

# THE BIG PICTURE



## ENFORCEMENT

Law enforcement officers play an important role in fostering mutual respect, responsibility, and safety among all road users. From police officer bike patrol training to bicycle traffic regulation courses, law enforcement agencies across the region are taking a proactive approach to creating safe streets for people on bike, on foot, and in motor vehicles.



### TARGET

### ACHIEVEMENT

**1** bike-related law enforcement training every two years

**2** law enforcement trainings in 2018, including the annual IPMBA conference in June

## SUPPORTING POLICY

Plans and policies that support bicycling, like Complete Streets policies and bicycle parking ordinances, can have a profound impact on the way we design and build our streets and our communities. In 2018, the City of St. Louis adopted its Downtown Transportation Plan, which included a standalone Bike Plan, and the City of Florissant, one of the largest cities in St. Louis County, adopted its first bicycle and pedestrian master plan.



### TARGET

### ACHIEVEMENT

**3** jurisdictions adopting a Complete Streets Policy

**0** jurisdictions adopted a Complete Streets Policy

## APPLICATION OF DESIGN STANDARDS

Well-designed streets support safe travel for all modes of transportation, from motor vehicles and transit to bicycling and walking. Communities and consultants are taking the initiative in applying design standards that address active transportation make bicycling a safer, easier, and more convenient travel choice.



### TARGET

### ACHIEVEMENT

Complete up to **3** special facilities to address unique issues

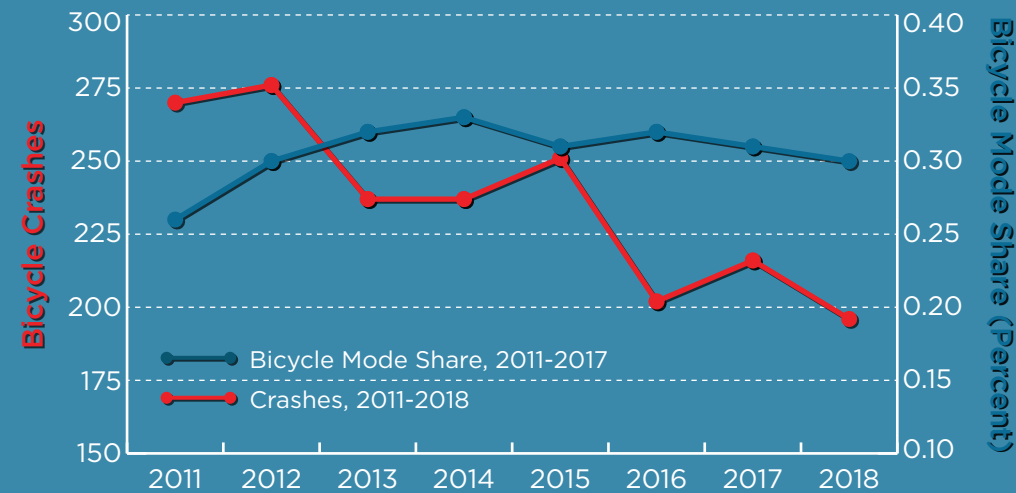
**1** special projects implemented in 2018

Identify and resolve up to **10** barriers affecting accessibility and safety

**0** safety and accessibility barriers addressed in 2018

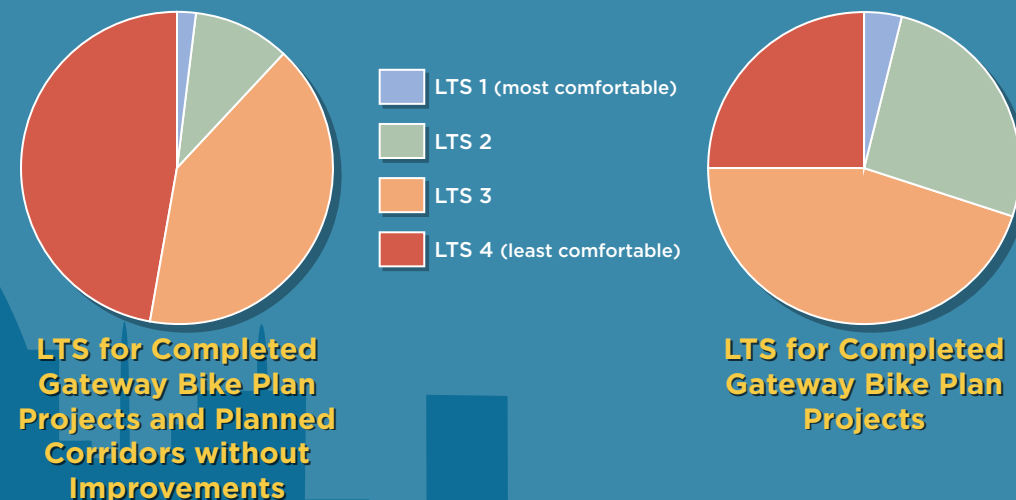
## MORE BIKING, FEWER CRASHES

The Gateway Bike Plan's mission is to increase the number of people bicycling while reducing the number of bicyclist-involved crashes. The combination of new bikeways, supporting policies, educational programs and trainings, bike rides, and countless other events and activities has resulted in a modest increase in bicycling in the region AND has resulted in a decrease in bicycle crashes.



