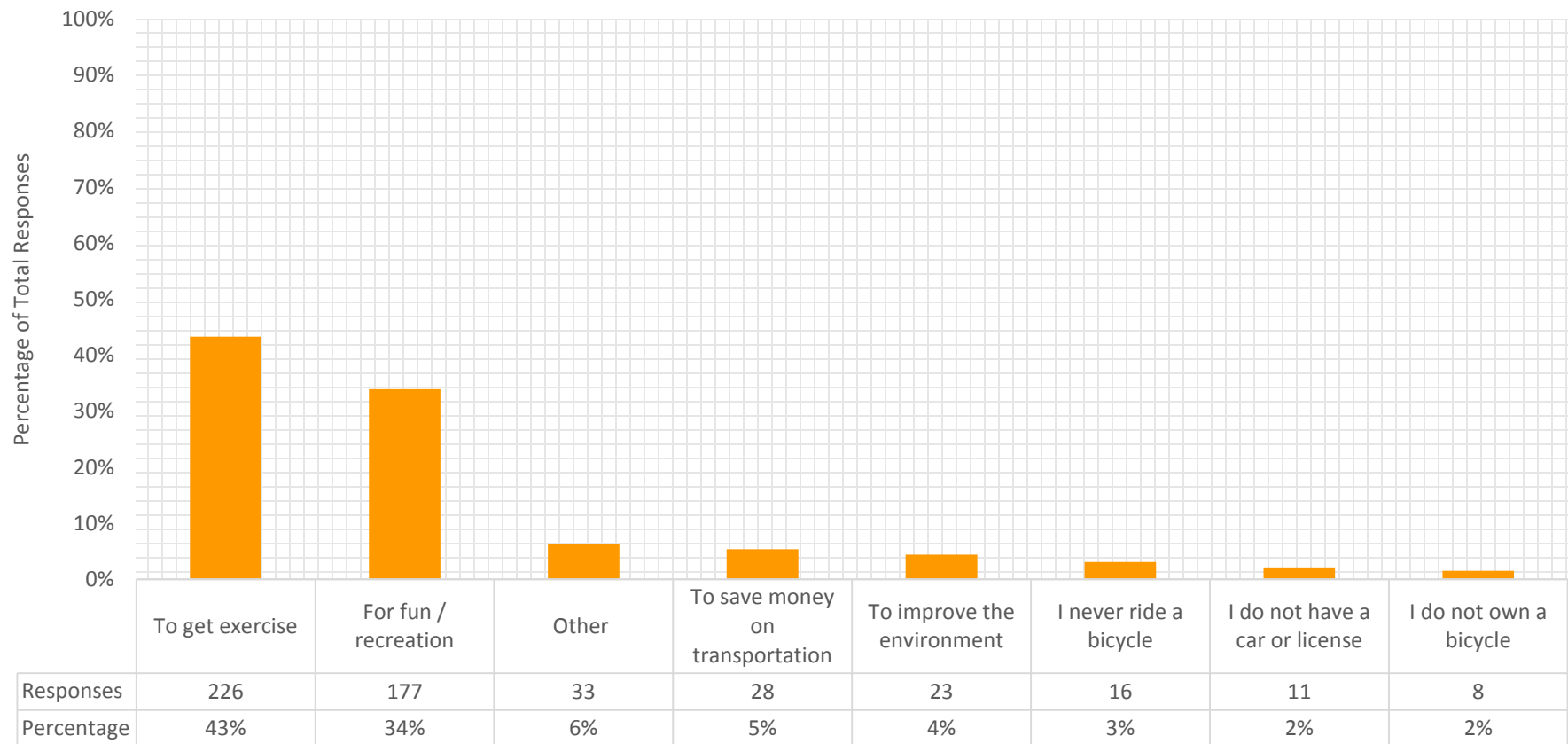
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Bicycling Questions

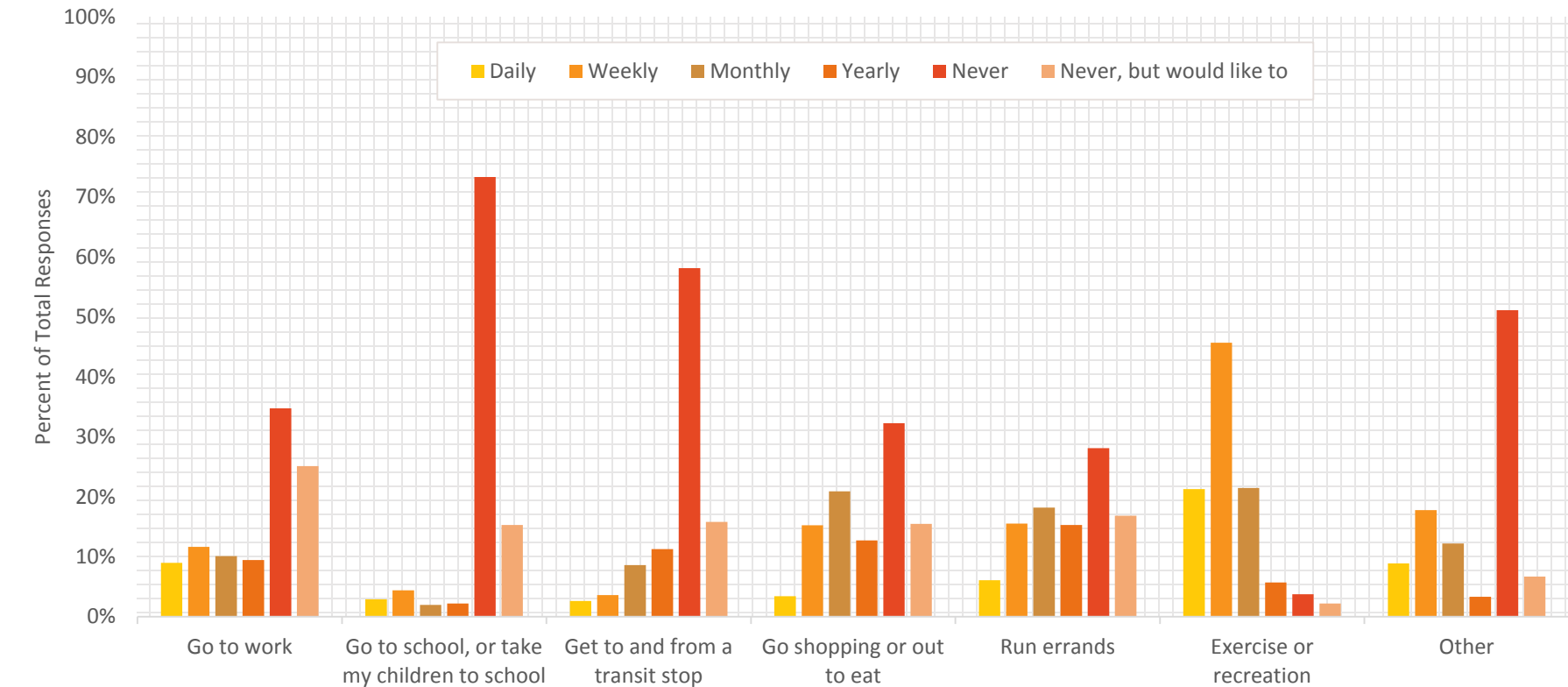
Q1: What is the main reason you ride a bicycle?

Respondents were asked to select just one response to reflect the *primary* reason that they bicycle. The top two reasons respondents bicycle are for exercise (43%) and for recreation (34%). These were the overwhelming majority, with all other reasons receiving less than 7% each. This trend is consistent with the 2005 survey, which also showed exercise and recreation as the top results. Other comments indicated that respondents bicycle for multiple/all of these reasons, to commute to work, and generally to get around.



Q2: How frequently do you ride a bicycle to do the following?

Responses to this question reflect the established trend of bicycling for exercise and recreation, which came in as the most frequent bicycling activity, with 21% of respondents bicycling daily for exercise or recreation, and 46% bicycling at least once a week. Biking to school, or to take children to school, was the least common bicycling activity, with 73% reporting they never do this. Biking to work shows potential, with 25% of respondents saying they don't commute by bike, but would like to. Other comments indicated many respondents are biking for social activities, such as attending special events or meeting up with friends.

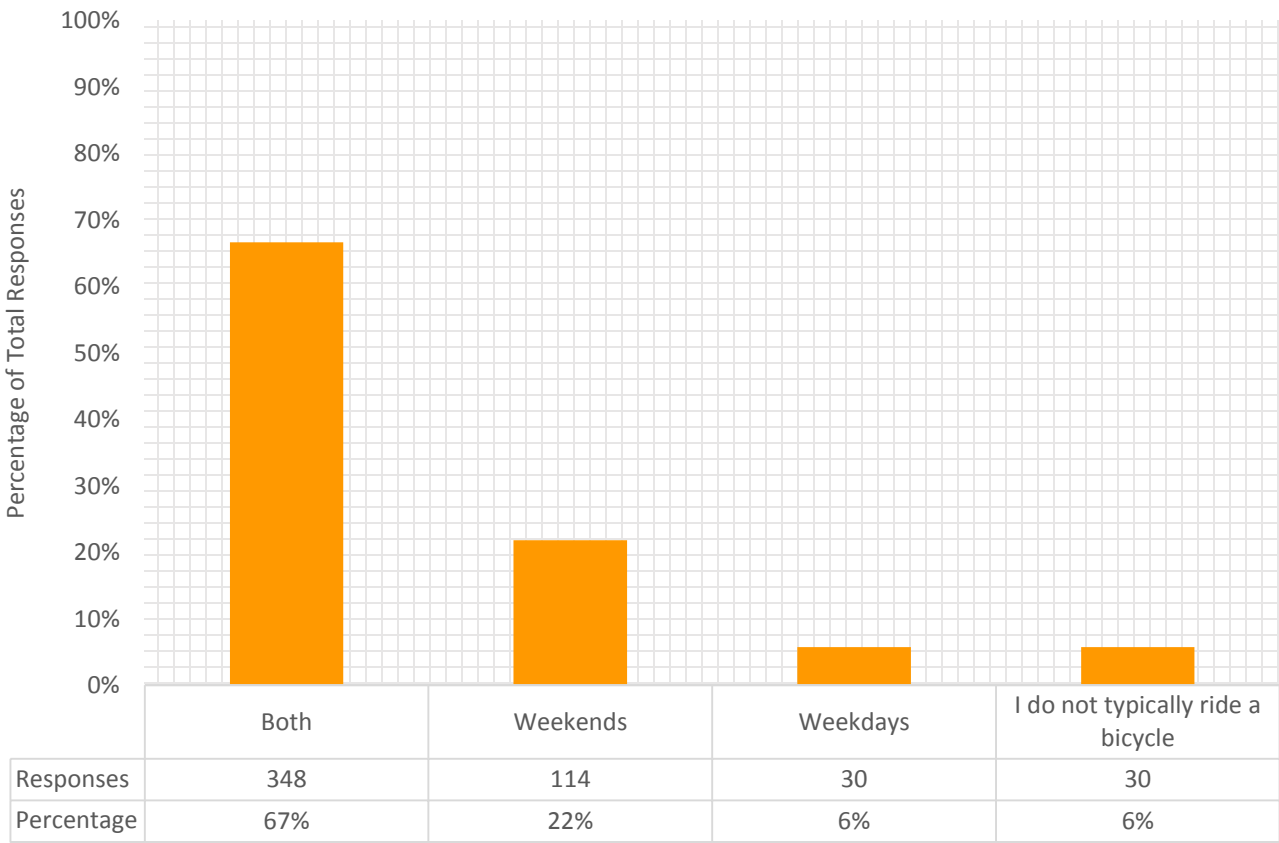


Q2: How frequently do you ride a bicycle to do the following? (continued)

		Go to work	Go to school, or take my children to school	Get to and from a transit stop	Go shopping or out to eat	Run errands	Exercise or recreation	Other
	Daily	40	12	11	15	27	108	8
		9%	3%	3%	3%	6%	21%	9%
	Weekly	52	18	15	67	69	232	16
		12%	4%	4%	15%	16%	46%	18%
	Monthly	45	8	36	92	81	109	11
		10%	2%	9%	21%	18%	21%	12%
	Yearly	42	9	47	56	68	29	3
		9%	2%	11%	13%	15%	6%	3%
	Never	155	302	243	142	125	19	46
		35%	73%	58%	32%	28%	4%	51%
	Never, but would like to	112	63	66	68	75	11	6
		25%	15%	16%	15%	17%	2%	7%

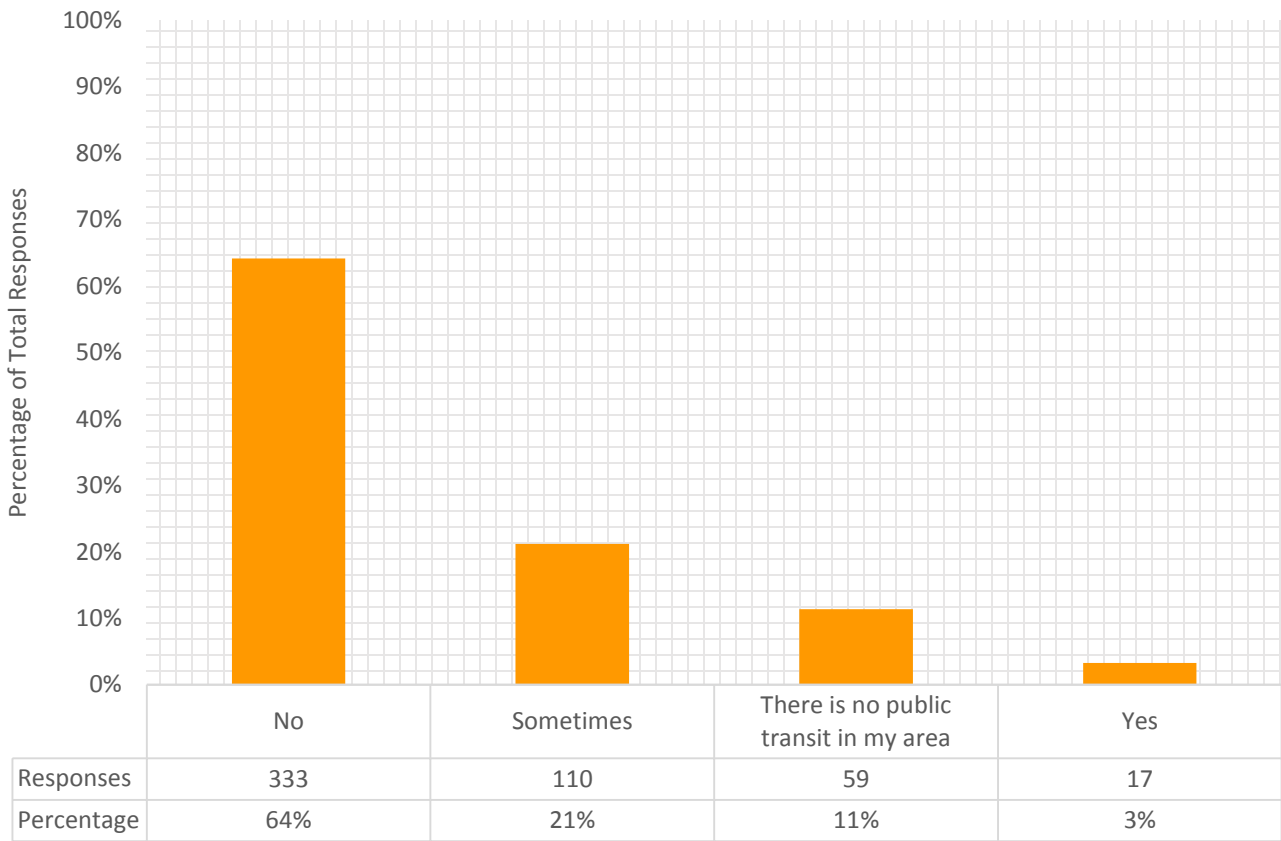
Q3: When do you typically ride a bicycle?

