

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

East-West Gateway Council of Governments
One Memorial Drive, Suite 1600 • St. Louis, MO 63102
Wednesday, November 13, 2013 - - 2 PM

Meeting Agenda

1. Introductions
2. Approval of Minutes from Previous Meeting - - July 10, 2013
3. **St. Clair County Complete Streets Initiative** - - Sarah Vogt and Rita Boyd
4. **East-West Gateway Long Range Plan Bike and Pedestrian Priority Projects** - - Peter Koeppel and Shay Schindler
5. **Updates**
 - a. Trailnet Bike Counts
 - b. League of American Bicyclists – Bicycle Friendly Communities Designation – City of St. Louis, Ferguson, and Clayton
 - c. Gateway Bike Plan – Working Group
 - d. Bike St. Louis Phase 3
6. **Other Business**
 - a. FHWA Memo on Bicycle and Pedestrian Facility Design Flexibility
7. **Events**
 - a. November 14: Central Riverfront Construction Groundbreaking
 - b. November 20: Gateway Bike Plan Workshop – Lessons from 3 Model Bicycle Friendly Communities
 - c. November 20: Webinar – Is There Safety in Numbers for Cyclists and Pedestrians?
8. Next BPAC Meeting Date: **January 8, 2014**
Next Gateway Bike Plan – Working Group Meeting Date: **November 22, 2013**
9. Adjournment

East-West Gateway Council of Governments
One Memorial Drive, Suite 1600 • St. Louis, MO 63102

Bicycle and Pedestrian Advisory Committee

To: Bicycle and Pedestrian Advisory Committee
From: Rachael Pawlak, East West Gateway Council of Governments
RE: Draft Minutes from BPAC meeting, July 10, 2013; 2 pm

In Attendance:

Marielle Brown (Trailnet)
Lenora Fisher (CMT)
Karen Karabell (Citizen)
John Kohler (St. Louis City)
Mike Murray (Great Rivers Greenway)
Elizabeth Simons (Live Well Ferguson)
Wesley Stephen (MoDOT)
Larry Welty (MoDOT)
Jeremy Wolfmeyer (City of O'Fallon, Mo)
Paul Wojciechowski (Alta Planning)

East West Gateway Staff:

Larry Grither
Medora Kealey
Jason Lange
Christopher Michael
Anna Musial
Rachael Pawlak
Sonya Pointer
Kevin Triggs
Aaron Young

1. Introductions

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

2. Approval of Minutes from Previous Meeting - - January 9, 2013

The minutes were approved as proposed.

3. St. Clair County Complete Streets Initiative

Presentation moved to next meeting date.

4. OneSTL

Kevin Triggs updated the BPAC on the OneSTL Plan. Kevin stated that the planning stage is winding down, but now they are moving into implementation. Several open houses will be held in August and September to gather input on the draft Plan. Kevin discussed both the toolkit and data portal, which are both efforts of the OneSTL initiative. The toolkit contains practical sustainability solutions for a multitude of activities, including bicycle and pedestrian facilities, carpooling, complete streets, reducing vehicle miles traveled, etc. The toolkit also contains case studies about each activity. The regional data sharing website can be accessed at: <http://www.stlouisdata.org/>. The data exchange includes GIS datasets, interactive maps, and map documents. More information on OneSTL is available at: <http://www.onestl.org/>.

5. **MoDOT Bicycle Facilities Update**

Larry Welty stated that MoDOT is very supportive of bike and pedestrian facilities both on MoDOT right-of-way (ROW), and off their ROW. While MoDOT has not adopted the Complete Streets policy, MoDOT values the needs and values of all transportation users. Larry stated that in the St. Louis MoDOT district, it is a goal to implement the Gateway Bike Plan. Larry then listed multiple MoDOT bike facility projects. This includes the 370 Bridge, where a bike lane will be re-established once construction on the Blanchette Bridge is complete. In addition, MoDOT has started conversations with Great Rivers Greenway and the City of Bridgeton on how to make the facilities on the 370 Bridge safer. MoDOT will also be making a connection to the Monarch Levee Trail once the Blanchette Bridge is complete.