## FOCUS ON LOW-STRESS BIKEWAYS

Level of traffic stress (LTS) measures the perception of stress (and comfort) for people bicycling on a roadway. As the Gateway Bike Plan Network continues to grow, the focus on building low-stress connections can increase access to bicycling for all area residents, regardless of age, ability, or experience.



## ANNUAL REPORT

# 2018

The Gateway Bike Plan is the region's blueprint for making bicycling safer, easier, and more convenient for residents of St. Louis City, St. Louis County, and St. Charles County. Initially completed in 2011, the Gateway Bike Plan is now being implemented by area counties and municipalities, Missouri Department of Transportation (MoDOT), Great Rivers Greenway, local non-profits, and other community partners committed to advancing bicycling throughout the St. Louis region.

Each year, the Gateway Bike Plan Working Group, a sub-group of East West Gateway Council of Governments' Bicycle and Pedestrian Advisory Committee (BPAC), releases an annual report to document implementation efforts throughout the region to advance vision, goals, and recommendations of the Gateway Bike Plan.

For 2018, the Gateway Bike Plan Working Group is taking a look at big picture trends and successes since the Plan's adoption. Indicators like bicycle commute mode share, bicycle crashes, network mileage, and level of traffic stress highlight major accomplishments and opportunities for improvement in the coming years.

To learn more about the Gateway Bike Plan and view annual report cards for previous years, visit the plan website at [www.stlbikeplan.org](http://www.stlbikeplan.org).

# 2018 IMPLEMENTATION RATINGS

## IMPLEMENTATION OF BIKEWAYS

The Gateway Bike Plan recommends over 1,000 miles of on-street bikeways to provide a safe, comfortable, and interconnected transportation network for people bicycling in the St. Louis region. Since the plan's adoption, 162 miles of new bikeways have been added to the Gateway Bike Plan Network, bringing the total mileage of the existing bikeways to 280.

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TARGET

**450** miles of new on-street bikeways by 2021

ACHIEVEMENT

**7** miles of new on-street bikeways in 2018

**162** miles of new on-street bikeways since plan adoption

## EDUCATION

Education is not just about giving people the skills and confidence they need to get out and ride. It's also about equipping local governments with the tools and training to help make bicycling a part of the transportation system.

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TARGET

**15** skills and/or maintenance training courses per year

ACHIEVEMENT

**30+** documented training courses throughout the region

**4** training workshops for professionals and decision-makers

**12** training opportunities held throughout the region

**1** school assembly, bike rodeo, or other bike safety outreach involving local police officers

**13** bike rodeos and in-school youth education events

## ENCOURAGEMENT

Encouragement activities foster a culture that welcomes and celebrates bicycling. Local governments, non-profit organizations, bike shops, and community groups across the region host events and activities throughout the year to encourage more people to get out and ride.

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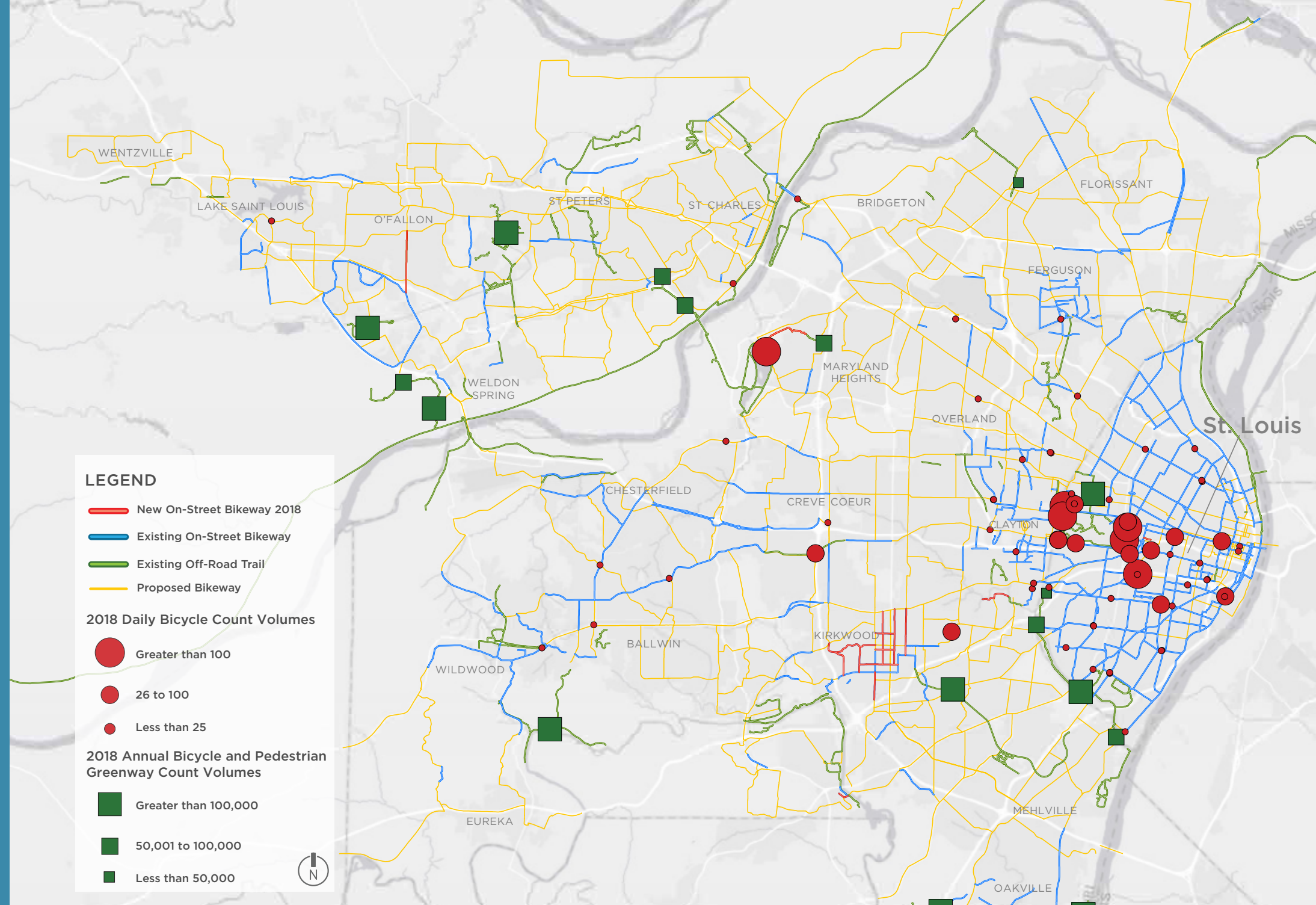
TARGET

**15** Bicycling promotion events per year

ACHIEVEMENT

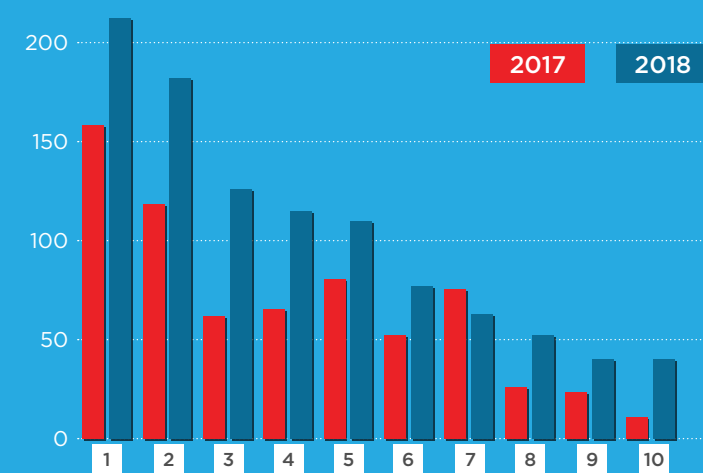
**82** events hosted by non-profits and community partners

**Over 1,000** rides and events hosted by bike shops and cycling groups



## BICYCLING COUNTS!

To measure the number of people bicycling, Great Rivers Greenway, Trailnet, and dozens of volunteers conduct an annual bicycle and pedestrian count. During two days in September 2018, volunteers counted a daily average of 1,910 people bicycling during 2-hour count periods at 70 locations throughout the region. The count program data can help local agencies better understand bicycle transportation patterns, measure the change in ridership created by new bicycle infrastructure progress, and make the case for bicycling as an important element of a complete transportation system. The count data shows a big jump in 2018 in the number of bicyclists counted at many of the busiest count locations in the region. As the Gateway Bike Plan Network continues to grow, more people are choosing to travel by bike.



### 2018 TOP BIKE COUNT LOCATIONS

- 1 Skinker at Forest Park Pkwy
- 2 Clayton at Euclid
- 3 Wydown at Skinker
- 4 Tower Grove at Shaw
- 5 Euclid at Forest Park Pkwy
- 6 Clayton at I-270
- 7 West Pine at Euclid
- 8 Oakland at Tamm
- 9 Lockwood at Swon
- 10 South Grand at Arsenal