Most survey respondents (67%) ride a bicycle on both weekdays and weekends. Twenty-two percent reported bicycling on weekends only, which is in line with the recreational biking trend.



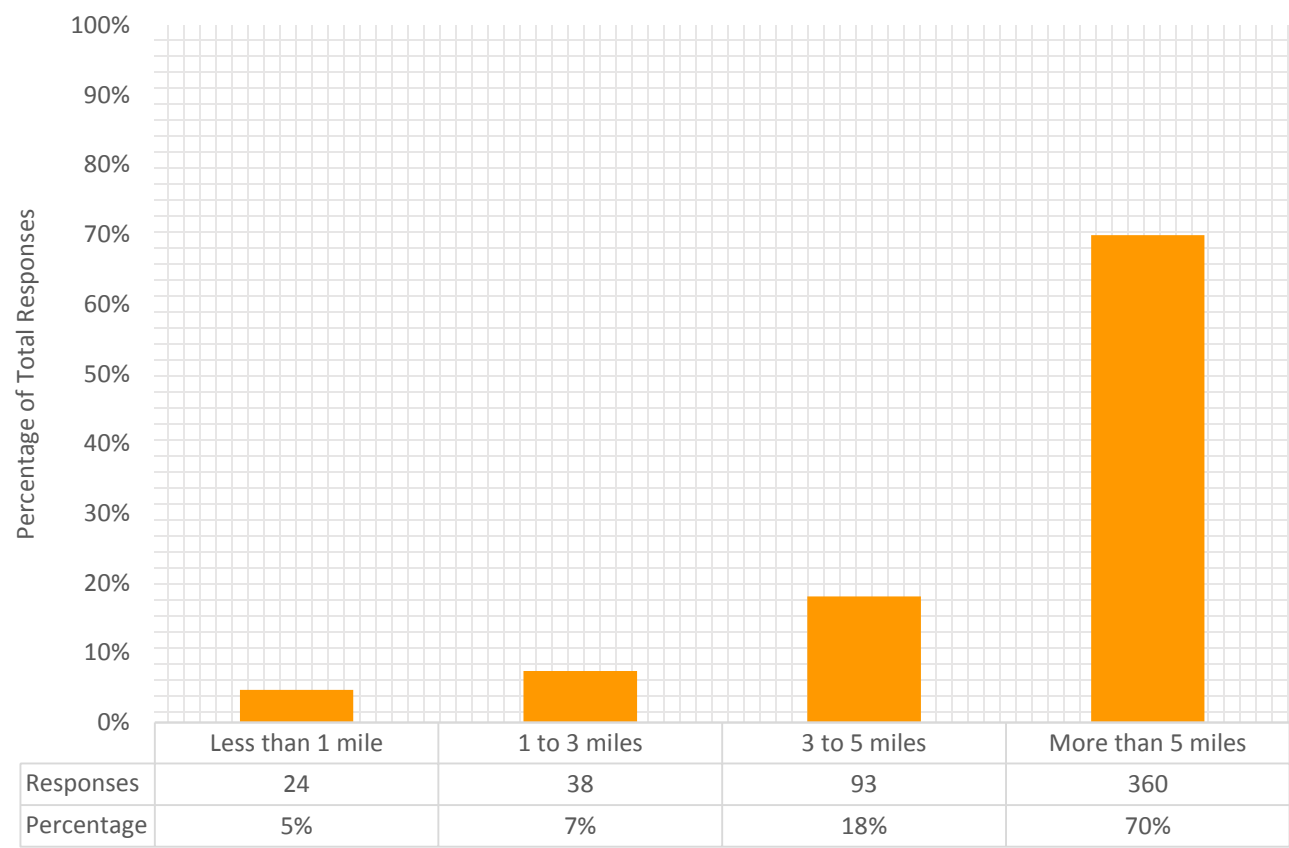
Q4: Do you combine your bicycle trip with public transportation?

The majority of respondents (75%) do not combine their bicycle trips with public transportation, with 11% reporting that public transit is not available in their area. This is an important metric to consider, since linking bicycle trips with public transit can significantly increase the reach of bicycle trips, and can also help bridge the gap of the first/last mile for transit users. Three miles is the typical transit catchment area for people traveling by bicycle, although some may not realize that transit is available in their area.



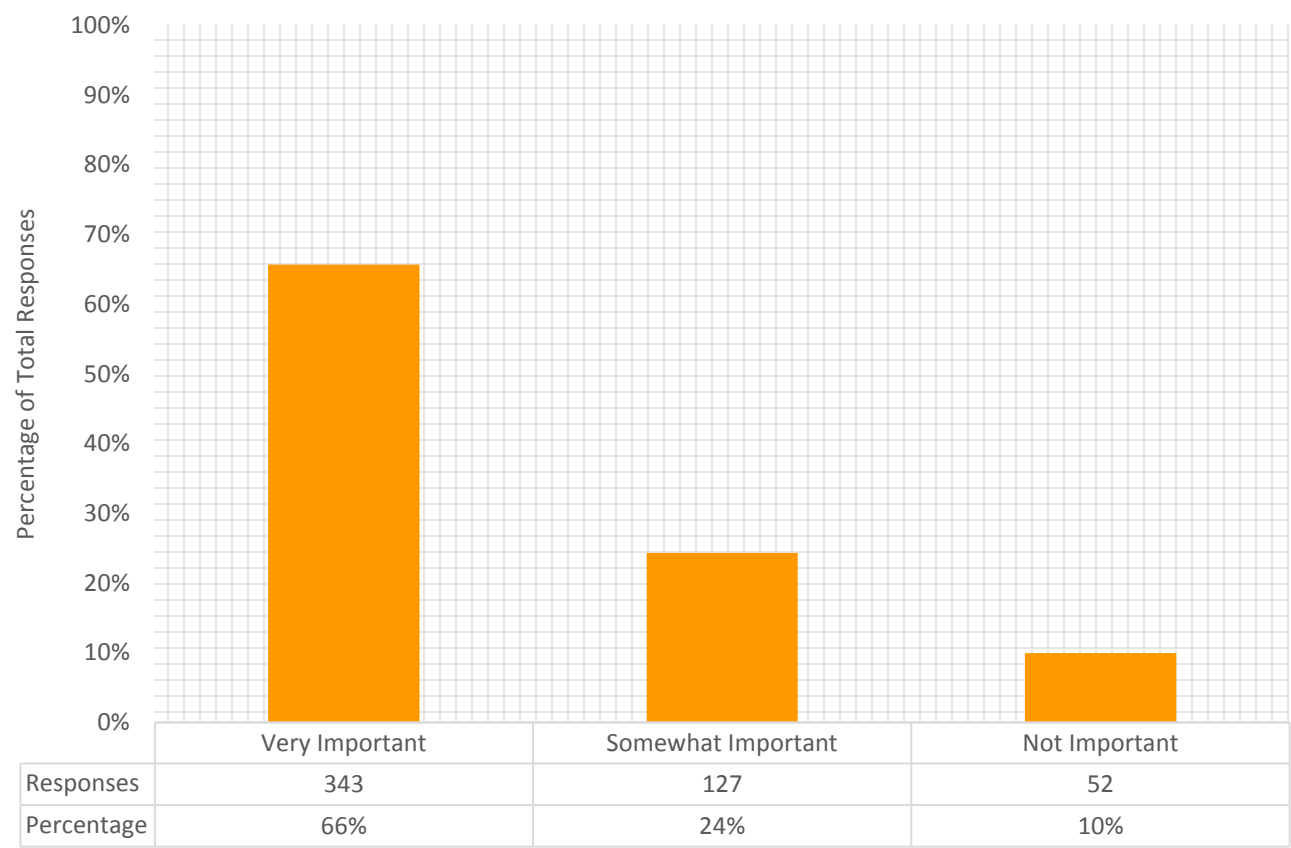
Q5: What is the farthest distance you would be willing to ride a bicycle to a destination?

Seventy percent of respondents reported being willing to bike more than five miles to a destination. This was well ahead of the second place response, which showed that 18% were willing to bike between three and five miles to a destination. However, with such a high number of respondents reporting recreational biking, those biking for recreation or exercise may tolerate or even seek out longer distances to ride.



Q6: How important are bicycling improvements to your quality of life?

The overwhelming majority of respondents (90%) stated that bicycling improvements are somewhat or very important to their quality of life. This is a clear indication that improvements to the region’s bicycle network are desired, with several of the subsequent questions providing further clarity regarding what types of improvements are preferred, and where.



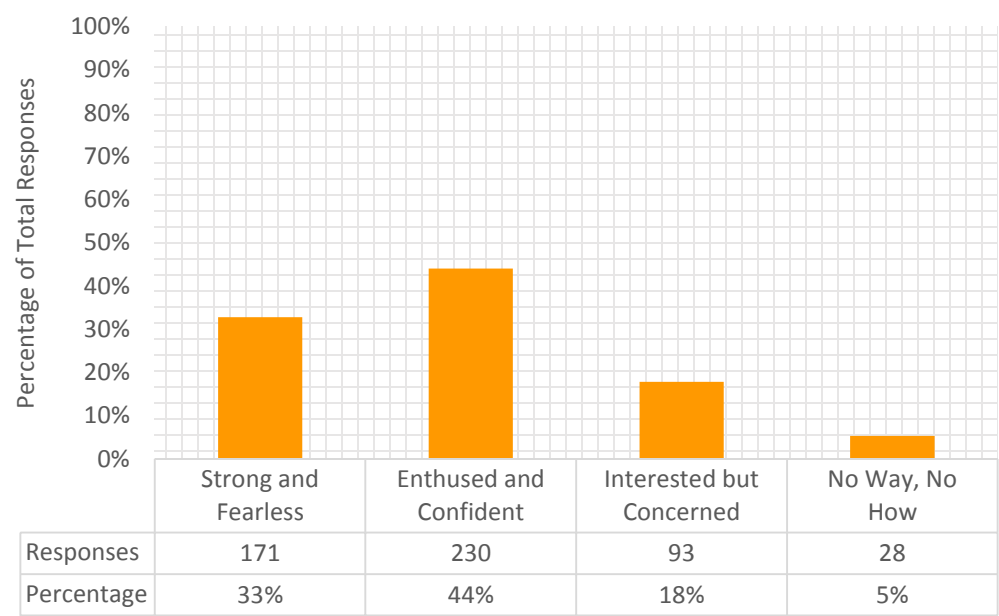
Q7: What skill level do you consider yourself as a bicyclist?

Survey respondents were asked to self-identify their skill level as a bicyclist, based on the four types of bicyclists identified in a study by the Portland Office of Transportation in 2005¹. Portland’s study, and subsequent studies based on their findings, find that the majority of Americans fall into the “Interested but Concerned” category, followed by the “No How, No Way” category, with very few categorized as “Enthusied and Confident” or “Strong and Fearless”. East-West Gateway survey results showed nearly the opposite composition of responses, with 44% identifying as “Enthusied and Confident,” followed by 33% identifying as “Strong and Fearless,” and significantly lower numbers of responses in the other two categories.

Bicyclist types were defined in the survey as follows:

- Strong and Fearless:* I am a very confident bicyclist who is comfortable operating in the roadway as a vehicle.
- Enthusied and Confident:* I am comfortable riding on some roadways, but prefer bicycle facilities that are separate from vehicle traffic.
- Interested but Concerned:* I would like to ride more, but have safety concerns.
- No Way, No How:* I have no interest in riding a bike for transportation.

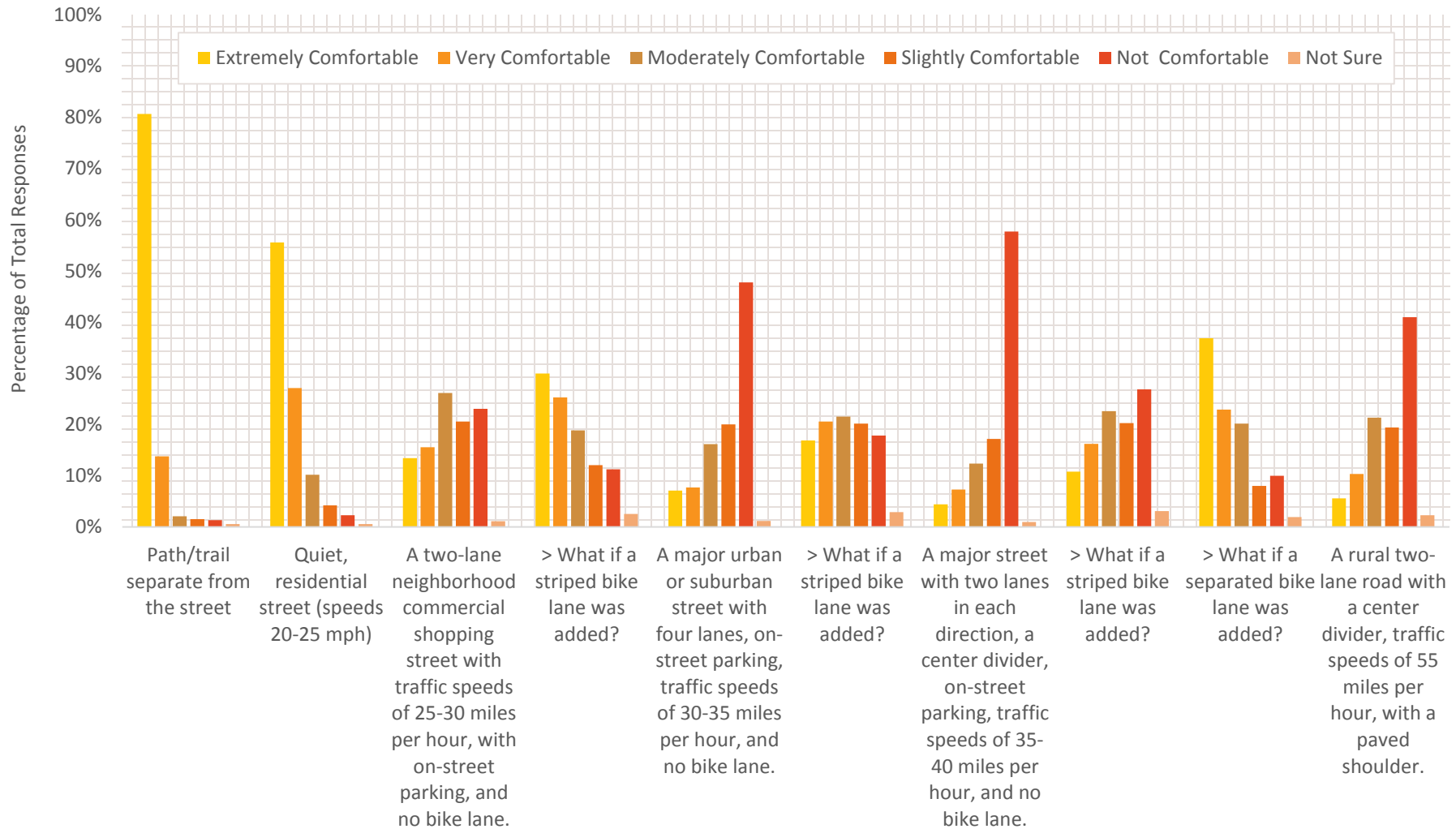
One explanation for these results is that those who are more avid bicyclists are going to be more likely to complete a bicycling survey, and are likely to be more skilled bicyclists as well. However, self-reported *comfort* levels on various road types and facilities (Question 9) seem to paint a different picture. It could be that respondents over-estimate their skill level, or that individual interpretations of questions on “comfort” or “preference” vary.