Other facilities include a shared use path (SUP) on the Boone Bridge. The SUP will be at least 10 foot wide, connecting the Katy Trail to the Monarch Levee Trail. The bridge and trail will be open for use in late 2014 and the project will be complete in 2015. MoDOT is also doing a study on I-270 in North County, where bike and pedestrian facilities are included, as well as transit use. An open house on the facility will be held on July 30. Another major project is the Page Avenue Extension - Phase 3, where MoDOT is incorporating existing bike lanes and providing sidewalks on the cross streets. MoDOT is working on doing the first HAWK signal on Page Avenue at the Rehab Center for the Blind facility. On St. Charles Rock Road, MoDOT is going to implement the recommendations from the Gateway Bike Plan when they start overlaying the roadway in 2016.

Larry also mentioned that there have been several pedestrian facility projects completed in the City of St. Louis, including ramp improvements and bus stop pads. Other projects that are currently under construction include Route 366 (150 ramp improvements, 55 bus stop pads, and share lane markings), Route 100 (37 ramp improvements, 22 bus stop pads, share lane markings and a road diet with dedicated bike lanes), Natural Bridge (road diet from 5 lanes to 3 lanes, includes mid-block crossings, shared use path). For additional information on MoDOT bike and pedestrian facilities, please contact Larry Welty.

6. **Gold-Friendly Designation Status**

Marielle Brown presented a PowerPoint on what a Bicycle Friendly Community (BFC) looks like. The League of American Bicyclists has 5 designations: diamond (which is a new category), platinum, gold, silver, and bronze. St. Louis received the bronze designation in 2009. Designation is based on a 100-point scale. Communities get points in five key performance areas, including: percentage of trips to work and school by bike; bicyclist safety; public perception of safety; public satisfaction; and quality of bicycling network programs and policies. The League also measures: quantity and quality of the bike network and bike parking; percentage of children receiving bicycling education; and public surveys. Marielle pointed out that BFC's are always on the short list of best places to live, work, study, and retire. Marielle also informed the BPAC that bike infrastructure is cheaper than building roads, for example \$60 million builds only 1 mile of urban freeway, but \$60 million can build over 300 miles of bikeways.

The BFC application is based around the 5 E's, which are: engineering, education, encouragement, enforcement, and evaluation/planning. Engineering is the most visible and tangible evidence of a bicycle friendly community and the presence of off-road bike paths and on-street bike lanes are the biggest determinant of cycling rates in cities. Educational programs ensure the safety, comfort and conveniences of cyclists. A gold community will have educational programs that target college students, adults, children, drivers, commuters, motorists, and engineers and planners. Encouragement incentives and promotions inspire and enable people to ride, and the activities help create a bicycling culture. A gold community will have a national bike month and bike to work week, commuter outreach, bike sharing, etc. Regarding law enforcement, there are three important goals, which are: 1) protecting the rights of cyclists to operate legally on the roads; 2) protecting cyclists against careless, reckless or dangerous driving; and 3) ensuring cyclists themselves follow the rules

and operate safely. A gold community will have police on bikes, police on the bicycle advisory committee, training for police officers, etc. And last, communities need to evaluate and measure their bike facility improvements. A gold community will have a funded bike master plan, bike counts, and an analysis of bike crashes and fatalities.

Beyond the 5 E's, the League looks at networks, advocates, planning, staff, biking culture, and riders. Creating an integrated bike network is important because it allows cyclists who rely on bike facilities to travel everywhere they need to go, and have a safe and comfortable choice while doing so. Advocates are important because they help bring awareness to bicycling issues, as well as educate and propose new ideas. Planning for bicycling is important because it can remove barriers to mobility and increase the safety of cyclists. Regarding staff, communities with larger bicycle program staff have higher levels of bicycling and BFC designations. Bicycle program staff evaluate the existing conditions and plans, develop and implement projects, plan for the future, etc. Bike culture is the thread that links people who use bikes daily to exercise, commute or for recreational purposes. Usually, organized rides and events help raise awareness and make biking seen as normal and commonplace. And last, ridership quantifies the success of a bicycle friendly community. Without the data, a city lacks proof that all the bike improvements are making bicycling easier and a more worthwhile transportation option. For more information on the League BFC designation, please contact Marielle Brown, Trailnet.

