20
17

Vision and Process

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Air Quality Advisory Committee
June 27, 2017
Cindy Mense

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ST. LOUIS CAN MOVE CARS

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U.S. pedestrian fatalities are up 9.5% since 1996.
STOP
U.S. cyclist fatalities are up 12.2% since 1995.
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In the U.S traffic crashes 12% of fatal involve people who were walking.

In the City of St. Louis that figure is 36%.

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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 2015 (5-Year Estimates).

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WE MUST CONNECT PEOPLE ACROSS THE CITY

Figure 19: The Delmar Divide in St. Louis

Credit: For the Sake of All

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TRAILNET'S VISION FOR STL

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

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TRAILNET
VISION & PLANNING LENS
DRAFT PLAN
FINAL PLAN
PUBLIC OUTREACH
Priorities and ideas for:
• Destinations and routes
• Land use policies
• Funding and governance
• Design and placemaking
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
Final recommendations:
• Destinations and routes
• Land use policies
• Funding and governance
• Design and placemaking
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Purpose of Committees

LAND USE	***Make recommendations on land use and affordability policies and initiatives that ensure equity and reduce displacement***
DESTINATIONS AND ROUTES	***Make recommendations for destinations and routes***
DESIGN AND PLACEMAKING	***Make recommendations on design standards, placemaking practices, and possible tools including Form Based Code to ensure routes are engaging, human-scale, pleasant, and lovable.***
PUBLIC INPUT	***Guide the public input process to equitable and clear collaboration***
FUNDING AND GOVERNANCE	***Make recommendations on governance structure and funding strategies for vision***

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

PARTNER ORGANIZATIONS

- 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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Extra slides

CONNECTIVITY MAKES IT SAFE & EASY TO "GET OUTSIDE" AND EXPLORE GRG TRAILS

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INDIANA PACERS
BIKESHARE
PacersBikeshare.org
IndyCulturalTrail.org
Customer Service:
317.653.1947
INDIANAPOLIS CULTURAL TRAIL
Indiana Pacers Bikeshare is a program of Indianapolis Cultural Trail, Inc.

PHYSICALY SEPARATED FROM CARS
LEFT
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SAFE AND
COMFORTABLE
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A NETWORK OF STREETS FOR PEOPLE CAN BUILD CONNECTIVITY & OPPORTUNITY

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Slide 21

4 Should we mention the success of Chestnut ? and their work ?

Trailnet Admin, 10/18/2016

INDIANAPOLIS

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$63 MILLION
8 MILLES
CULTURAL TRAIL
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Virginia Ave

CULTURAL
TRAIL
McCart

Virginia Ave

ONE WAY

©2013 Google
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CULTURAL
TRAIL

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
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WE CAN OPEN DOORS TO EXPLORE OUR CITY

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CONNECT

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WE CAN INSPIRE CREATIVE PLACEMAKING

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WHERE WILL YOU RIDE?

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Route

INDIANA AVENUE
MASS AVE
THE CANAL & WHITE RIVER STATE PARK
WHOLESALE DISTRICT
FOUNTAIN SQUARE
INDIANAPOLIS CULTURAL TRAIL ROUTE
COMBINED WALK AND BIKE TRAIL
STREET AFFECTED BY CULTURAL TRAIL
INDIANAPOLIS CULTURAL TRAIL
A Legacy of Gene & Marilyn Glick

Protected Bikeway and Sidewalk Improvement Details

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

SPEED KILLS
Crash Outcome
100%
80%
60%
40%
20%
0%
30%
65%
5%
5%
50%
45%
15%
85%
100%
20 mph
30 mph
40 mph
50 mph
No Injury
Injury
Fatality
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

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WE NEED PROTECTED BIKEWAYS

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WE NEED PROTECTED BIKEWAYS

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INCREASED RETAIL SALES

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