¹ Geller, Roger. “Four Types of Cyclists.” Portland Office of Transportation (updated 2009): <https://www.portlandoregon.gov/transportation/article/264746>.

Q8: Describe your level of comfort riding a bicycle in the following places.

The types of facilities most cited as *Extremely Comfortable* to ride a bicycle were paths and trails separate from the roadway (81%) and quiet residential streets with traffic speeds of 20-25 miles per hour (56%). Respondents were less comfortable on roads with more lanes and higher speeds, but their comfort level increased when bike lanes were added. Overall, the responses demonstrate that increased separation from vehicle traffic correlates with an increase in bicyclist comfort. It should be noted, however, that even when dedicated bicycle facilities were added to busier roads, reported comfort levels still were not as high as they were with off-street paths or quiet residential streets.

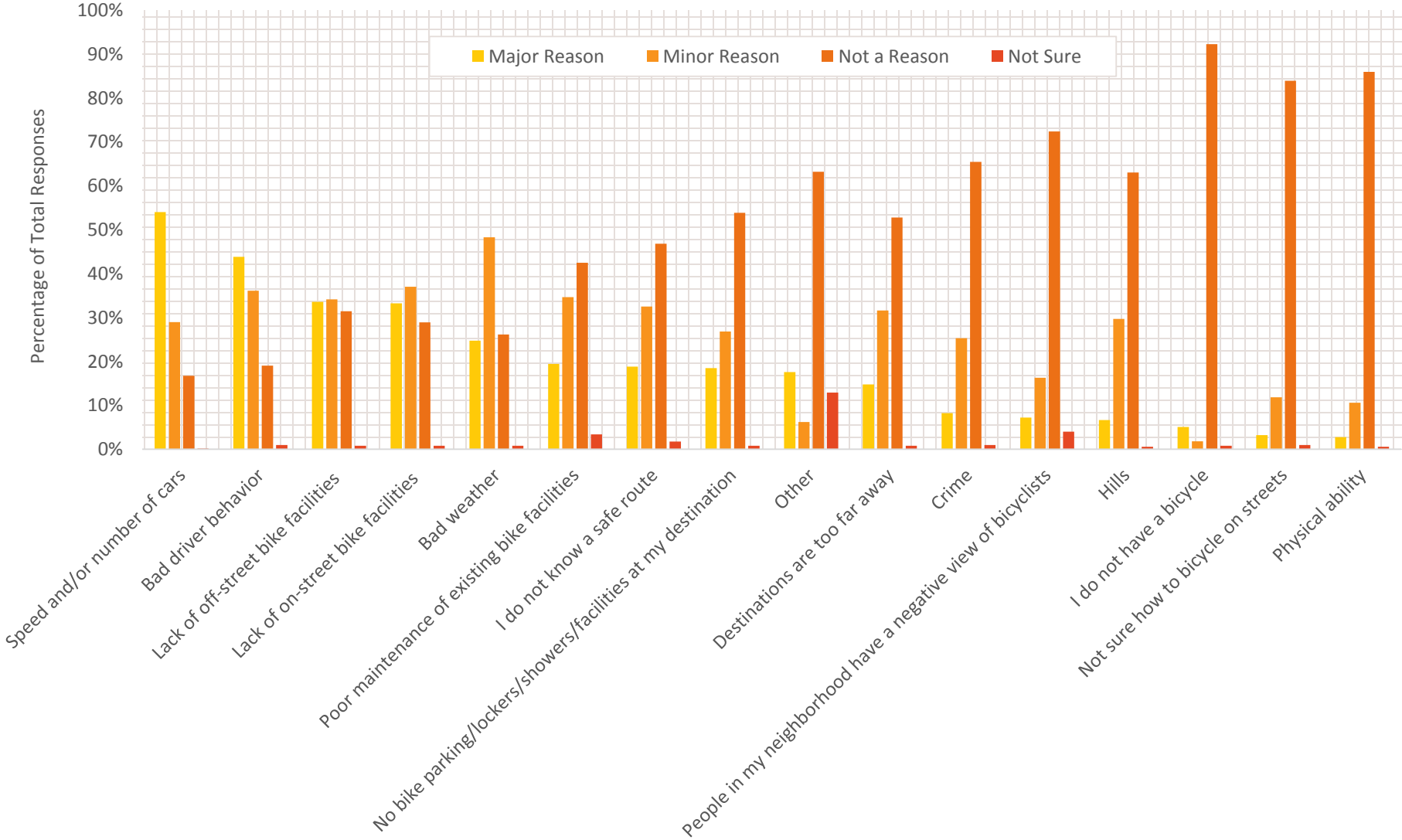


Q8: Describe your level of comfort riding a bicycle in the following places. (continued)

		Path/trail separate from the street	Quiet, residential street (speeds 20- 25 mph)	A two-lane neighborhood commercial shopping street with traffic speeds of 25-30 miles per hour, with on-street parking, and no bike lane.	> What if a striped bike lane was added?	A major urban or suburban street with four lanes, on-street parking, traffic speeds of 30-35 miles per hour, and no bike lane.	> What if a striped bike lane was added?	A major street with two lanes in each direction, a center divider, on- street parking, traffic speeds of 35-40 miles per hour, and no bike lane.	> What if a striped bike lane was added?	> What if a separated bike lane was added?	A rural two-lane road with a center divider, traffic speeds of 55 miles per hour, with a paved shoulder.
	Extremely Comfortable	421	289	70	154	37	87	23	56	188	29
		81%	56%	13%	30%	7%	17%	4%	11%	37%	6%
	Very Comfortable	72	141	81	130	40	106	38	84	117	54
		14%	27%	16%	25%	8%	21%	7%	16%	23%	10%
	Moderately Comfortable	11	53	136	97	84	111	64	117	103	111
		2%	10%	26%	19%	16%	22%	12%	23%	20%	21%
	Slightly Comfortable	8	22	107	62	104	104	89	105	41	101
		2%	4%	21%	12%	20%	20%	17%	20%	8%	19%
	Not Comfortable	7	12	120	58	248	92	299	139	51	213
		1%	2%	23%	11%	48%	18%	58%	27%	10%	41%
	Not Sure	3	3	6	13	6	15	5	16	10	12
		1%	1%	1%	3%	1%	3%	1%	3%	2%	2%

Q9: What prevents you from bicycling more or bicycling at all?

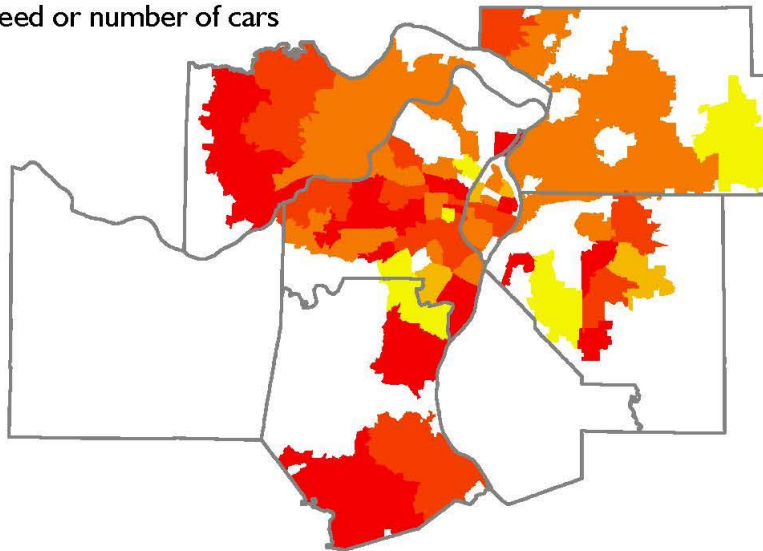
Responses to this question were analyzed using a weighted average to reflect the level of importance selected. In order, the top four responses cited as a reason that prevents bicycling were: *Speed and/or number of cars*, *Bad driver behavior*, *Lack of on-street bike facilities* (striped/separated bike lanes), and *Lack of off-street bike facilities* (shared-use paths). Other comments frequently reiterated bad driver behavior and a lack of dedicated bicycle facilities and connectivity, but also time constraints, poor maintenance of pavement/facilities, and weather. The subsequent maps display the weighted average of the top four responses by home zip code of the survey respondent.



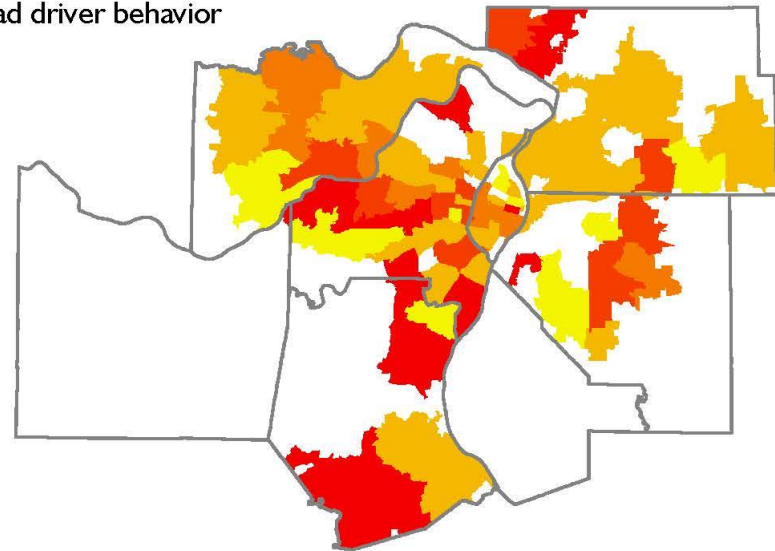
Q9: What prevents you from bicycling more or bicycling at all? (continued)

		Speed and/or number of cars	Bad driver behavior	Lack of off- street bike facilities	Lack of on- street bike facilities	Bad weather	Poor maintenance of existing bike facilities	I do not know a safe route	No bike parking/ lockers/showers/ facilities at my destination
	Major Reason	274	221	171	169	125	97	95	93
		54%	44%	34%	33%	25%	19%	19%	18%
	Minor Reason	147	182	174	188	244	173	164	135
		29%	36%	34%	37%	48%	35%	33%	27%
	Not a Reason	85	96	160	147	132	212	236	271
		17%	19%	31%	29%	26%	42%	47%	54%
	Not Sure	1	5	4	4	4	17	9	4
		0%	1%	1%	1%	1%	3%	2%	1%
		Other	Destinations are too far away	Crime	People in my neighborhood have a negative view of bicyclists	Hills	I do not have a bicycle	Not sure how to bicycle on streets	Physical ability
	Major Reason	34	74	41	36	33	25	16	14
		18%	15%	8%	7%	7%	5%	3%	3%
	Minor Reason	12	158	126	81	147	9	59	53
		6%	32%	25%	16%	30%	2%	12%	11%
	Not a Reason	122	264	326	360	312	454	418	430
		63%	53%	65%	72%	63%	92%	84%	86%
	Not Sure	25	4	5	20	3	4	5	3
		13%	1%	1%	4%	1%	1%	1%	1%

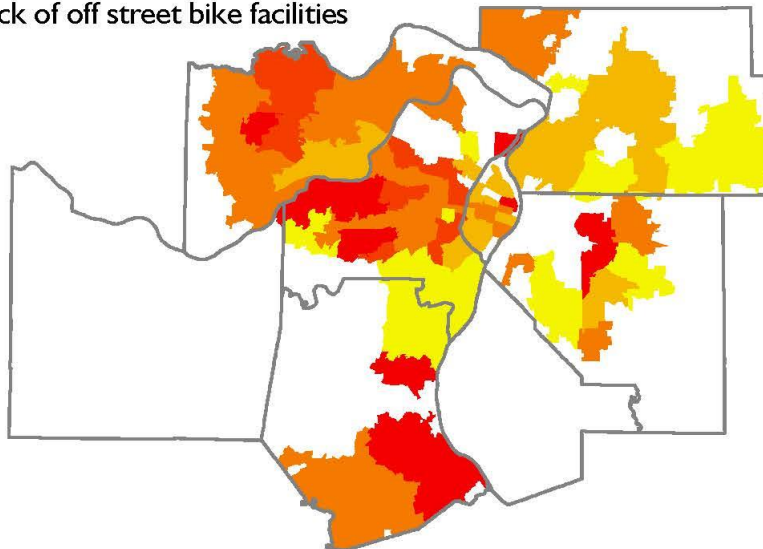
Speed or number of cars



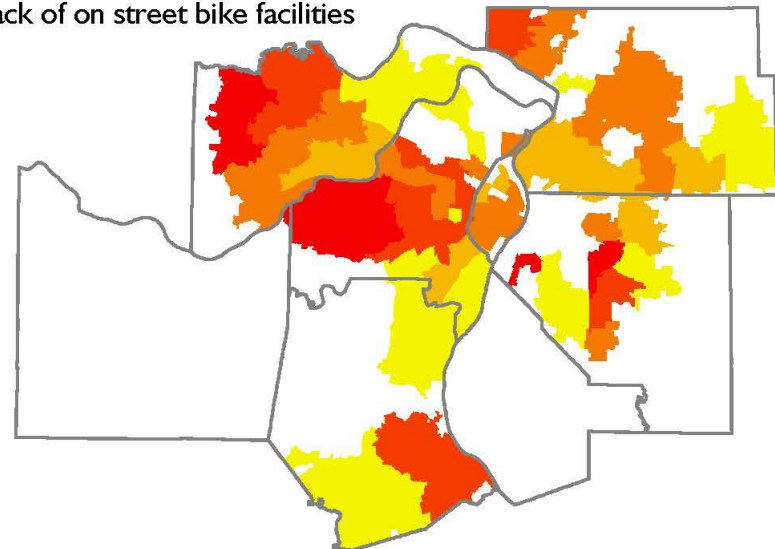
Bad driver behavior



Lack of off street bike facilities



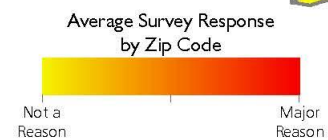
Lack of on street bike facilities



What prevents you from bicycling more or at all?