7. Other Business

- MoDOT, FHWA, and East-West Gateway are currently partnering to complete a Pedestrian Safety Action Plan for the City of St. Louis. A workshop will be held in August to examine pedestrian issues and to complete the Plan.
- The League of Illinois Bicyclists created a Bike Safety Quiz, which educates rider, motorists, and children on the laws and techniques for sharing the road and other bicycle safety. The quiz can be accessed at: www.bikesafetyquiz.com.

8. Adjournment

The meeting adjourned at 3:30 p.m.

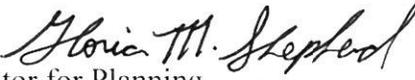


U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

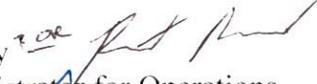
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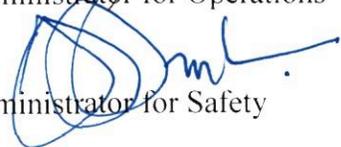
Subject: **GUIDANCE:** Bicycle and Pedestrian Facility Design Flexibility Date: August 20, 2013

From: Gloria M. Shepherd 
Associate Administrator for Planning,
Environment and Realty

In Reply Refer To:
HEPH-10

Walter C. (Butch) Waidelich, Jr. 
Associate Administrator for Infrastructure

Jeffrey A. Lindley 
Associate Administrator for Operations

Tony T. Furst 
Associate Administrator for Safety

To: Division Administrators
cc: Directors of Field Services

This memorandum expresses the Federal Highway Administration's (FHWA) support for taking a flexible approach to bicycle and pedestrian facility design. The American Association of State Highway and Transportation Officials (AASHTO) bicycle and pedestrian design guides are the primary national resources for planning, designing, and operating bicycle and pedestrian facilities. The National Association of City Transportation Officials (NACTO) [Urban Bikeway Design Guide](#) and the Institute of Transportation Engineers (ITE) [Designing Urban Walkable Thoroughfares](#) guide builds upon the flexibilities provided in the AASHTO guides, which can help communities plan and design safe and convenient facilities for pedestrian and bicyclists. FHWA supports the use of these resources to further develop nonmotorized transportation networks, particularly in urban areas.

AASHTO Guides

AASHTO publishes two guides that address pedestrian and bicycle facilities:

- [Guide for the Planning, Design, and Operation of Pedestrian Facilities](#), July 2004, (AASHTO Pedestrian Guide) provides guidelines for the planning, design, operation, and maintenance of pedestrian facilities, including signals and signing. The guide recommends methods for accommodating pedestrians, which vary among roadway and facility types, and addresses the effects of land use planning and site design on pedestrian mobility.
- [Guide for the Development of Bicycle Facilities](#) 2012, Fourth Edition (AASHTO Bike Guide) provides detailed planning and design guidelines on how to accommodate bicycle travel and operation in most riding environments. It covers the planning, design, operation,

maintenance, and safety of on-road facilities, shared use paths, and parking facilities. Flexibility is provided through ranges in design values to encourage facilities that are sensitive to local context and incorporate the needs of bicyclists, pedestrians, and motorists.

NACTO Guide

NACTO first released the [Urban Bikeway Design Guide](#) (NACTO Guide) in 2010 to address more recently developed bicycle design treatments and techniques. It provides options that can help create “complete streets” that better accommodate bicyclists. While not directly referenced in the AASHTO Bike Guide, many of the treatments in the NACTO Guide are compatible with the AASHTO Bike Guide and demonstrate new and innovative solutions for the varied urban settings across the country.

The vast majority of treatments illustrated in the NACTO Guide are either allowed or not precluded by the Manual on Uniform Traffic Control Devices (MUTCD). In addition, non-compliant traffic control devices may be piloted through the MUTCD experimentation process. That process is described in [Section 1A.10](#) of the MUTCD and a table on the FHWA's bicycle and pedestrian design guidance Web page is regularly updated ([FHWA Bicycle and Pedestrian Design Guidance](#)), and explains what bicycle facilities, signs, and markings are allowed in accordance with the MUTCD. Other elements of the NACTO Guide's new and revised provisions will be considered in the rulemaking cycle for the next edition of the MUTCD.

