U.S. pedestrian fatalities are up 9.5% since 1996.

U.S. cyclist fatalities are up 12.2% since 1995.
In the U.S traffic crashes 12% of fatal involve people who were walking.

In the City of St. Louis that figure is 36%.
NEED TO ADDRESS SAFETY
Over 90% of people who use public transit walk or bike to reach transit stops.
TAKE TRANSIT TO WORK

By Block Group

*Data may not accurately represent transit use

Transit to Work
St. Louis City: 9.4%
St. Louis County: 2.6%

U.S. Census Bureau, ACS 2016 5-Year Estimates
WE MUST CONNECT PEOPLE ACROSS THE CITY

Figure 19: The Delmar Divide in St. Louis

Home value: $78,000
Income: $22,000
5% have bachelor’s degree
99% African American

Home value: $310,000
Income: $47,000
67% have bachelor’s degree
70% white

Credit: For the Sake of All
TRAILNET’S VISION FOR STL
Connect our cultural centers, business districts and historically rich neighborhoods with an on-street network of protected bikeways and high quality sidewalks.
TRAILNET
VISION & PLANNING LENS

PUBLIC OUTREACH
Priorities and ideas for:
- Destinations and routes
- Land use policies
- Funding and governance
- Design and placemaking

PUBLIC OUTREACH
Public review and feedback on:
- Destinations and routes
- Land use policies
- Funding and governance
- Design and placemaking

PLANNING COMMITTEES
Draft recommendations:
- Destinations and routes
- Land use policies
- Funding and governance
- Design and placemaking

PLANNING COMMITTEES
Final recommendations:
- Destinations and routes
- Land use policies
- Funding and governance
- Design and placemaking

FINAL PLAN

DRAFT PLAN
# Purpose of Committees

<table>
<thead>
<tr>
<th>Committee</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>LAND USE</td>
<td>Make recommendations on land use and affordability policies and initiatives that ensure equity and reduce displacement</td>
</tr>
<tr>
<td>DESTINATIONS AND ROUTES</td>
<td>Make recommendations for destinations and routes</td>
</tr>
<tr>
<td>DESIGN AND PLACEMAKING</td>
<td>Make recommendations on design standards, placemaking practices, and possible tools including Form Based Code to ensure routes are engaging, human-scale, pleasant, and lovable.</td>
</tr>
<tr>
<td>PUBLIC INPUT</td>
<td>Guide the public input process to equitable and clear collaboration</td>
</tr>
<tr>
<td>FUNDING AND GOVERNANCE</td>
<td>Make recommendations on governance structure and funding strategies for vision</td>
</tr>
</tbody>
</table>
PHASE 1: DISCOVERING POSSIBILITIES AND PRIORITIES
FEBRUARY through APRIL
- Establish priorities that will guide decisions by consulting with the community through online and in-person survey
- Identify possible destinations, policies, funding, and governance structures through:
  Attending public meetings, including neighborhood meetings and partner meetings
  Stakeholder interviews
  Best practices research
  Online and in-person survey
- Form committees of key stakeholders, experts, and residents to make recommendations

PHASE 2: DRAFTING DESIGN, DESTINATIONS, POLICIES, GOVERNANCE, AND FUNDING
MAY through OCTOBER
- Committees use community priorities to select draft recommendations from possibilities for the following:
  Destinations and routes
  Funding and governance
  Land use policies to address displacement
  Design and placemaking
- Create draft plan and outreach materials to share with public for review