St. Louis Metropolitan Area

December 2018



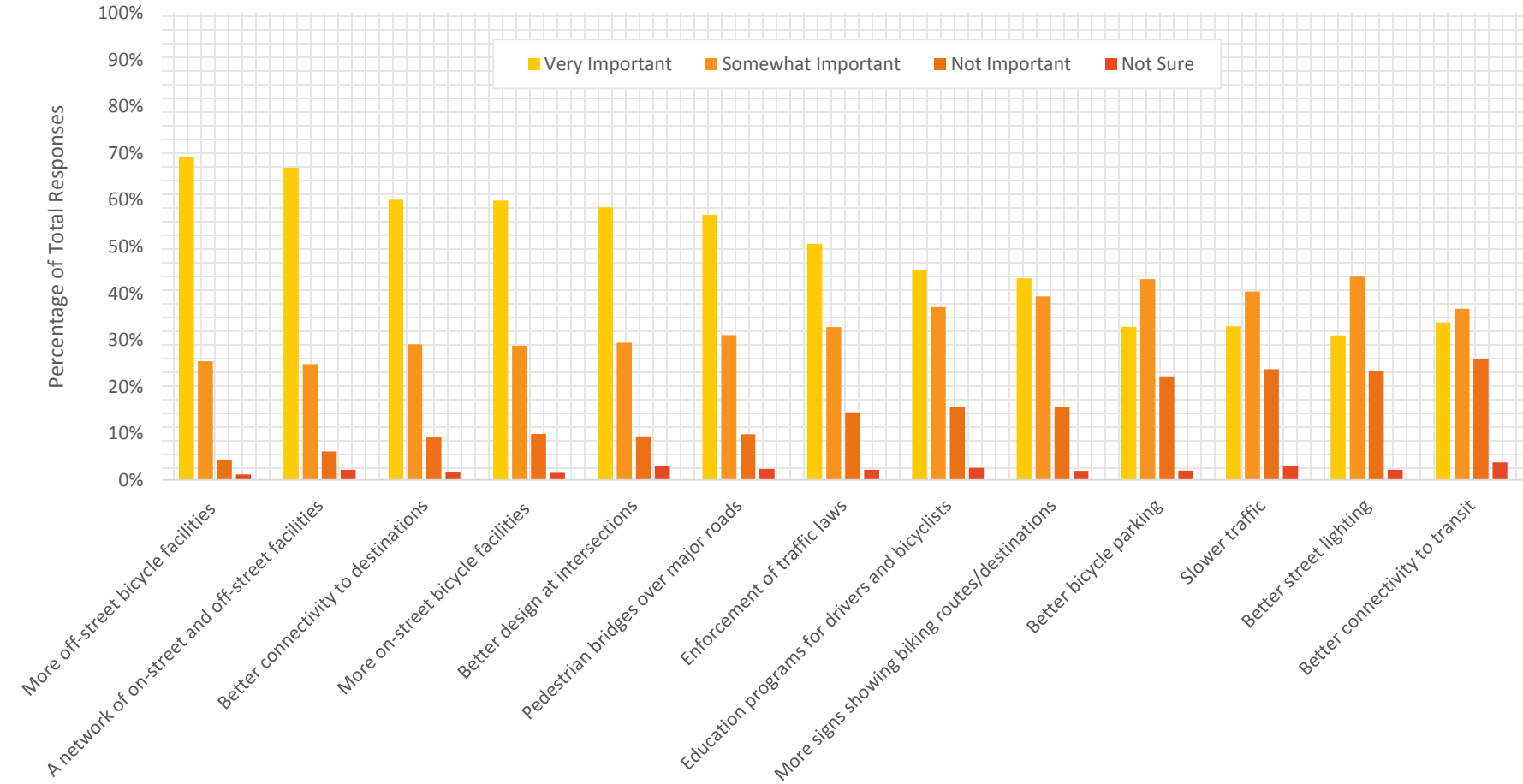
Source: East-West Gateway
Council of Governments



Q10: How important do you think the following improvements would be in supporting bicycling in the St. Louis region?

Responses to this question were analyzed using a weighted average to reflect the level of importance selected. The responses with the highest-ranking weighted averages (in order) were *More off-street bicycle facilities* (paved trails/shared-use paths), *A network of on-street and off-street facilities*, *Better connectivity to destinations*, and *More on-street bicycle facilities* (striped/separated bike lanes).

The top responses were similar in that they reflected an overall desire to grow the region’s bicycle network with more facilities and better connections. Other comments received were consistent with this, expressing the need for not just more bicycle infrastructure, but high-quality facilities that connect to each other as well as destinations. Additionally, more than a third of the comments reiterated the importance of enforcement and education, which ranked 7th and 8th respectively in their weighted averages.



Q10: How important do you think the following improvements would be in supporting bicycling in the St. Louis region? (continued)

		More off-street bicycle facilities	A network of on-street and off-street facilities	Better connectivity to destinations	More on-street bicycle facilities	Better design at intersections	Pedestrian bridges over major roads	Enforcement of traffic laws
	Very Important	357	342	308	310	300	291	258
		69%	67%	60%	60%	58%	57%	51%
	Somewhat Important	131	127	149	149	151	159	167
		25%	25%	29%	29%	29%	31%	33%
	Not Important	22	31	47	51	48	50	74
		4%	6%	9%	10%	9%	10%	15%
	Not Sure	6	11	9	8	15	12	11
		1%	2%	2%	2%	3%	2%	2%
		Education programs for drivers and bicyclists	More signs showing biking routes and destinations	Better bicycle parking	Slower traffic	Better street lighting	Better connectivity to transit	
	Very Important	228	222	167	168	158	172	
		45%	43%	33%	33%	31%	34%	
	Somewhat Important	188	202	219	206	222	187	
		37%	39%	43%	40%	44%	37%	
	Not Important	79	80	113	121	119	132	
		16%	16%	22%	24%	23%	26%	
	Not Sure	13	10	10	15	11	19	
		3%	2%	2%	3%	2%	4%	

Open Answer Bicycling Questions

The following open-ended questions allow respondents to expand on their answers to previous questions, or to comment on areas not covered by the survey. A total of 645 comments were received in response to these questions. Overall, many comments expressed a desire for not only more bicycle facilities, but higher-quality and well-maintained facilities. Many comments addressed the need for safer crossings and intersections, increased separation from vehicle traffic, as well as traffic calming in general. Concerns over education and enforcement of traffic laws for both bicyclists and motorists were also frequently cited. Excerpts from these comments are included below.

Q11: Are there any specific streets or intersections where you think bicycling safety concerns need to be addressed? Identify the street or intersection, and discuss what type of improvement would be most beneficial.

"Highway K in O'Fallon, MO"

"Tower Grove and Vandeventer intersection could be much better."

"From Natural Bridge and Euclid to the park, constantly speeding cars."

"Forest Park Pkwy and Skinker – maybe a bicycle/pedestrian only light."

"Swansea, Illinois – getting access to MetroBikeLink via feeder streets"

"Delmar Loop is a nightmare for bikes. There's so much traffic and no good way around it. It's even worse with the new trolley tracks."

"Road diets on some streets and additional pavement on Saint Charles Rock Road, or some creative facility."

"Olive through Chesterfield needs bike accommodations--a buffered bike lane and reduced speed limit would be great."

"Lindbergh Boulevard especially New Halls Ferry to Missouri Bottom and I-70 to south"

"Olive Blvd - east of I-170 - there needs to be a bike lane or something here! Would be a great connector from U City to Centennial Greenway!"

"More bike friendly routes need to be connected from Grant's Trail to shopping/eating destinations."

"Route 61-67 in Barnhart, MO has signs to use it as a bike route. This would be a very bad idea with places where the shoulder comes and goes and some of the shoulders have drop offs. The traffic is too fast and the road is not straight. I wish there were an old train track in the area for a path like the ones in St. Louis County. Jefferson County needs something like that, too."

"Virtually any crossing of an arterial road at a highway interchange."

Q12: What bicycling improvements or initiatives would you like to see implemented in the St. Louis region?

Infrastructure / Amenities

"Protected bike ways like other cities"

"More bike lanes"

"More separated facilities, more off-road paths, more connectivity between major destinations, transit, etc."

"More trails and separated facilities"

"The stop lights don't detect cyclist and need to be improved"

"More bike parking would be huge"

Education / Enforcement

"Bicycling encouragement programs for schools/students"

"Driver and bicyclist education is the most important to ensure safety"

"Clearer traffic laws (and enforcement) for drivers and bicyclists on shared roads"

"Normalization of biking"

"Passage of no texting while driving laws and enforcement of same"

Maintenance

"More frequent re-paving of streets in general, certainly those where bikes use the outside/curb lanes"

"Regular street sweeping of bike lanes. Clearing of snow from multi-use paths."

"Repair the bike paths to make them rideable"

Other / General Comments

"Way slower speed limits in Jefferson County."

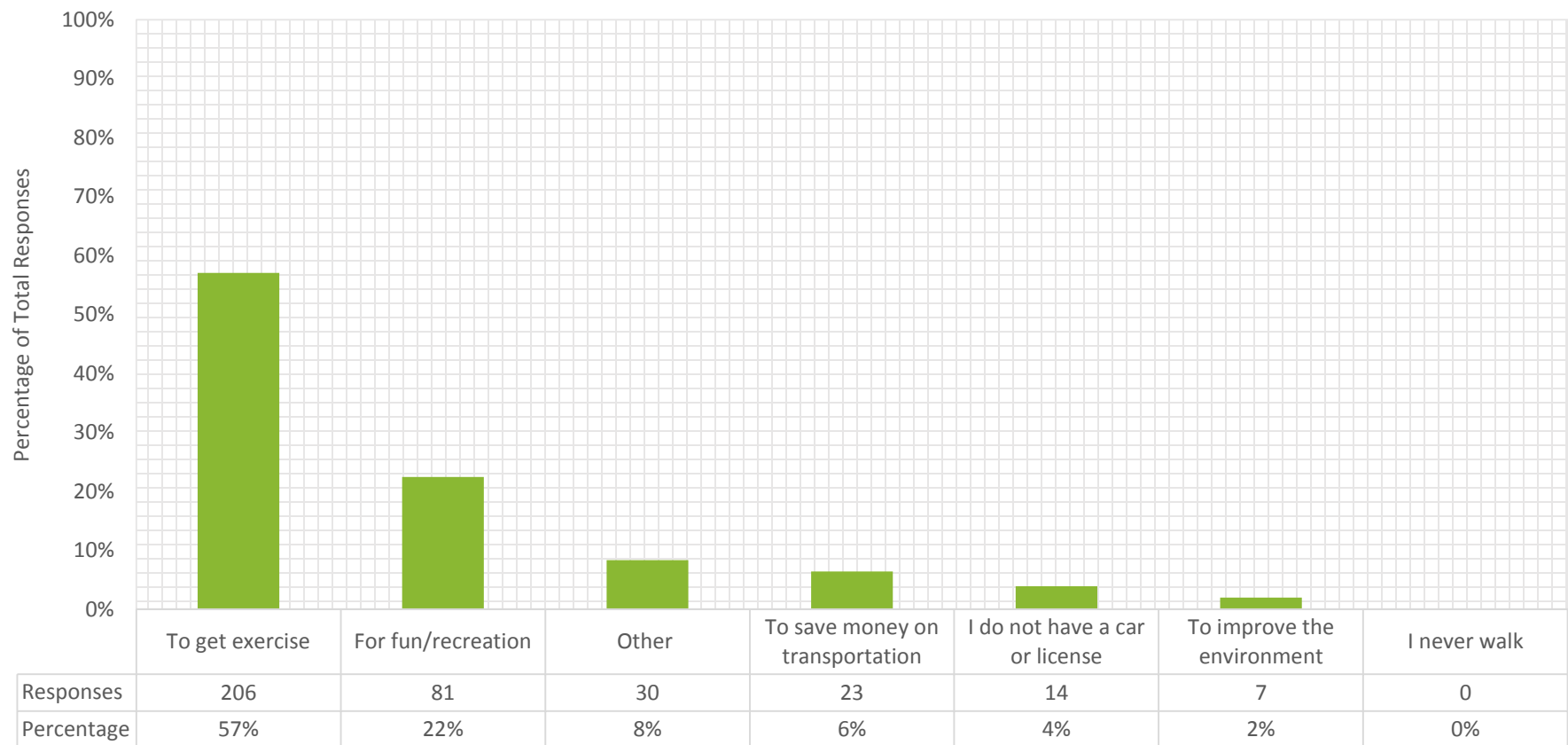
"Cameras on the trails with little traffic or visibility."

"Bike sharing would be so awesome! I love it when I go to other big cities."

Walking Questions

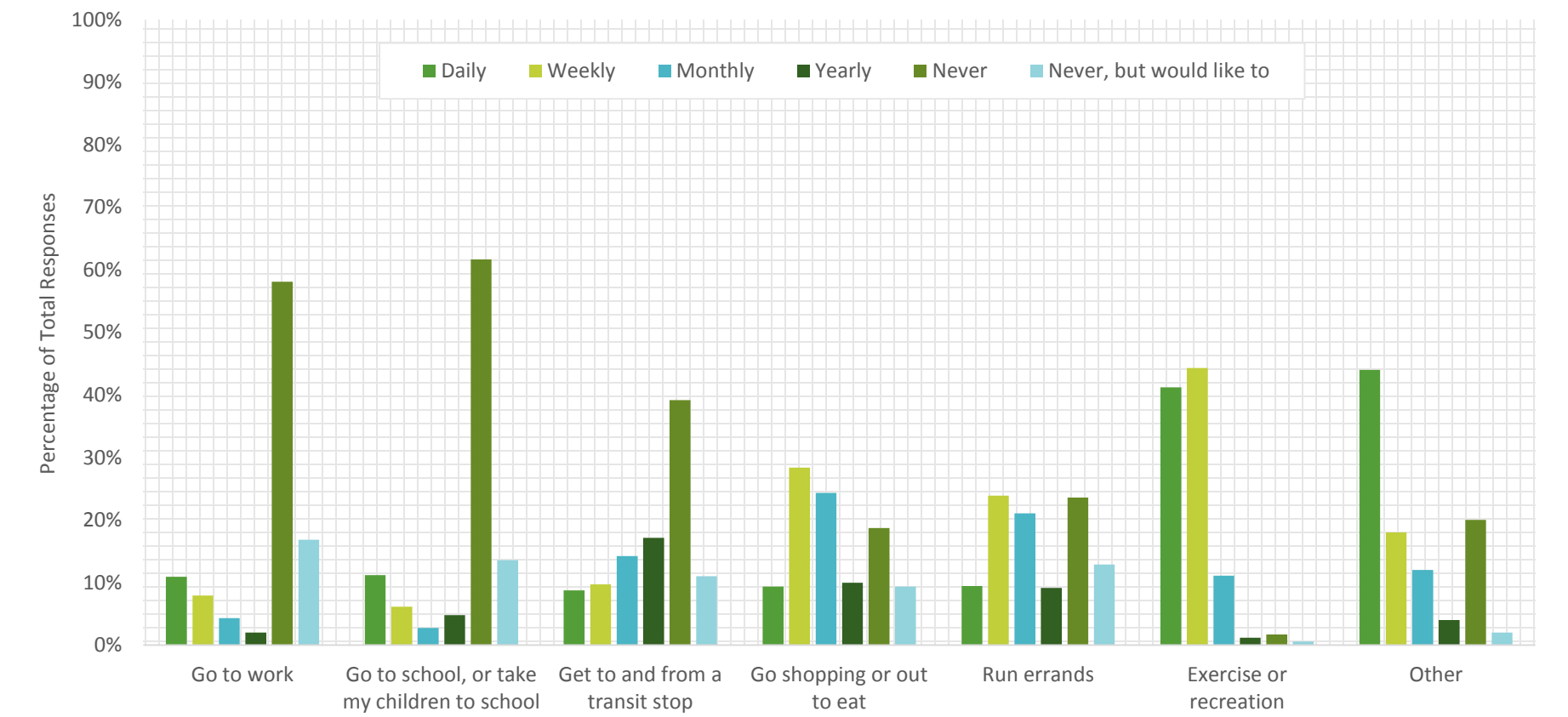
Q13: What is the main reason you walk?

Similar to the bicycling survey, the top two reasons respondents walk are for exercise (57%) and for recreation (22%). Respondents were asked to select just one response to reflect the *primary* reason that they walk, but comments indicated that most respondents walk for multiple or all of the options listed, and also generally to get around.



Q14: How frequently do you walk to do the following?

Consistent with Question 16, exercise or recreation was the most frequent walking activity, with 41% reporting they walk recreationally daily and 44% reporting at least once a week. On a weekly basis, 28% of respondents reported walking to *Go shopping or out to eat* and 24% reported walking to *Run errands*. Other comments indicated that social activities such as visiting friends or going to church were frequent walking activities, although “walking the dog” was the most frequently cited reason, comprising 24% of comments received.

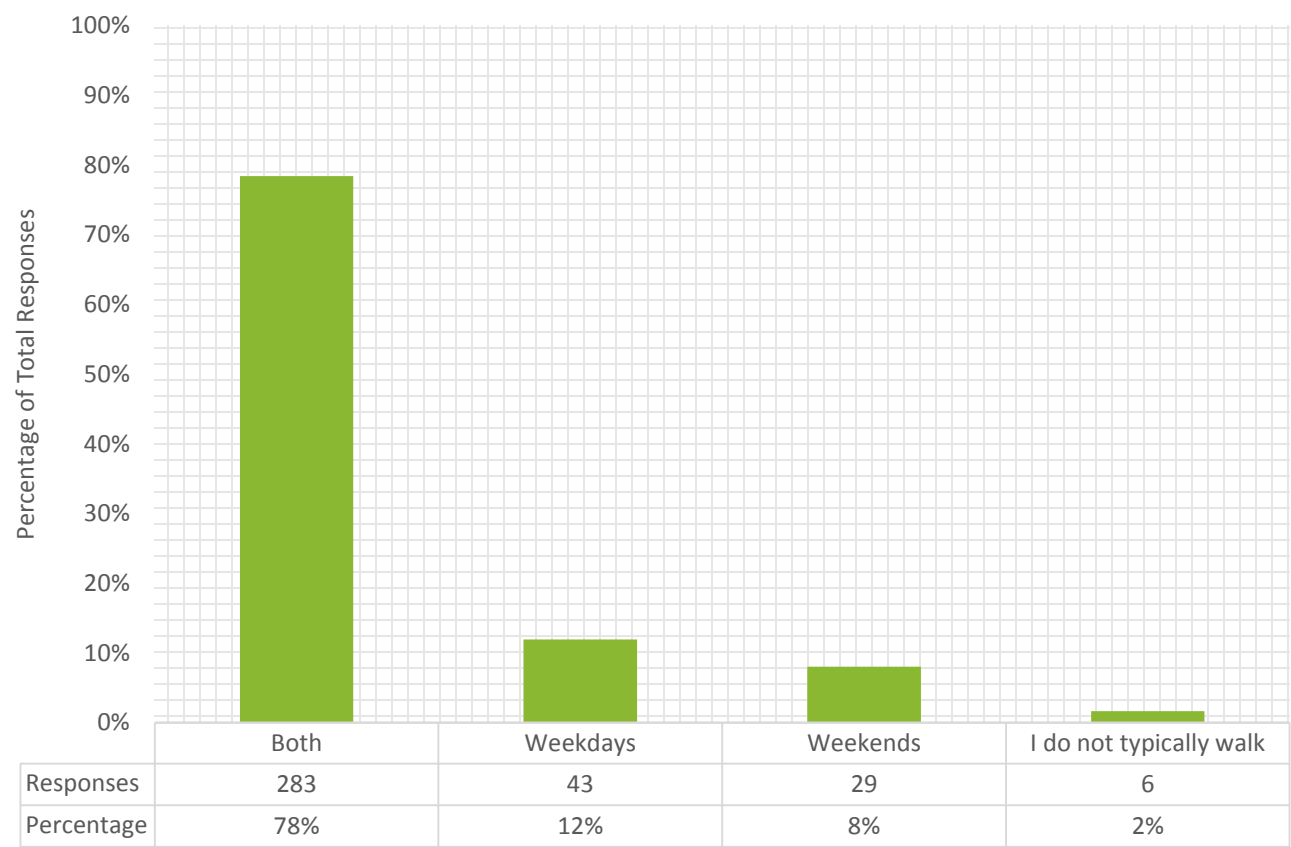


Q14: How frequently do you walk to do the following? (continued)

		Go to work	Go to school, or take my children to school	Get to and from a transit stop	Go shopping or out to eat	Run errands	Exercise or recreation	Other
	Daily	33	33	27	30	30	145	22
		11%	11%	9%	9%	9%	41%	44%
	Weekly	24	18	30	91	76	156	9
		8%	6%	10%	28%	24%	44%	18%
	Monthly	13	8	44	78	67	39	6
		4%	3%	14%	24%	21%	11%	12%
	Yearly	6	14	53	32	29	4	2
		2%	5%	17%	10%	9%	1%	4%
	Never	176	182	121	60	75	6	10
		58%	62%	39%	19%	24%	2%	20%
	Never, but would like to	51	40	34	30	41	2	1
		17%	14%	11%	9%	13%	1%	2%

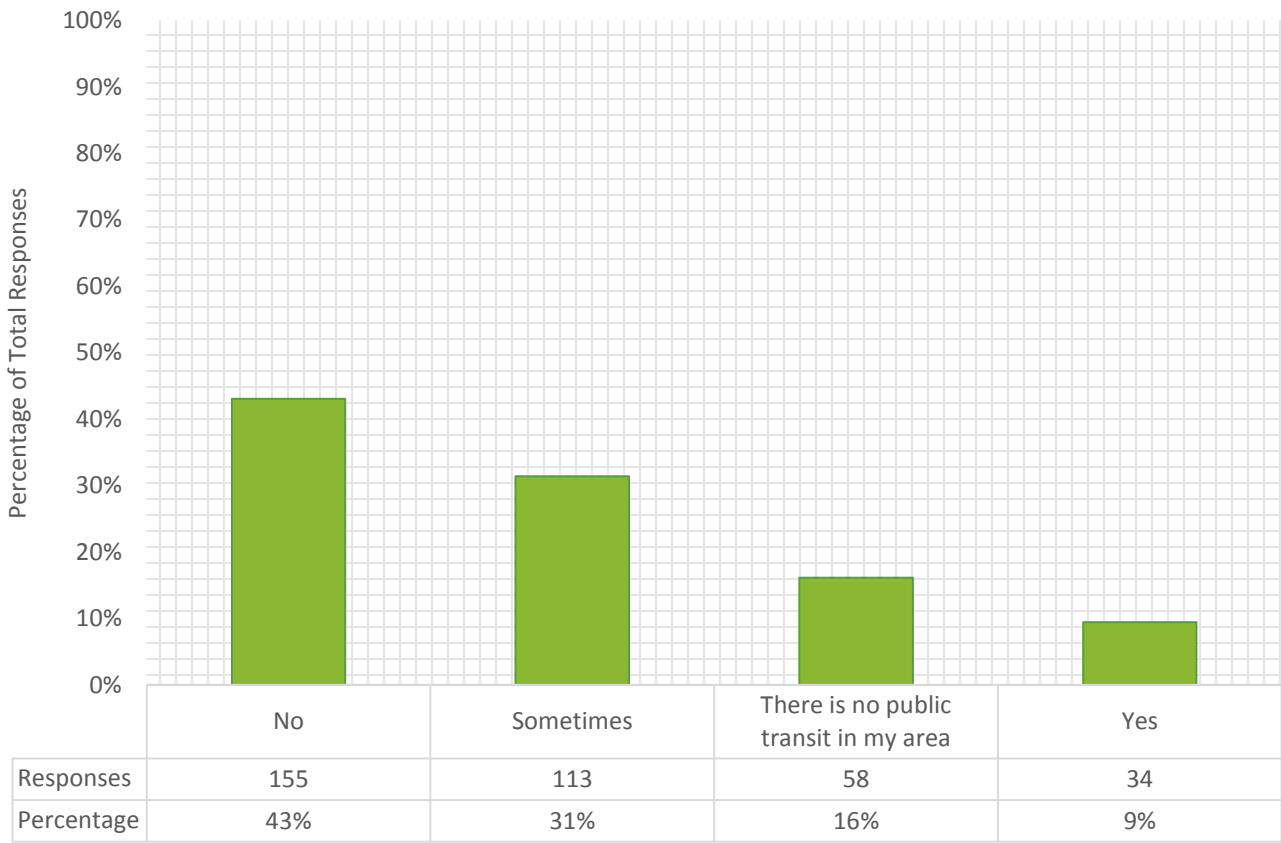
Q15: When do you typically walk?

Most survey respondents (78%) walk on both weekdays and weekends. Slightly more respondents reported walking on weekdays only (12%) compared to those who walk on weekends only (8%).



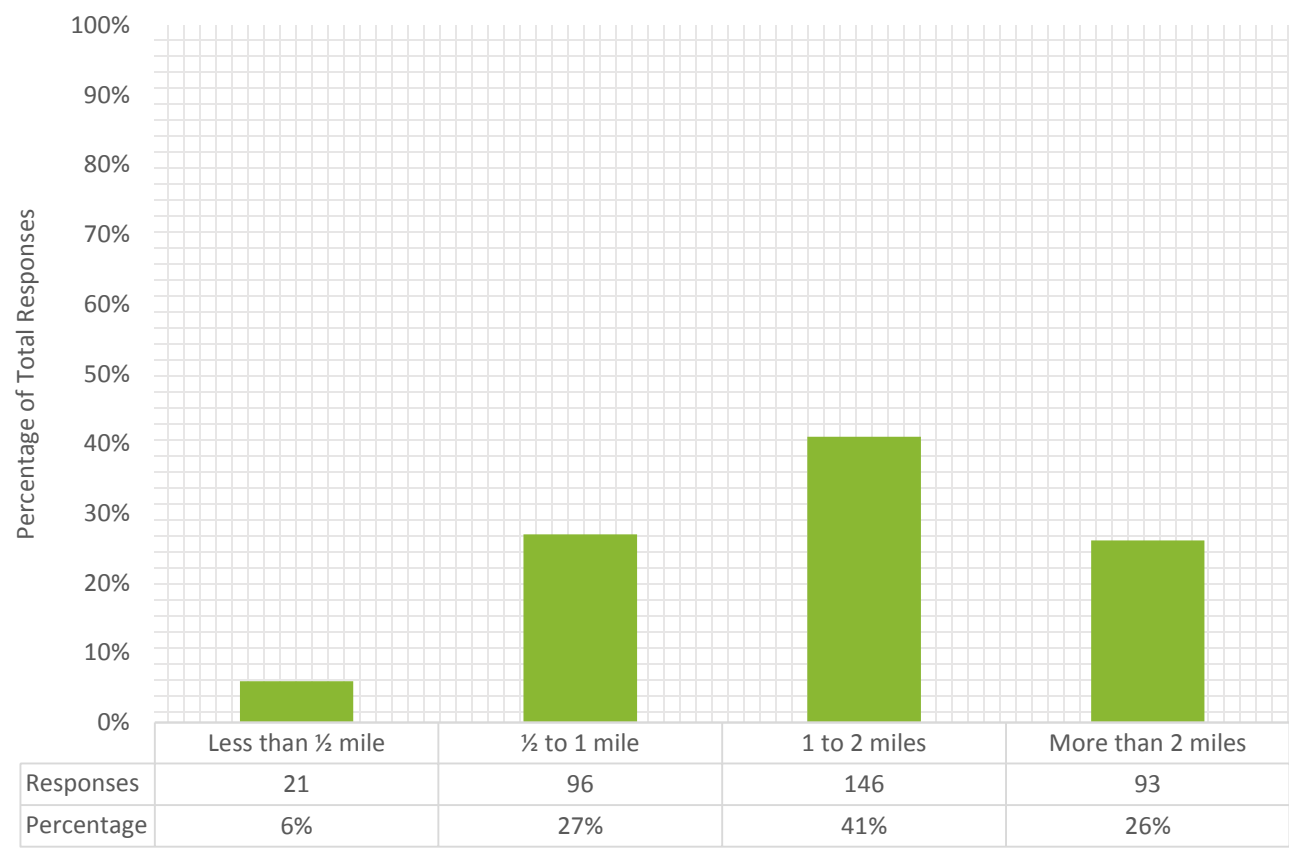
Q16: Do you combine your walking trip with public transportation?

Forty-three percent of respondents do not combine their walking trips with public transportation, with an additional 16% reporting public transit is not available in their area. A much larger portion of respondents reported combining walking trips with public transit (40%) compared to combining bicycle trips with transit (24%), despite the typical transit catchment area being much lower for people walking, at just a half-mile.



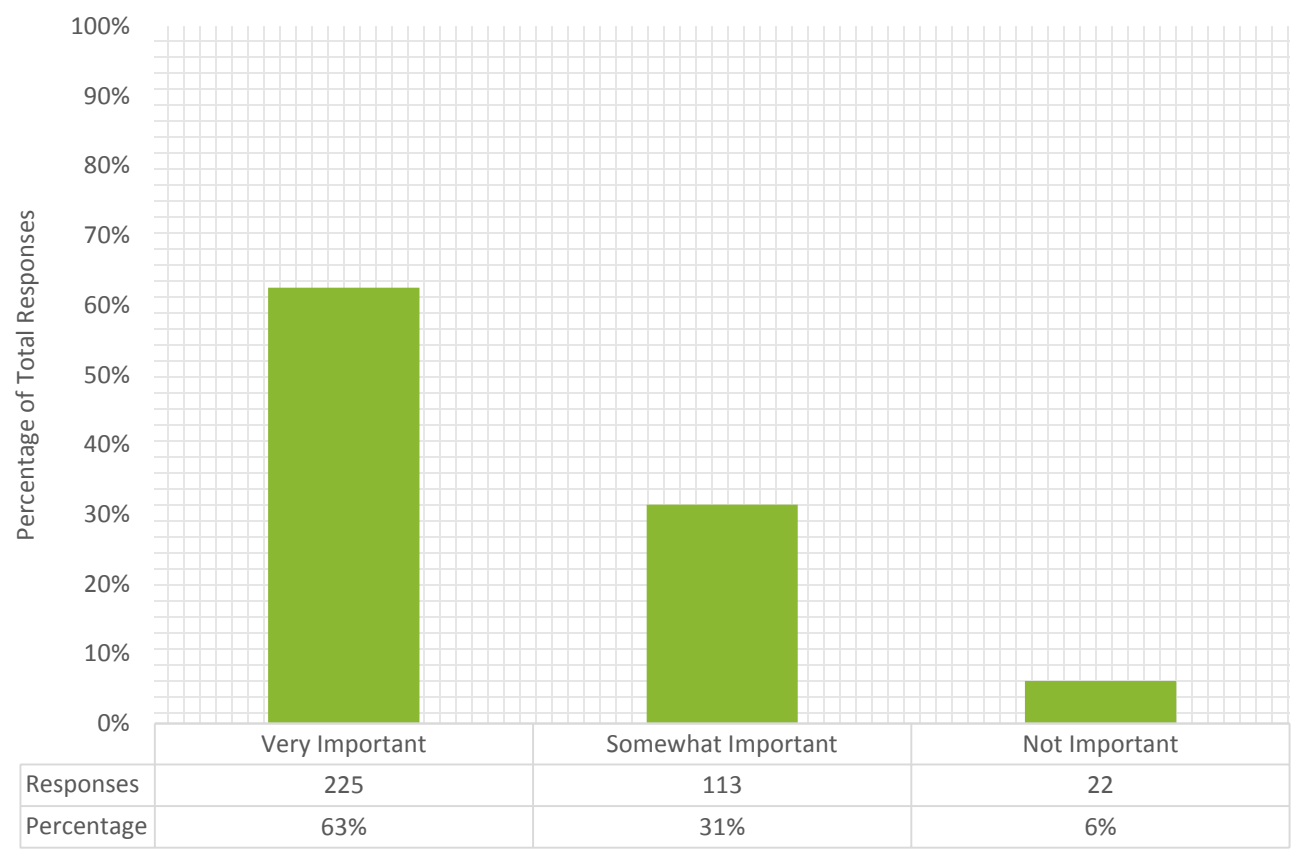
Q17: What is the farthest distance you would be willing to walk to a destination?

Not surprisingly, the farthest distance respondents were willing to walk to a destination was less than they were willing to bicycle. At 41%, the top response was a distance of one to two miles. Nearly equal numbers of respondents reported be willing to walk between a half-mile to one mile, or more than two miles.



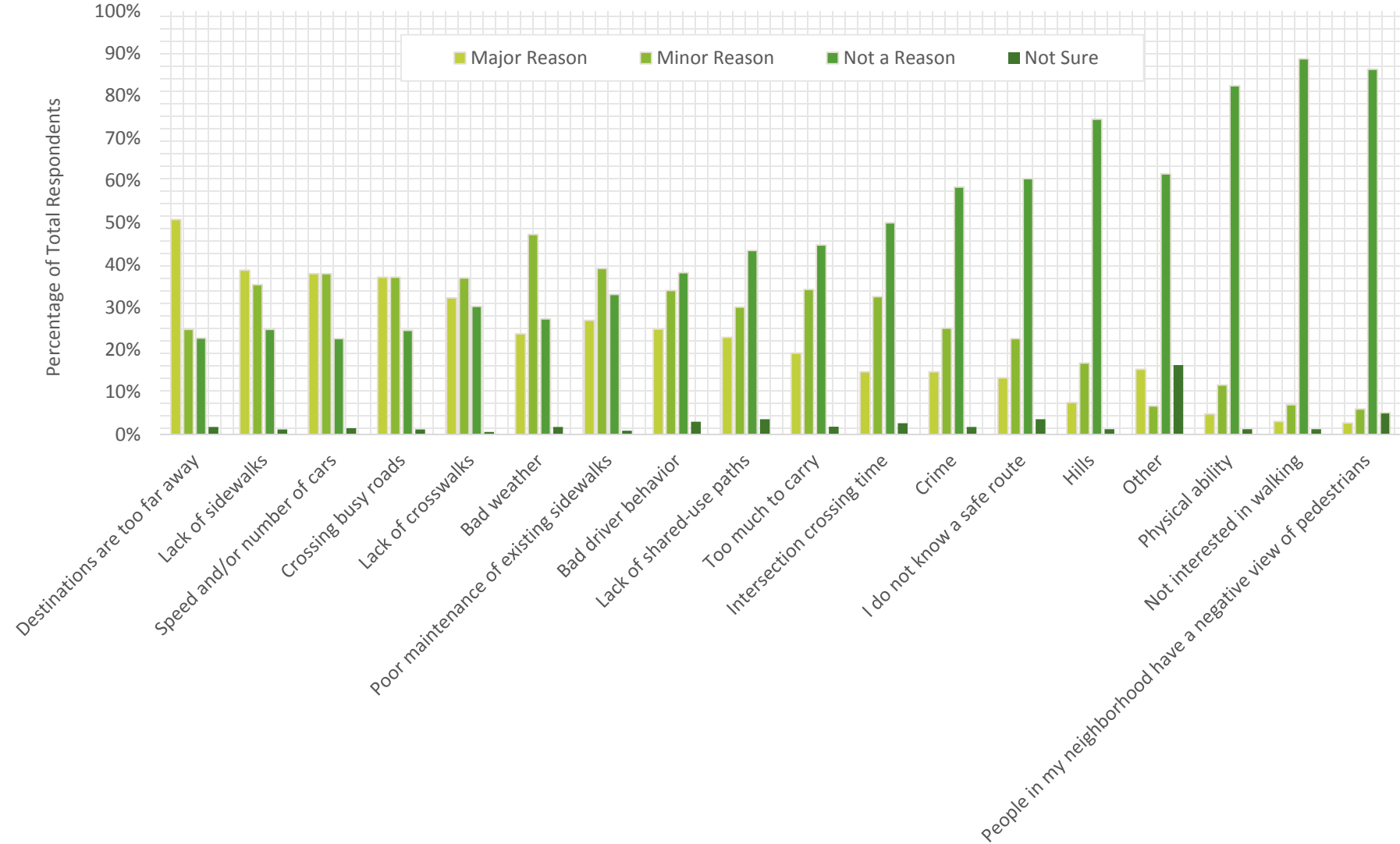
Q18: How important are walking improvements to your quality of life?

The overwhelming majority of respondents (94%) stated that bicycling improvements are somewhat or very important to their quality of life, which is just slightly higher than the 90% for bicycling improvements. Again, this is a clear indication that improvements to the region’s pedestrian facilities are desired, with several of the following questions providing further clarity regarding where and what types of improvements are preferred.



Q19: What prevents you from walking more or walking at all?

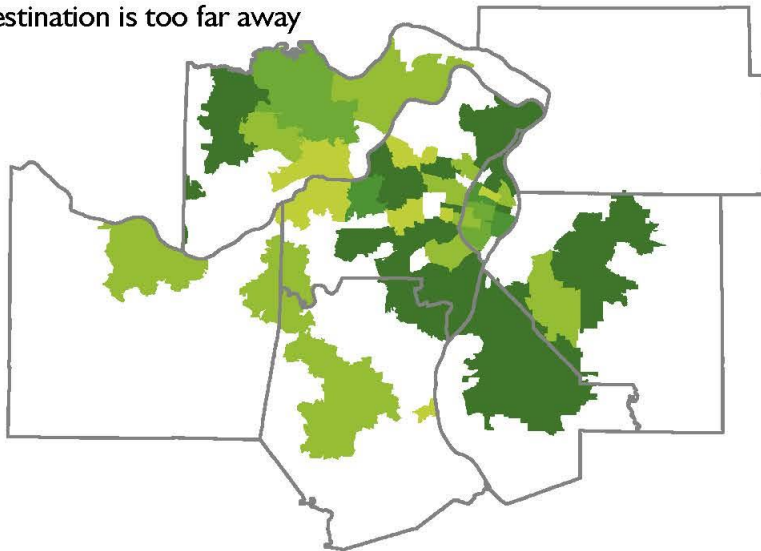
Responses to this question were analyzed using a weighted average to reflect the level of importance selected. In order, the top four responses cited as a reason that prevents walking were: *Destinations are too far away*, *Lack of sidewalks*, *Speed and/or number of cars*, and *Crossing busy roads*. Other comments cited time constraints, crime, and a general lack of sidewalk amenities such as shade trees, lighting, buffers from vehicle traffic, and regular removal of debris. The subsequent maps display the weighted average of the top four responses by home zip code of the survey respondent.



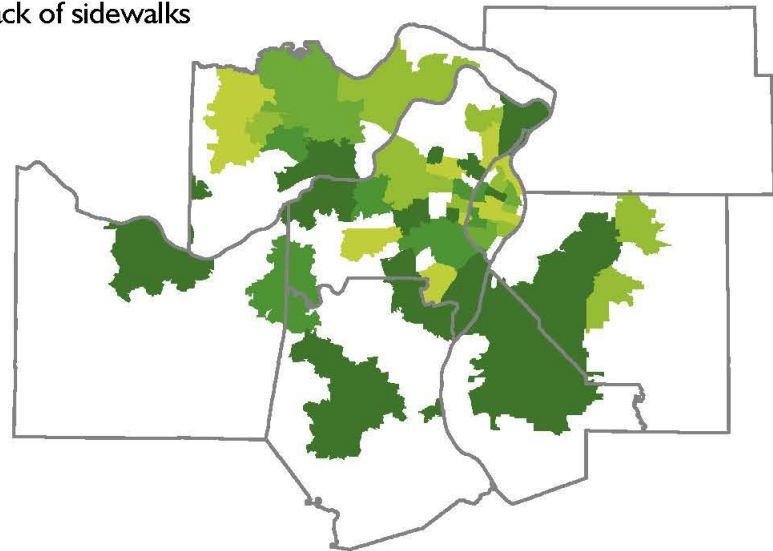
Q19: What prevents you from walking more or walking at all? (continued)

		Destinations are too far away	Lack of sidewalks	Speed and/or number of cars	Crossing busy roads	Lack of crosswalks	Bad weather	Poor maintenance of existing sidewalks	Bad driver behavior	Lack of shared-use paths
	Major Reason	174	136%	131	127	110	81	92	84	77
		51%	39%	38%	37%	32%	24%	27%	25%	23%
	Minor Reason	85	124	131	127	126	161	134	115	101
		25%	35%	38%	37%	37%	47%	39%	34%	30%
	Not a Reason	78	87	78	84	103	93	113	129	146
		23%	25%	23%	25%	30%	27%	33%	38%	43%
	Not Sure	6	4	5	4	2	6	3	10	12
		2%	1%	1%	1%	1%	2%	1%	3%	4%
		Too much to carry	Intersection crossing time	Crime	I do not know a safe route	Hills	Other	Physical ability	Not interested in walking	People in my neighborhood have a negative view of pedestrians
	Major Reason	64	50	50	45	25	16	16	10	9
		19%	15%	15%	13%	8%	15%	5%	3%	3%
	Minor Reason	114	110	85	76	56	7	39	23	20
		34%	33%	25%	23%	17%	7%	12%	7%	6%
	Not a Reason	149	169	198	203	248	64	275	291	288
		45%	50%	58%	60%	74%	62%	82%	89%	86%
	Not Sure	6	9	6	12	4	17	4	4	17
		2%	3%	2%	4%	1%	16%	1%	1%	5%

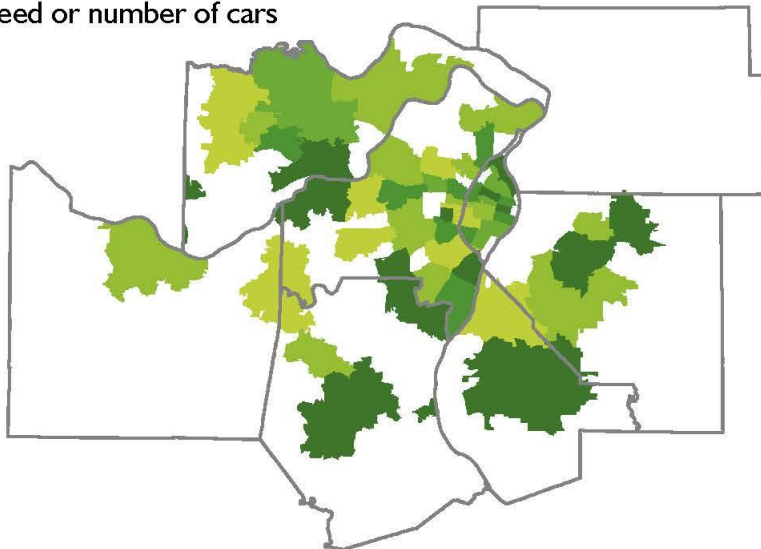
Destination is too far away



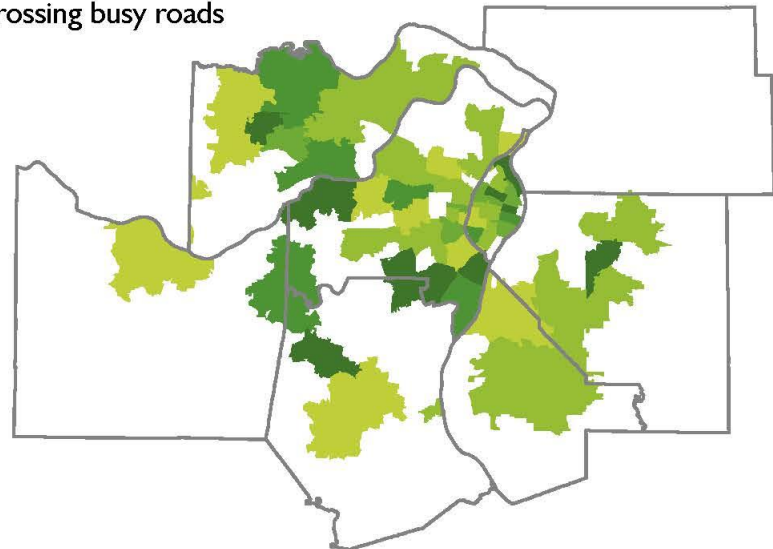
Lack of sidewalks



Speed or number of cars



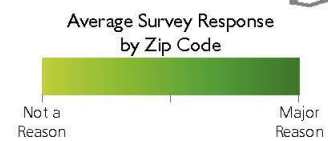
Crossing busy roads



What prevents you from walking more or at all?