ITE Guide

In 2010, FHWA supported production of the ITE Guide [Designing Walkable Urban Thoroughfares: A Context Sensitive Approach](#). This guide is useful in gaining an understanding of the flexibility that is inherent in the AASHTO “Green Book,” [A Policy on Geometric Design of Highways and Streets](#). The chapters emphasize thoroughfares in “walkable communities” – compact, pedestrian-scaled villages, neighborhoods, town centers, urban centers, urban cores and other areas where walking, bicycling and transit are encouraged. It describes the relationship, compatibility and trade-offs that may be appropriate when balancing the needs of all users, adjoining land uses, environment and community interests when making decisions in the project development process.

Summary

FHWA encourages agencies to appropriately use these guides and other resources to help fulfill the aims of the 2010 [US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations](#) – “...DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate.”

Accompanying this memo are the latest versions of the: 1) AASHTO Bike Guide, 2) NACTO Bike Guide; and 3) the ITE [Designing Walkable Urban Thoroughfares](#) Guide.

The attachments provide two examples that demonstrate the use of treatments illustrated in the NACTO Guide (i.e., buffered bike lanes and green colored pavement for bicycle lanes) by State or local DOTs, and a list of FHWA staff that can help with questions about pedestrian and bicycle design issues.

Attachments

Attachment 1 – Example 1 & 2

Example 1: Michigan DOT's Buffered Bike Lanes

One of the innovative bicycle facilities discussed in the NACTO *Urban Bikeway Design Guide* is buffered bike lanes. Buffered bike lanes create more space between motor vehicles and bicycles by delineating extra space between the bike lane and parked cars and/or a motor vehicle lane. Buffered bike lanes can be implemented if the pavement markings and channelizing devices are compliant with the MUTCD (see [Bicycle Facilities and the Manual on Uniform Traffic Control Devices](#)). Michigan DOT developed a video that describes their efforts to install buffered bike lanes in Oakland County (see [Northwestern Highway Bicycle Lane: A Safer Place to Ride](#)). Michigan DOT also developed a brochure that explains buffered bike lanes to the public (see [What Every Michigan Driver Should Know About Bike Lanes](#)).

Example 2: Missoula's Colored Bike Lanes

MUTCD experimentation is a methodology that analyzes innovative traffic control devices through field deployment for the purpose of testing or evaluating its application or manner of use. An approved request to experiment numbered and titled as Official Ruling “[3\(09\)-3\(E\) – Colored Bike Lanes – Missoula, MT](#)” illustrates a successful experiment. The City of Missoula submitted a request to experiment in January 2010 in accordance with all Items in Paragraph 11 of [Section 1A.10](#) in the 2009 MUTCD.

The experiment was conducted for one year and revealed that approximately 70 percent of motorists noticed the color conspicuity enhancement to the bike lane. This was interpreted as an increased awareness by motorists of the potential presence of bicyclists at intersections where those motorists would be making a right turn.

The City also reported ancillary findings that were not anticipated in the original Evaluation Plan of the request to experiment. This included psychological discomfort of the cyclist with the lateral locations of the colored bicycle lane with respect to door zones in parallel parking corridors. In addition, the experiment revealed an unintended design weakness where colored bike lanes that achieve high compliance of little or no occupation of motorized vehicles can also be attractive to pedestrians who wish to use them to facilitate their travel in lieu of crowded sidewalks or to patronize parking meters. For these reasons, a successful experiment can reveal unanticipated findings, further demonstrating the value of official experimentation.

This particular experiment provided two conclusions that supported FHWA's decision to issue [Interim Approval](#) for green colored pavement for bicycle lanes in April 2011.

For more information see <http://mutcd.fhwa.dot.gov/reqdetails.asp?id=1135>.