PHASE 3: FINALIZING THE PLAN AND IDENTIFYING NEXT STEPS
NOVEMBER through MAY
- Public review of draft recommendations through online and in-person survey, public meetings, and stakeholder interviews
- Based on public input, committees make final recommendations on:
  Destinations and routes
  Funding and governance
  Land use policies to address displacement
  Design and placemaking
- Finalize plan based on recommendations and identify next steps to building routes
• Arch to Park
• Bi-State Development Planning
• Bi-State Development Economic Development
• Bi-State Development Metro Arts in Transit
• Choice Neighborhoods
• Citizens for Modern Transit
• City of St. Louis Area Agency on Aging
• City of St. Louis Board of Aldermen
• City of St. Louis Board of Public Service
• City of St. Louis Civil Rights Enforcement Agency
• City of St. Louis Community Development Administration
• City of St. Louis Health Department
• City of St. Louis Mayor’s Office
• City of St. Louis Office of the Disabled
• City of St. Louis Planning and Urban Design Agency
• City of St. Louis Streets Department
• Community Builders Network
• Development Strategies
• Dutchtown South Community Corporation
• East West Gateway Council of Governments
• Explore St. Louis – Convention Center
• Forest Park Forever
• Forward Through Ferguson
• GoodMap
• Great Rivers Greenway
• Incarnate Word Foundation
• Invest STL

• Metropolitan St. Louis Sewer Division
• Metropolitan St. Louis Equal Housing and Opportunity Council
• Missouri Department of Transportation
• Missouri Historical Society
• Northside Community Housing
• OneSTL
• Park Central Development
• RISE
• St. Louis Association of Community Organizations
• St. Louis Community Foundation
• St. Louis County Executive Office
• St. Louis County Health Department
• St. Louis County Planning Department
• St. Louis Development Corporation
• St. Louis Economic Development Partnership
• St. Louis University - Facilities and Services and Midtown Redevelopment Corporation
• St. Louis University Public Health and Social Justice Department
• Thread STL
• University Missouri-St. Louis
• Urban Review STL
• Washington University in St. Louis - Brown School
• Washington University in St. Louis - Health Communications Research Lab
• Washington University in St. Louis - Sam Fox School
• Washington University in St. Louis - Sustainability Department
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CONNECTIVITY MAKES IT SAFE & EASY TO “GET OUTSIDE” AND EXPLORE GRG TRAILS
PHYSICALLY SEPARATED FROM CARS
SAFE AND COMFORTABLE
A NETWORK OF STREETS FOR PEOPLE CAN BUILD CONNECTIVITY & OPPORTUNITY
Should we mention the success of Chestnut and their work?

Trailnet Admin, 10/18/2016
INDIANAPOLIS
$63 MILLION
8 MILES
Economic Driver

According to a recent economic development study, the Indianapolis Cultural Trail will create more than 11,000 jobs, and the economic benefits attributable to the Cultural Trail will exceed $863 million.
WE CAN EXPAND SAFE CONNECTIONS FOR ALL
WE CAN OPEN DOORS TO EXPLORE OUR CITY
WE CAN INSPIRE
CREATIVE PLACEMAKING
WHERE WILL YOU RIDE?
Protected Bikeway and Sidewalk Improvement Details

- **Elevated bikeway**
  - 4’ curbside buffer
  - 8’ bike path
  - 4’ - 6’ planting / buffer area
  - 8’ pedestrian path
SPEED KILLS

Source: Effect of Impact Speed on Pedestrian Fatality and Injury
U.S. DOT, 1999
WE NEED PROTECTED BIKEWAYS

DO THESE STATEMENTS DESCRIBE YOUR FEELINGS?

I would be more likely to ride a bicycle if motor vehicles and bicycles were physically separated by a barrier.

62% ALL RESIDENTS

85% INTERESTED BUT CONCERNED

The new protected bike lane increased safety on the street.

80% ALL RESIDENTS

88% INTERESTED BUT CONCERNED
WE NEED PROTECTED BIKEWAYS

Types of protected bike lane lane separation:

1/3 Use parked cars
1/3 Use plastic posts
1/3 Use curbs
A few Use planters
WE NEED PROTECTED BIKEWAYS

Where are protected bike lanes?

GREEN LANE PROJECT FOCUS CITIES (2014-2016)

- BOSTON, MA
- INDIANAPOLIS, IN
- DENVER, CO
- SEATTLE, WA
- ATLANTA, GA
- PITTSBURGH, PA
WE NEED PROTECTED BIKEWAYS

GREEN LANE PROJECT

THE RISE OF PROTECTED BIKE LANES IN THE U.S.

trailnet
BIKE WALK LIVE
INCREASED RETAIL SALES

+ 49%

ON 9TH AVE

+ 3%
BOROUGH-WIDE