St. Louis Metropolitan Area

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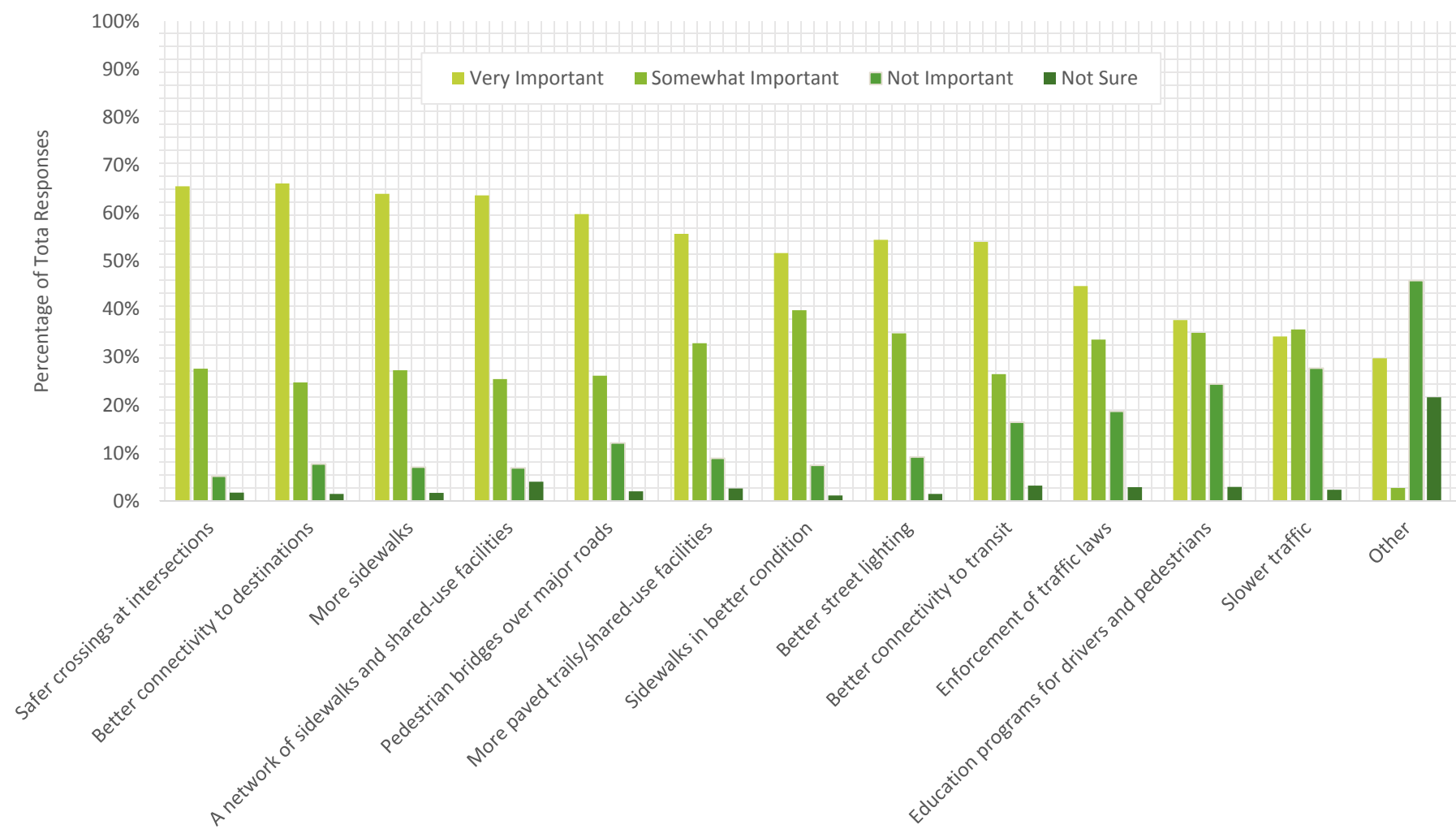


Source: East-West Gateway
Council of Governments



Q20: How important do you think the following improvements would be in supporting walking in the St. Louis region?

Again, a weighted average was used to reflect the level of importance each improvement would have on supporting walking in the region. The top five highest-ranking improvements were *Safer crossings at intersections*, *Better connectivity to destinations*, *More sidewalks*, *A network of sidewalks and shared-use facilities*, and *Pedestrian bridges over major roads*. These responses align with responses to the previous question to form a better picture of what types of obstacles prevent people from walking, and what can be done to remove those obstacles. For example, safer crossings is called out in both questions, with crosswalks and pedestrian bridges cited as potential improvements.



Q20: How important do you think the following improvements would be in supporting walking in the St. Louis region? (continued)

		Safer crossings at intersections	Better connectivity to destinations	More sidewalks	A network of sidewalks and shared-use facilities	Pedestrian bridges over major roads	More paved trails/shared-use facilities	Sidewalks in better condition
	Very Important	231	233	228	223	213	195	182
		66%	66%	64%	64%	60%	56%	52%
	Somewhat Important	97	87	97	89	93	115	140
		28%	25%	27%	25%	26%	33%	40%
	Not Important	18	27	25	24	43	31	26
		5%	8%	7%	7%	12%	9%	7%
	Not Sure	6	5	6	14	7	9	4
		2%	1%	2%	4%	2%	3%	1%
		Better street lighting	Better connectivity to transit	Enforcement of traffic laws	Education programs for drivers and pedestrians	Slower traffic	Other	
	Very Important	190	188	156	130	119	22	
		54%	54%	45%	38%	34%	30%	
	Somewhat Important	122	92	117	121	124	2	
		35%	26%	34%	35%	36%	3%	
	Not Important	32	57	65	84	96	34	
		9%	16%	19%	24%	28%	46%	
	Not Sure	5	11	10	10	8	16	
		1%	3%	3%	3%	2%	22%	

Open Answer Walking Questions

The following questions are open-ended to allow respondents to expand on their answers to previous questions, or to comment on areas not covered by the survey questions. A total of 434 comments were received in response to these three questions. Overall, comments expressed a desire for not just more sidewalks, but places that are pleasant to walk - sidewalks that are wider, well-maintained, set back from busy roads, and with adequate lighting and trees for shade. Crossings that are safer, more frequent, and include pedestrian signals/push buttons at intersections were also frequently cited. Many comments also addressed broader concerns such as integrating land use and transit to enable people to reach more destinations by walking, and generally encouraging a culture of walking.

Many of the locations specified for improvements were the same in the walking and bicycling surveys, suggesting that pedestrians and bicyclists often face many of the same barriers to safety, comfort, and accessibility. Excerpts from these comments are included below.

Q21: Are there any specific streets or intersections where you think walking safety concerns need to be addressed? Identify the street or intersection, and discuss the safety concerns.

"St. Charles Rock Road is a major problem with people crossing between intersections, especially at night."

"Clayton and Big Bend--good crosswalk lights, but right turners are a problem when the walk light is on."

"Gravois in Affton, near Grant's Farm."

"Pretty much every wide street in the city- Gravois, Grand, Kingshighway, Chouteau...it's way too hard to cross them."

"Forest Park Blvd and Skinker - cars turning are not always paying attention."

"Sidewalks need to be built/or improved from Arnold to Festus along 61-67 in Jefferson County."

"Generally, better crossings of major streets and safe, mid-block crossings where people actually cross."

Q22: What walking improvements or initiatives would you like to see implemented in the St. Louis region?

Infrastructure / Amenities

"Better sidewalks (so many cracks and raised sidewalks) and improved pedestrian lighting"

"More walking bridges, more sidewalks in general that are sufficiently wide."

"Sidewalk repairs & additional lighting at night"

"When possible, don't build sidewalks right next to traffic lanes."

"More trees to cool temperatures in summer and provide cover from rain."

Crossings

"Bump outs and continental cross walks should become standard"

"I would like to see better, safer, and more crosswalks. Have striped crosswalks, with lights (other than at intersections)."

"Leading pedestrian interval. Curb bump outs. Pedestrian plazas."

"Create more pedestrian crossings with more traffic lights, which should allow more time to cross."

Transit

"Improved sidewalks around the bus stops, especially in North St. Louis City."

"Better & expanded public transit"

"Better last mile connections to light rail stations, parks and civic institutions."

"I'd like to see sidewalk and intersection crossing improvements focused around high use bus corridors and major connections to MetroLink transit."

Land Use / Distance

"Stop encouraging land uses that put people, jobs, and amenities further apart from each other."

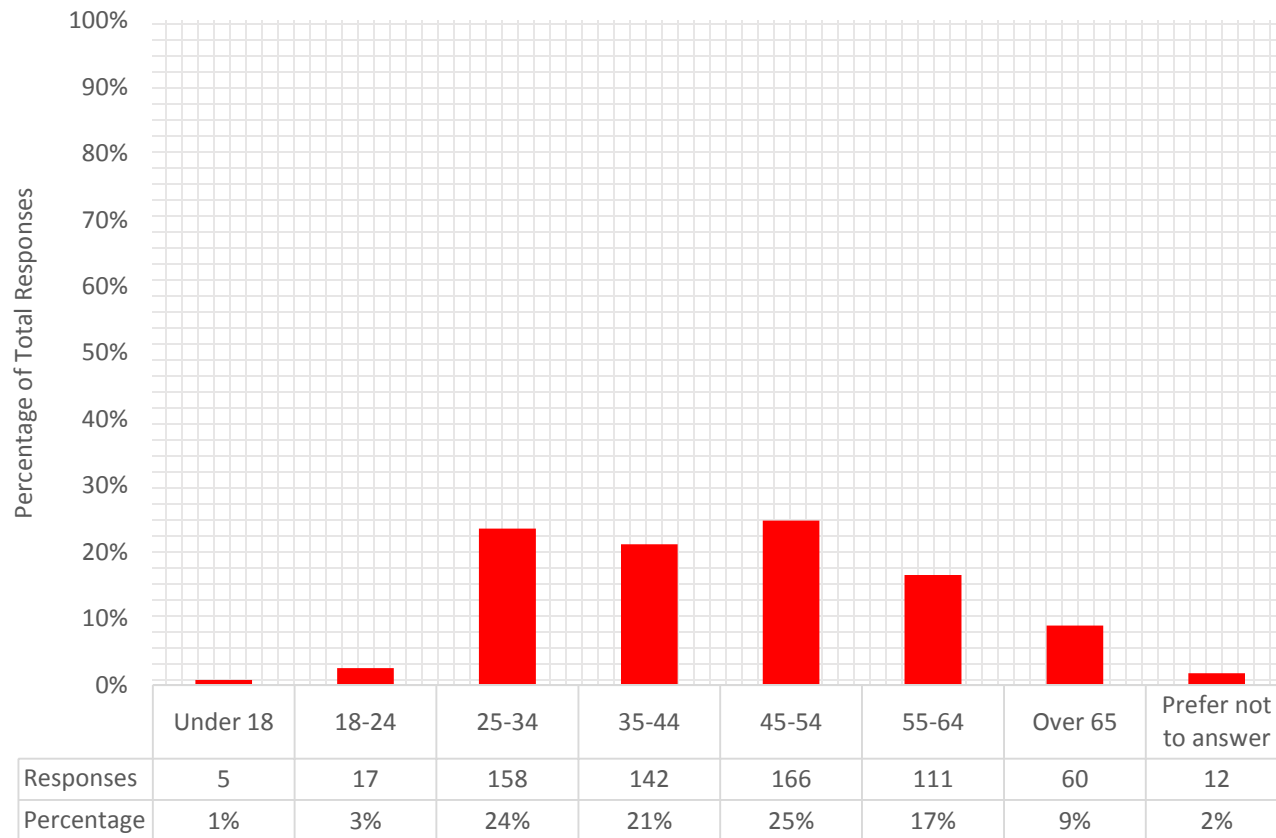
"Just continue to promote walkable, higher density, mixed-use land uses."

"I would like to see safe walking routes put in so walking was actually an option to stores and schools."

Demographic Questions

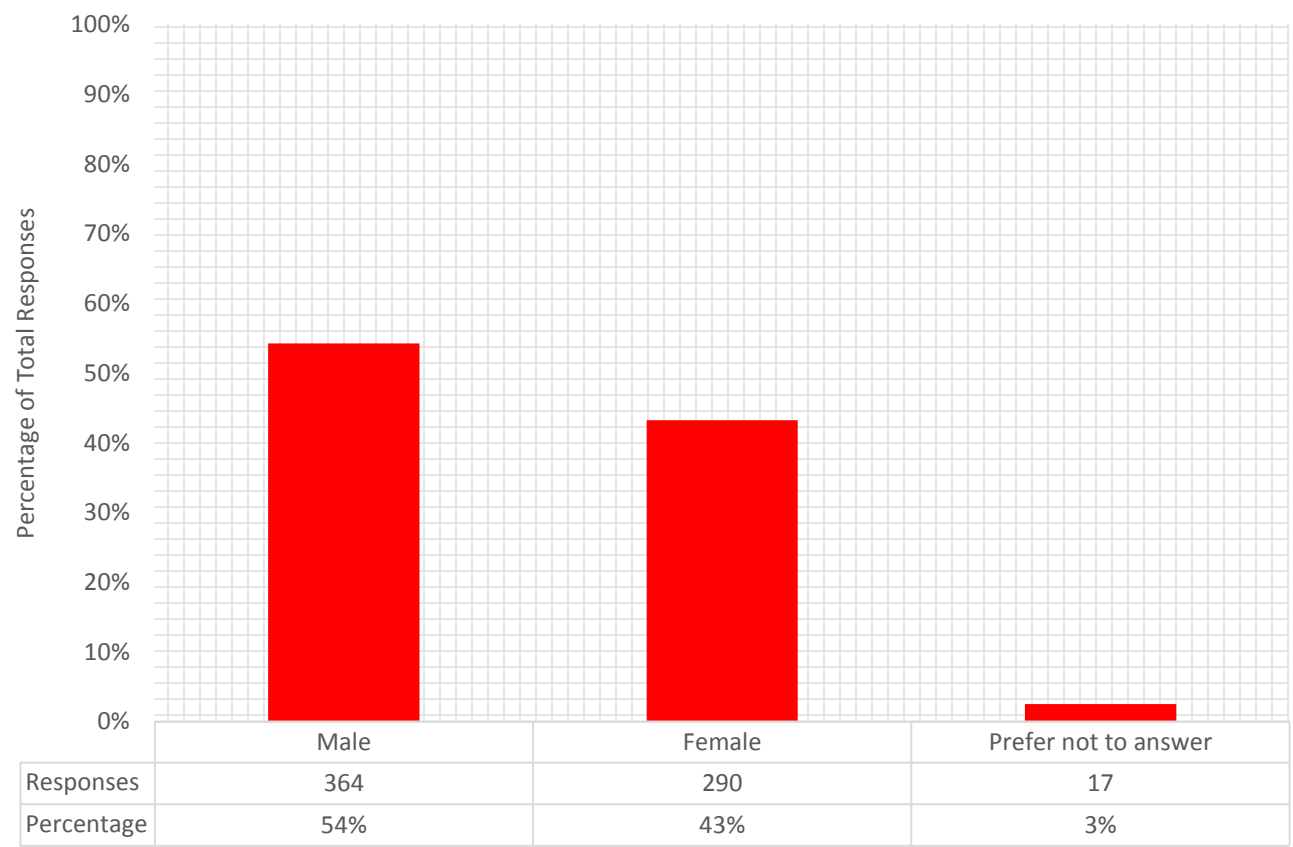
Q23: What is your age?

The age breakdown of survey respondents is similar to the St. Louis population overall. Although the two youngest age groups are underrepresented, this is expected as the survey was not designed for children, and many in this age group would be unable or unlikely to complete the survey.



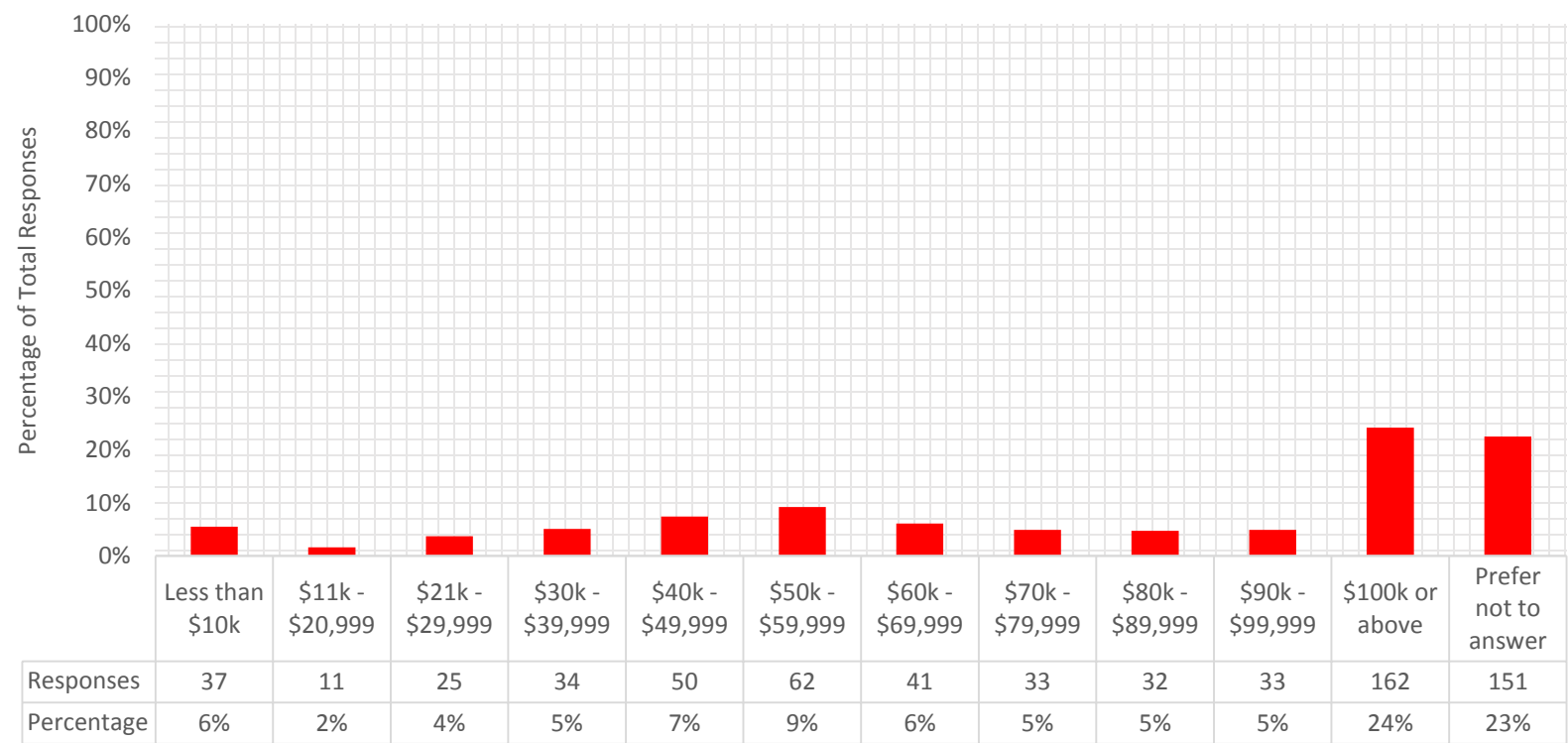
Q24: What is your gender?

Just over half (54%) of respondents were male. This is consistent with national trends that show a gender gap in bicycling, with women being underrepresented.



Q25: What is your income?

Income levels among respondents were fairly evenly dispersed, with the exception of the *\$100,000 or above* category, which had the most respondents at 24%. At a close second, 23% of respondents preferred not to indicate their income level. All other income levels had less than 10% of respondents each.



Q26: What is your home zip code?

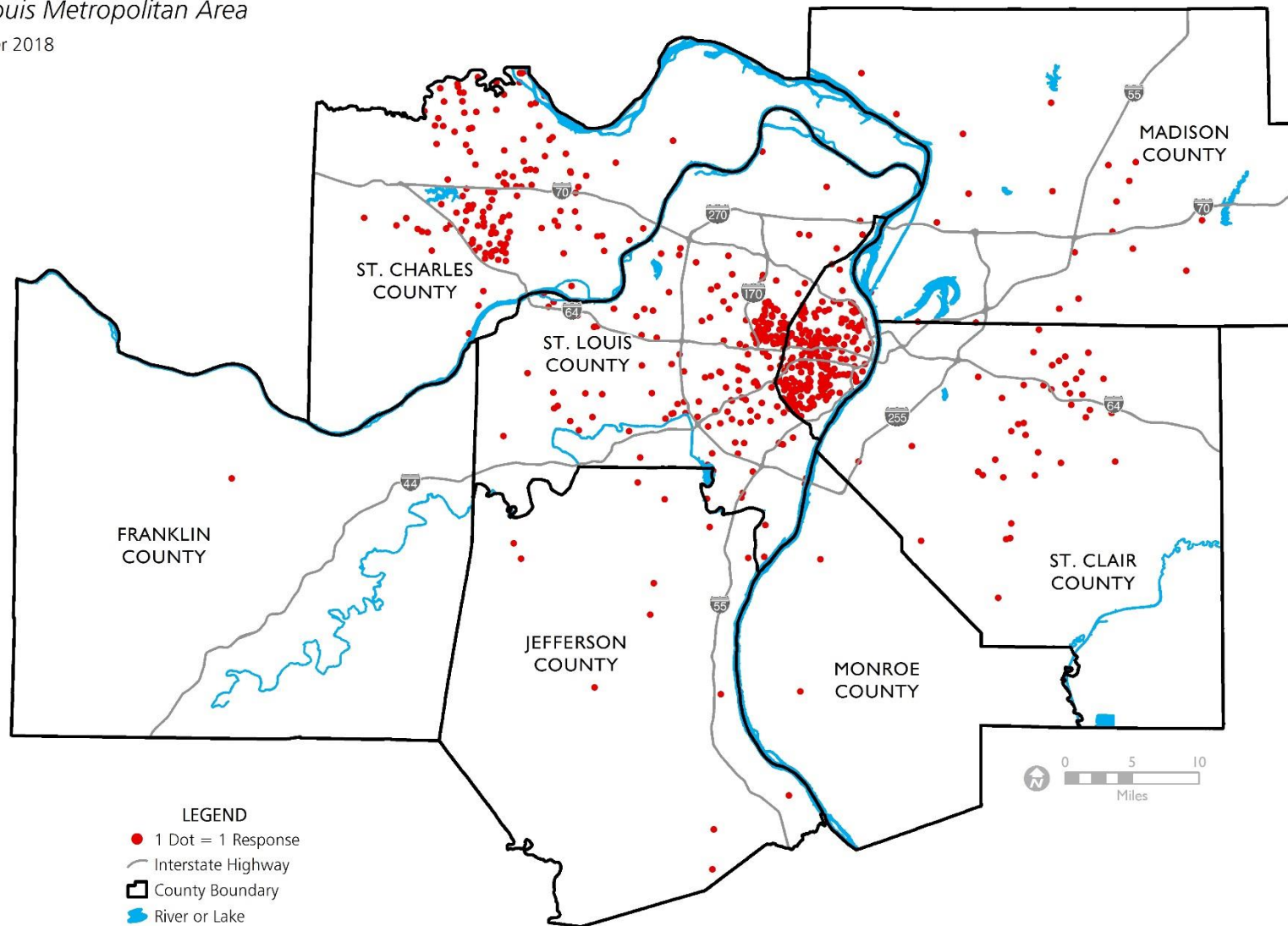
Both home and work zip codes of survey respondents were collected to gauge where in the region survey respondents are living and working, as well as commuter habits. A total of 651 survey responses providing a home zip code within the EWG region were received, representing 95 different zip codes. The home zip codes of survey respondents were distributed throughout the region, but concentrated most in St. Louis City, Mid-St. Louis County, and St. Charles County. In Illinois, the City of O'Fallon was the only stand-out location.

Home Zip Codes of Survey Respondents	Zip Code	Number of Responses	Zip Code	Number of Responses	Zip Code	Number of Responses	Zip Code	Number of Responses	Zip Code	Number of Responses
	62002	1	62294	3	63049	1	63115	7	63137	2
	62025	7	62298	1	63050	1	63116	32	63138	1
	62035	2	63005	3	63052	1	63117	6	63139	13
	62040	2	63010	2	63069	2	63118	14	63141	5
	62095	1	63011	1	63074	1	63119	14	63143	6
	62201	1	63012	1	63088	2	63121	3	63144	2
	62208	3	63016	1	63090	1	63122	16	63146	3
	62220	5	63017	5	63101	1	63123	7	63147	1
	62221	3	63020	1	63103	3	63124	2	63155	1
	62223	1	63021	6	63104	10	63125	5	63301	3
	62226	6	63026	3	63105	43	63126	6	63303	3
	62234	2	63028	2	63106	6	63127	1	63304	6
	62236	1	63031	1	63107	19	63128	5	63341	1
	62239	1	63033	1	63108	23	63129	5	63357	1
	62249	1	63038	1	63109	49	63130	25	63366	61
	62260	2	63040	3	63110	39	63131	3	63367	5
	62269	18	63043	4	63112	13	63132	4	63368	39
	62281	2	63047	1	63113	1	63135	1	63376	16
	62285	1	63048	1	63114	5	63136	2	63385	2

Home Zip Codes of Survey Respondents

St. Louis Metropolitan Area

October 2018



Dot are randomly placed within zip code boundaries.
Zip code boundaries are not shown on this map.

Source: 2017 East-West Gateway
Bicycling and Walking Survey



Q27: What is your work zip code?

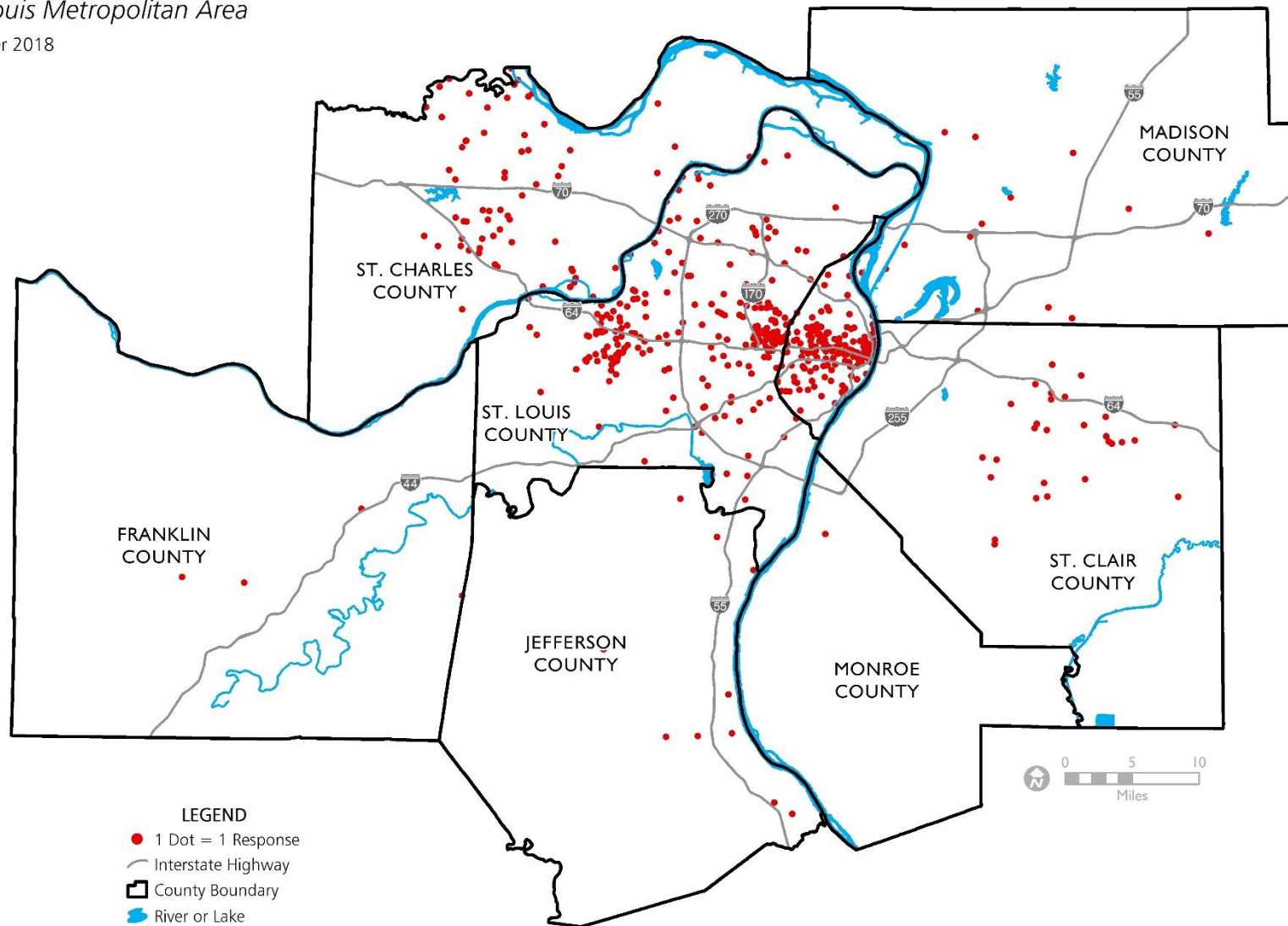
A total of 595 survey responses that provided a work zip code within the EWG region were received, representing 89 different zip codes. Many respondents indicated that they were students, unemployed, retired, or work in multiple locations, and therefore did not provide a work zip code. The work zip codes of survey respondents were less dispersed throughout the region than home zip codes, as job centers clustered the data in certain areas. The I-64 corridor through St. Louis County and St. Louis City saw the highest concentration of workers responding. Downtown St. Louis, Clayton, Chesterfield, and O'Fallon, Missouri all stood out with higher numbers of responses.

	Zip Code	Number of Responses	Zip Code	Number of Responses	Zip Code	Number of Responses	Zip Code	Number of Responses	Zip Code	Number of Responses
Work Zip Codes of Survey Respondents	62025	3	63017	57	63101	28	63119	4	63139	5
	62026	1	63019	1	63102	41	63120	1	63141	9
	62040	4	63021	1	63103	19	63121	2	63143	3
	62095	2	63026	2	63104	10	63122	10	63144	2
	62220	5	63028	5	63105	52	63123	2	63146	4
	62221	2	63030	1	63106	7	63124	4	63147	4
	62225	6	63031	1	63107	2	63125	3	63156	1
	62226	6	63034	1	63108	25	63126	2	63164	2
	62234	3	63040	1	63109	9	63127	2	63182	1
	62236	1	63042	4	63110	32	63128	3	63301	8
	62249	1	63043	7	63111	1	63129	1	63303	1
	62258	2	63044	5	63112	4	63130	21	63304	11
	62269	7	63045	5	63113	1	63131	4	63366	30
	63005	6	63048	1	63114	1	63132	7	63367	1
	63010	2	63050	1	63115	3	63134	8	63368	20
	63011	5	63074	1	63116	6	63135	2	63376	1
	63013	1	63077	1	63117	9	63136	2	63386	1
	63015	1	63089	1	63118	8	63137	1		

Work Zip Codes of Survey Respondents

St. Louis Metropolitan Area

October 2018



Dot are randomly placed within zip code boundaries.
Zip code boundaries are not shown on this map.

Source: 2017 East-West Gateway
Bicycling and Walking Survey



East-West Gateway Council of Governments (EWG) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America, on the grounds of race, color, or national origin, shall be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which EWG receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with EWG. Any such complaint must be in writing and filed with EWG's Title VI Coordinator within one hundred eighty (180) calendar days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Nondiscrimination Complaint Form, please see EWG's website at www.ewgateway.org/titlevi or call (314) 421-4220 or (618) 274-2750.



EAST-WEST GATEWAY
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Creating Solutions Across Jurisdictional Boundaries

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