Attachment 2

FHWA Bicycle and Pedestrian Staff Resources

Human Environment — Livability and Bicycle and Pedestrian Programs

- Shana Baker, Livability Team Leader, 202-366-4649, shana.baker@dot.gov: Livability, Context Sensitive Solutions
- Christopher Douwes, Trails and Enhancements Program Manager 202-366-5013, christopher.douwes@dot.gov: Transportation Alternatives Program/Enhancement Activities: Recreational Trails Program related activities; Bicycle and pedestrian policy and guidance
- Daniel Goodman, Transportation Specialist, 202-366-9064, daniel.goodman@dot.gov: Bicycle and pedestrian activities; Livability
- Wesley Blount, Program Manager, 202-366-0799, wesley.blount@dot.gov: Safe Routes to School, Discretionary programs

Planning

- Brian Gardner, 202-366-4061, brian.gardner@dot.gov: Modeling
- Jeremy Raw, 202-366-0986, jeremy.raw@dot.gov: Modeling
- Harlan Miller, 202-366-0847, harlan.miller@dot.gov: Planning Oversight
- Kenneth Petty, 202-366-6654 kenneth.petty@dot.gov: Planning Capacity Building

Policy

- Steven Jessberger, 202-366-5052, steven.jessberger@dot.gov, Traffic Monitoring Guide

Infrastructure — Design (including accessible design)

- Michael Matzke, 202-366-4658, michael.matzke@dot.gov

Resource Center— Design (including accessible design)

- Brooke Struve, Safety and Design Team, 720-963-3270, brooke.struve@dot.gov
- Peter Eun, Safety and Design Team, 360-753-9551, peter.eun@dot.gov

Operations — Manual on Uniform Traffic Control Devices

- Kevin Dunn, Transportation Specialist, 202-366-6054, kevin.dunn@dot.gov: MUTCD Team

Pedestrian and Bicycle Safety

- Gabe Rousseau, Safety Operations Team Leader, 202-366-8044, gabe.rousseau@dot.gov: Bicycle and pedestrian safety programs
- Tamara Redmon, Pedestrian Safety Program Manager, 202-366-4077, tamara.redmon@dot.gov: Pedestrian safety

Pedestrian and Bicyclist Safety Research

- Ann Do, 202-493-3319, ann.do@dot.gov
- Jim Shurbutt, 202-493-3420, jimmy.shurbutt@dot.gov

Civil Rights — Accessibility Policy and Compliance

- Patrick Gomez, Resource Center Civil Rights Team, 720-963-3269, patrick.gomez@dot.gov
- Candace Groudine, Director of External Civil Rights Programs, 202-366-4634, candace.groudine@dot.gov



REGISTER TODAY

WEDNESDAY, NOVEMBER 20, 2013

REGIONAL ARTS COMMISSION
6128 DELMAR BLVD, ST. LOUIS, MO 63112

MOVING TO THE NEXT LEVEL:

LESSONS FROM THREE MODEL BICYCLE FRIENDLY COMMUNITIES

The St. Louis region has made great progress in implementing the Gateway Bike Plan in a few short years. Communities are interested in moving to the next level of implementation and want to learn more about best practices for piloting projects and build-out and maintenance of bicycle facilities such as buffered bike lanes and cycle tracks.

Come learn about these best practices and their role in spurring transformational economic development. Hear from Minneapolis, Indianapolis, and Memphis--three cities that have been nationally recognized for their achievements in creating bicycle friendly communities.

- 8:00 am Registration / Light Breakfast
- 8:30 am State of Biking in the Region: Progress Made
- 9:15 am Best Practices for Build-out and Maintenance
Andy Lutz, P.E., City of Indianapolis Public Works Department
David Peterson, AICP, City of Minneapolis Public Works Department
- 10:30 am Break
- 10:40 am Modus Operandi: Policies and Procedures for Model Facilities
Andy Lutz, P.E.
David Peterson, AICP
- 11:40 am Streets for Everyone and Other Tools
Jennifer Allen, Trailnet
- 12:00 pm Lunch Presentation: The Hampline and the Power of Piloting Projects
Sarah Newstok, Livable Memphis
- 1:30 pm Closing Remarks and Adjournment

CONTINUING EDUCATION CREDITS AVAILABLE:
4.5 P.E. PDH CREDITS AND
4.5 APA CM CREDITS.

LEARN BEST PRACTICES FROM MINNEAPOLIS, INDIANAPOLIS, AND MEMPHIS!

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PARTNERS:

