



MISSOURI BICYCLE FEDERATION, INC.

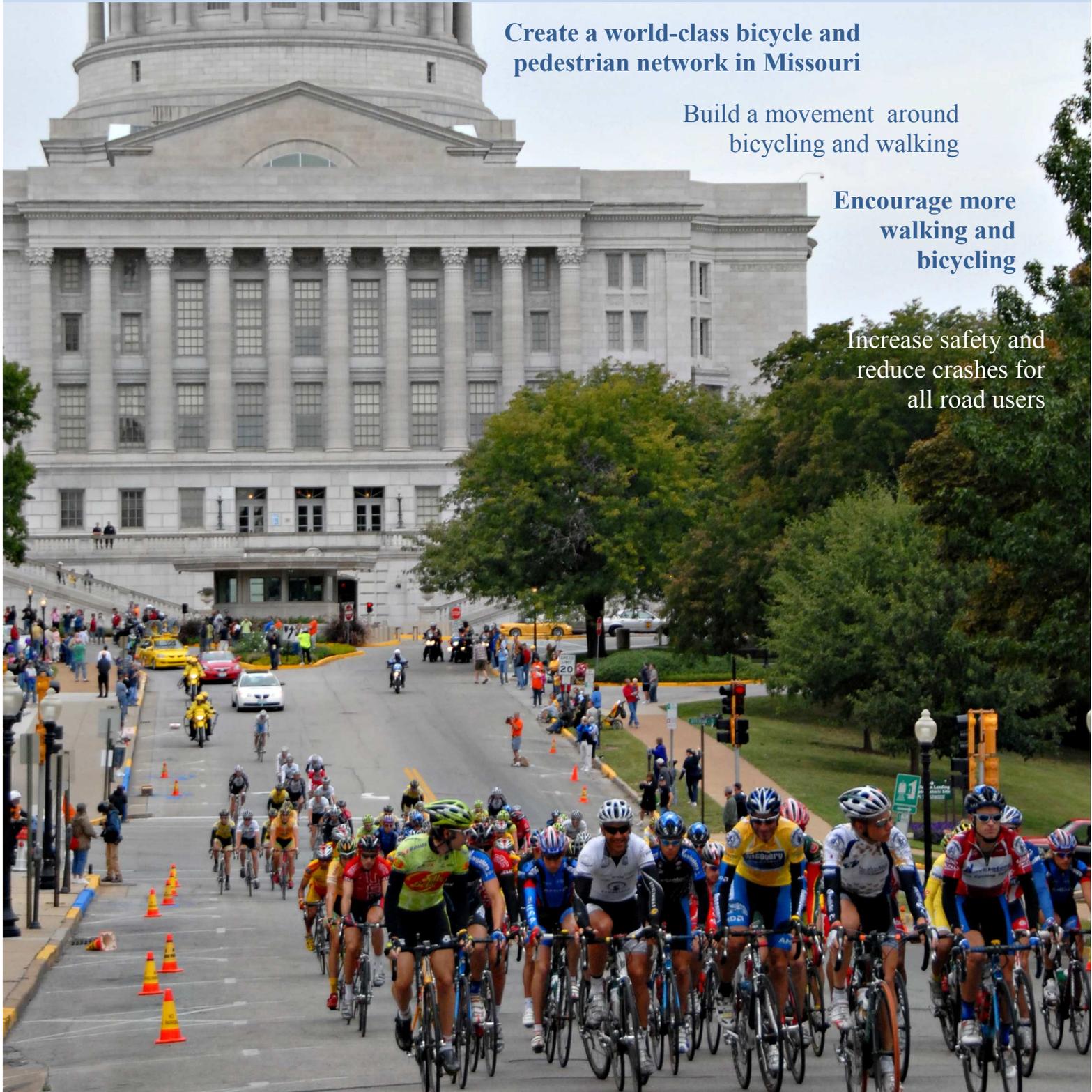
Bicycling and Walking in Missouri 2008 - A Report Card

Create a world-class bicycle and
pedestrian network in Missouri

Build a movement around
bicycling and walking

Encourage more
walking and
bicycling

Increase safety and
reduce crashes for
all road users



BICYCLING AND WALKING IN MISSOURI 2008

A REPORT CARD



**Missouri Bicycle
Federation, Inc.**

This is the first annual Report Card on Bicycling and Walking in Missouri.

The Report Card is based on the Missouri Bicycle Federation's Vision of Active Transportation in Missouri. The Vision gives a series of concrete, measurable actions that individuals, organizations, government agencies, and businesses can take to help us achieve our vision: to build a movement of healthy neighborhoods, cities, and streets filled with healthy bicyclists and pedestrians throughout Missouri.

The Vision has two primary 10-year outcomes:

- Double the number of people walking, bicycling, and using mass transit
- Cut the bicycle and pedestrian crash rates in half

The Vision has four major 5-year goals:

- Build a World Class Bicycling and Walking Network
- Increase Safety and Reduce Crashes
- Encourage Activity
- Build a Movement

The MoBikeFed Vision of Active Transportation in Missouri and Vision Tracker can be found online at MoBikeFed.org/vision. The full Report Card and associated documents can be found at MoBikeFed.org/2008ReportCard.

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Executive Summary

Two million Missourians bicycle regularly and 5.8 million walk. Bicycling is a billion dollar industry in Missouri, with the Katy Trail attracting around a half million visitors each year and the inaugural Tour of Missouri bringing in over 350,000 spectators.

With gasoline prices at \$3.50 per gallon and rising, international emphasis on reducing greenhouse emissions, and health problems related to obesity costing Missourians \$2 billion per year, the time is right to make Missouri a bicycle and pedestrian friendly state.

Cities across the U.S. have shown that creating a complete network of roads and trails that invite walking and bicycling is one of the most cost-effective ways to reduce congestion, pollution, greenhouse emissions, improve the physical and mental health of citizens, and improve quality of life.

Other states have led the way and Missouri is, frankly, lagging in its support for walking and bicycling:

- Missourians walk and bicycle about half the national average
- Bicycling could be a \$2-4 billion industry in Missouri
- Missouri roads are still not routinely built to accommodate walking and bicycling--even simple inexpensive improvements like crosswalks and pedestrian phases for traffic signals are still routinely omitted
- Cities and states across the country are increasingly incorporating bicycling and walking into transportation and trails planning, leaving Missouri at a competitive disadvantage when attracting creative, skilled workers and the industries that depend on them

Missouri's walking and bicycling environment is poor in comparison to that found in other states around the U.S., and that situation is reflected in the low overall grade of "D".

However, this creates an opportunity: Missouri's current situation is so poor that even simple, basic changes will create very noticeable improvement and a rapid increase in the amount and safety of walking and bicycling in Missouri.

Several statewide and worldwide trends, many of them documented in this report card, are coming together to make rapid improvement a very realistic possibility. Now is the time to move forward.

*In the next 10 years we will build
a movement of healthy
neighborhoods, cities, and streets
filled with healthy bicyclists and
pedestrians throughout Missouri.*



Overall Grade

Grade: 2006 D-, 2007 D, Progress this year C+

Citizens across the state are beginning to understand the importance of planning and building communities that are friendly to walking and bicycling. Bicycling and walking advocacy groups around the state are growing in strength and numbers. Communities around the state are investigating the Bicycle Friendly Communities program. More citizens are walking and bicycling. Exciting extensions to the Katy Trail were announced. Missouri bicycling received unprecedented international attention due to the inaugural Tour of Missouri professional bicycle race. But far too many roads are still being built with no concern for connectivity or safety of bicycling and walking.

Note: A grade of C indicates average, when compared with other states or cities around the U.S. So a grade of D is well below average and a grade of C+ is slightly above average.

PRIMARY 10-YEAR OUTCOMES:

- Double number of people walking, bicycling, and using mass transit over the next 10 years
 - Cut the bicycle and pedestrian crash rates in half over the next 10 years
-



Primary 10-Year Outcomes

DOUBLE THE NUMBER OF PEOPLE WALKING, BICYCLING, AND USING MASS TRANSIT

Grade: 2006 D-, 2007 C-, Progress this year B

Communities around the nation have found that dedicating a small portion of the transportation budget to bicycling and walking and adopting bicycle- and pedestrian-friendly policies creates an environment where the amount of walking and bicycling doubles over a period of 5-10 years. Too few Missouri communities seriously consider this option, instead building streets to optimize motor traffic flow and speed, leading to a downward spiral of increased traffic, increased pollution, and increased congestion. Nevertheless, the price of gasoline, concern about global warming, and interest in better health is encouraging far more Missourians to walk and bicycle.

Goal: Double the number of people walking and bicycling over the next 10 years.

Status: 5% of trips in Missouri are by walking or bicycling.

National average: 9.5% of trips by walking or bicycling.

CUT THE BICYCLE AND PEDESTRIAN CRASH RATES IN HALF

Grade: 2006 D-, 2007 D-, Progress this year D-

Considering that bicycling and walking represent 5% of trips in Missouri--and a lower percentage of traffic miles--it is clear the bicycle and pedestrian injuries are a very significant problem on Missouri roads. We call on officials across Missouri to make Missouri roads safer for walking and bicycling by designing streets, roads, and intersections for all users including the young, the old, the able, and disabled, and those who walk, bicycle, and use transit. Increased effort is needed to educate all users of the road about safe operation, and as well as an increased emphasis on enforcement efforts to improve safety for walking and bicycling.

Goal: Cut the bicycle and pedestrian crash rates in half over the next 10 years.

Status: In 2006 (the latest available statistics), 7 bicyclists were killed and 7141 admitted to hospitals with traffic-related injuries. 74 pedestrians were killed and 1990 admitted to hospitals with traffic-related injuries. Bicycle and pedestrian fatalities represent 7.4% of the total. Bicycle and pedestrian injuries represent 14.5% of the total. Preliminary figures show that fatalities and injuries in 2007 were about the same and 2006. Nationally, bicycle and pedestrian injuries and fatalities are rising at the same time overall traffic injuries and fatalities are dropping.

We envision a safe and complete network of streets and trails filled with people choosing transportation that creates healthy lifestyles, reduces damage to the environment, and cultivates communities.



Goal: Build a World Class Bicycling and Walking Network

Overall Grade: D

Many more Missourians would walk and bicycle if better facilities were available in their communities. Missouri's bicycling and walking infrastructure lags behind that in most U.S. states, including Missouri's peer states.

Over 26% of Missouri's population has no driver's license and 8.3% of Missouri households have no motor vehicle available. This large segment of the population clearly relies on bicycling and walking to serve an important part of their transportation needs.

Experience across the U.S. has clearly shown that providing a complete network of bicycling and walking facilities is the most cost-effective way to reduce congestion, pollution, greenhouse gas emissions, and meet the transportation needs of a significant proportion of citizens. For instance, Portland, OR, has created a bicycle transportation network that now serves 6% of trips in the city. The city has created the network over the past 18 years while spending less than 1% of its annual transportation infrastructure budget on the bicycle network.

Currently, most Missouri communities are missing out on this cost-effective solution to difficult transportation problems.

MODOT POLICY AND PRACTICE

Grade: 2006 C, 2007 D, Progress this year D-

MoDOT policy for bicycle and pedestrian accommodation has improved dramatically over the past five years. But the policy still has a number of serious deficiencies that mean that bicycle and pedestrian accommodations are not included in many cases where they are appropriate.

Missourians who walk and bicycle do not believe that MoDOT is doing what it should to accommodate walking and bicycling. Recent poll of our membership and supporters found that 94% believe that MoDOT is doing "less than it should" or "not much of anything I've noticed" for walking and bicycling.

In the past year MoDOT has disbanded its Bicycle/Pedestrian Advisory Committee, dismissed its Bicycle/Pedestrian Coordinator, who had the strong support of the statewide bicycling and walking community, and opposed a Complete Streets policy (see below). The statewide Bicycle and Pedestrian Advisory Committee meetings have not been held since November of 2006 and the last issue of MoDOT's Wheels and Heels e-newsletter was sent in March of 2007. A new "Nonmotorized Transportation Engineer" position has now been created and filled. It remains to be seen if this new approach will be able to create the changes needed within MoDOT to appropriately accommodate bicycle and pedestrian travel as other state DOTs across the U.S. are now doing on a routine basis.

A promising development was that a half-day bicycle and pedestrian training program delivered in the fall of 2007--called *Infrastructure Guidelines for Nonmotorized Transportation (IGNiTe)*--was taken to all ten MoDOT districts. The training showcased MoDOT bicycle and pedestrian policy that is greatly



improved over past policy and provided photograph examples of correct and incorrect nonmotorized facilities and treatments.

Concern regarding compliance with the Americans with Disabilities Act (ADA) in several MoDOT projects this year created a new emphasis on training and changing policy to ensure that new sidewalk projects are ADA compliant. Effort is being made to create a Transition Plan to bring existing facilities into compliance. It may be, however, that the new emphasis on ADA compliance will come at the expense of MoDOT's previously well-rounded bicycle and pedestrian program.

STATEWIDE/MODOT COMPLETE STREETS POLICY

Grade: 2006 D-, 2007 D, Progress this year D

Across the U.S., policies are becoming routine that require roads and streets to be designed and built to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

In the 2008 legislative session, Rep. Mike Sutherland introduced HB 2206 which would have created a Complete Streets policy for MoDOT. MoDOT suggested a compromise version of the bill, which passed the House of Representatives by a vote of 139-9. MoDOT then voiced its opposition to the bill; this opposition stopped progress of the bill in the Missouri Senate.

MoDOT's position is that the issue can better be addressed by internal MoDOT policy and promised to work to better address bicycle and pedestrian accommodation through changes in its policy. However, concerns remain that these changes will fall short of the routine accommodation of bicycling and walking wherever it is needed. A recent survey indicates that a routine accommodation policy is supported by 90% of MoBikeFed members and supporters.

The Illinois General Assembly passed a similar Complete Streets bill in 2007 by a vote of 113-2 (House) and 56-0 (Senate). In states such as Illinois, Complete Streets is not seen as controversial but as simply common sense.

MoDOT's policy has improved dramatically in recent years. This has led to improved training, better guidance about building good facilities, and now a major effort to improve ADA compliance, which will greatly increase mobility for those with disabilities. But MoDOT policy needs to be updated in these areas:

- Current MoDOT policy requires the "consideration" of bicycle and pedestrian facilities in certain situations. But there is no requirement to actually provide facilities, no matter how clear the need. In practice this allows the omission of bicycle and pedestrian facilities on almost all projects where they are needed. MoDOT must routinely provide bicycle and pedestrian access for projects where there is a clear demonstration of need.
- Bicycle and pedestrian facilities are expressly forbidden within interstate right-of-way. Many local projects could create greater bicycle and pedestrian connectivity by making short connections via



MoDOT right-of-way adjacent to freeways. This can be done with complete safety and is routine and uncontroversial in other states.

- Unnecessary restrictions are placed on bicycle facilities on roads crossing an interstate freeway.
- An expectation is created that funding of bicycle and pedestrian projects will come from local governments or from special "Enhancements" funds rather than from MoDOT departmental funds. This is contrary to the intent of federal transportation law and good practice. This practice allows for the omission of bicycle and pedestrian facilities on projects where they are clearly needed--the reason given can always be, "No funding is available." In addition, \$25 million of the Transportation Enhancement funds from the Federal government were diverted from nonmotorized transportation projects to fund motorist-related tourism projects.
- MoDOT's "Practical Design" policy is too often used as an excuse to eliminate bicycle and pedestrian accommodations. Just as with any other aspect of a transportation project, bicycle and pedestrian accommodations can be "value engineered" to provide reasonable accommodations at the lowest possible cost. But Practical Design should never be used as an excuse to eliminate bicycle or pedestrian facilities. In practice it is routinely used for that purpose.
- A much greater effort is needed to engage the public that walks and bicycles in planning projects.

Goal: MoDOT adopts a Complete Streets Policy.

Status: Current policy meets approximately 25% of the goals of Complete Streets.

CITY AND METROPOLITAN COMPLETE STREETS POLICIES

Grade: 2006 D, 2007 D, Progress this year C

Roads and streets are designed, funded, and built by all levels of government--city, county, metropolitan, and state. For that reason it is important to adopt Complete Streets policies at all of these levels, so that a complete, seamless network of bicycle and pedestrian accessible streets is created. Although no new Complete Streets policies have been adopted this year, awareness of Complete Streets has increased dramatically and policies are under discussion in municipalities across the state.

5 year Goal: 5 metropolitan planning organizations and 10 cities/counties adopt Complete Streets policies.

Status: 1 metropolitan planning organization (East-West Gateway Council, St. Louis area) and 2 cities (St. Joseph and Columbia) have adopted Complete Street policies.

TRACKING OF BICYCLE/PEDESTRIAN ACCOMMODATION IN PROJECTS

Grade: 2006 F, 2007 F, Progress this year F

Road and street projects involving federal funds are required to give full consideration to bicycle and pedestrian facilities. These include major streets and highways in all Missouri cities that are the biggest impediment to safe bicycle and pedestrian transportation. Yet the current Transportation Improvement



Program (TIP) tracking process does not track whether projects include bicycling and walking accommodation or the reasons for including or excluding bicycle or pedestrian facilities.

Status: No tracking of bicycle or pedestrian projects in local or statewide TIP project listings.

5 year goal: Tracking of the type of bicycle and pedestrian accommodations included in all TIP projects, or reason if no bicycle or pedestrian accommodations are included.

TRANSPORTATION ENHANCEMENTS AND CONGESTION MITIGATION/AIR QUALITY FUNDS

Grade: 2006 D+, 2007 D+, Progress this year D

Transportation Enhancements (TE) and Congestion Mitigation/Air Quality (CMAQ) funds are federal funds set aside to deal with specific transportation issues, including the provision of bicycle and pedestrian facilities. Given the lack of bicycle and pedestrian infrastructure in Missouri and the opportunities and cost savings presented by creating complete, accessible bicycle and pedestrian transportation networks where none currently exist, a greater proportion of these funds should be spent in creating walkable, bicycleable communities. Far less should be spent on projects such as road improvements for motor vehicles and traffic signal replacement--projects that can be funded from other, much larger, transportation funding sources. Funding for bicycle and pedestrian projects should be used far more effectively to create complete, connected bicycle and pedestrian transportation networks in accordance with comprehensive and well thought out local, regional, and statewide plans.

In particular, the previous six years of Statewide TE funds, totaling over \$25 million, were reserved to solve a statewide problem of too few rest stops for motorists. With that problem solved, the next six years of funding should be entirely reserved to build important and much-needed bicycle and pedestrian transportation projects of statewide importance.

Status: Many good individual bicycle and pedestrian projects are funded, but lack of planning and coordination prevents them from adding up to effective transportation networks. Too much funding is siphoned off to fund ordinary motor vehicle transportation, which has many other available funding sources.

Goal: Improve project scoring and selection; improve local and regional planning so that funds will be spent to create functional bicycle and pedestrian transportation systems; devote the next 6 years of statewide TE funding to key bicycle and pedestrian transportation projects.

BICYCLE, PEDESTRIAN, AND TRAILS PLANS

Grade: 2006 D-, 2007 D, Recent progress B+

To take a rational approach to creating a complete, connected bicycle and pedestrian transportation system, cities, counties, and metropolitan areas must have plans. Very good progress has been made in some areas of the state--particularly in the St. Louis area in an effort led by TrailNet. TrailNet has helped a number of cities in the St. Louis metropolitan area create plans. Columbia is implementing a federally



funded nonmotorized transportation pilot project that receives national attention. Springfield has recently adopted a comprehensive, far-reaching city bicycle plan.

5 Year Goal: 50% of state's population in cities covered by bicycle plans.

Bicycle Plan adopted: 9 cities covering 6% of Missouri population.

Bicycle Plan underway: 9 cities and one county covering 4% of Missouri's population.

Pedestrian Plan adopted: 1 city covering 8% of Missouri's population.

Trails Plan adopted: 6 cities covering 6% of Missouri's population.

Trails Plan underway: 1 city covering 8% of Missouri's population.

STATEWIDE TRAILS SYSTEM/KATY TRAIL

Grade: 2006 C-, 2007 C+, Progress this year A+

This year plans were made to extend the Katy Trail and statewide trail network. An effort led by the Missouri Bicycle Federation resulted in over 6000 citizen post cards, signatures, and emails sent in support of expanding the Katy Trail. DNR obtained funding and the right-of-way for a 46 mile segment connecting the Katy to the Kansas City area as part of the Ameren/Taum Sauk settlement. DNR has nearly completed work on an 11 mile section of the Katy Trail from St. Charles to Machens. To continue to develop a true statewide trails system, a clear and comprehensive statewide trails plan is needed.

Status: 247 miles of trail connected with the Katy Trail system; 220,000 people live within two miles of the Katy Trail or a connecting trail.

5 year Goal: 300 miles in Katy Trail system reaching 350,000 Missourians.

20 year goal: 800 miles reaching over 2 million Missourians.

NATIONAL BICYCLE ROUTE SYSTEM

Grade: 2006 D+, 2007 D+, Progress this year F

Missouri is central to the nationwide bicycle route system. These routes are published and promoted nationally and used by thousands annually as long-distance bicycle touring routes. Bicycling touring routes through Missouri include: the American Discovery Trail, the Lewis & Clark Trail, the Mississippi River Trail, and the TransAmerica Trail, Great River Road, and Quad-States Trail. These routes are an amazing potential resource but Missouri has done almost nothing to tap that resource.

Goal: All national bicycle routes marked with signs, improved for bicycle use, and mapped.

Status: No progress on any of these goals was made in 2007. The Mississippi River Trail is the only bicycle touring route marked. The bicycle suitability of all four national bicycle routes varies widely,



with some difficult portions on each trail. The routes are mapped on the draft state bicycle maps available at http://www.modot.org/othertransportation/bike_ped/Bikepedintro.htm

TRANSIT SYSTEMS FULLY ACCOMMODATING BICYCLES

Grade: 2006 B, 2007 B+, Progress this year A-

Transit Agencies across Missouri are working to accommodate bicycles on buses and trains and by providing bicycle racks or lockers at stations. Bicycling and transit use are natural partners, with bicycles extending the range and reach of transit routes.

Goal: 100% of transit systems in Missouri fully accommodate bicycles.

Status: Transit systems in Kansas City, St. Louis, Columbia, and Springfield accommodate bicycles.

AMTRAK ACCOMMODATES BICYCLES

Grade: 2006 C+, 2007 C-, Progress this year F

With Amtrak serving several key cities along the Katy Trail, trips combining bicycling and Amtrak are a natural way to spend a vacation in Missouri. Groups of bicyclists regularly contact the Missouri Bicycle Federation, frustrated because Amtrak's limit of four bicycles per train will not allow bicycle touring groups to travel together.

Goal: 100% of Amtrak trains in Missouri can accommodate roll-on bicycles, ideally 10-20 per train to accommodate touring groups of bicyclists.

Status: Since the late 1990s, Amtrak trains in Missouri have been able to accommodate four bicycles per train with a small additional surcharge. In 2007-2008, equipment changes on some scheduled trains have meant that no bicycles were allowed on those trains. This should be a temporary problem.

CITY BICYCLE PARKING REQUIREMENTS

Grade: 2006 C-, 2007 C-, Progress this year B-

Bicycle parking is simple, inexpensive, promotes health and environmentally responsible transportation, and helps buildings fulfill LEED certification requirements.

Goal: All Missouri cities will adopt planning requirements for including bicycle parking in construction projects.

Status: 3 Missouri cities currently have bicycle parking requirements. Others, including Kansas City, Missouri, are currently working towards bicycle parking policies.



CITIES AND METROPOLITAN PLANNING ORGANIZATIONS WITH BICYCLE PLANNERS

Grade: Cities D, metropolitan areas B+, Progress this year B

Kansas City and Columbia are among the cities in Missouri that have recently added dedicated bicycle and pedestrian coordinator or staff positions.

Goal: Cities, metropolitan planning organizations, and regional planning commissions should have skilled and qualified bicycle and pedestrian planners on staff. For smaller cities and agencies, the bicycle/pedestrian planner need not be a full-time position.

Status: 3 Missouri Cities and 7 metropolitan planning organizations or agencies have bicycle/pedestrian planners.

BICYCLE FRIENDLY COMMUNITIES

Grade: 2006 F, 2007 D-, Progress this year A

Cities working towards the nationally recognized Bicycle Friendly Community status put together all the elements needed to encourage and promote bicycling as healthy recreation and environmentally friendly transportation. Many cities across Missouri are now starting to work towards Bicycle Friendly Community status. A major Bicycle Friendly Communities Summit is planned May 21-22, 2008, in the Kansas City area.

5 Year Goal: 20 Missouri communities engaged in the BFC process; 5 Bronze level; 1 Silver level.

Status: 3 communities actively engaged; no communities at Bronze, Silver, or Gold levels.

Building a world class network

Over the next 5 years, we will support and encourage the development of bicycle and pedestrian planning in communities across Missouri. We will work for better roads, trails, and facilities for walking and bicycling. We will work to create complete, connected networks of walkable, bicycleable routes throughout our communities and our state.



Goal: Increase Safety and Reduce Crashes

Overall grade: D

The traffic injury and fatality rates in many industrialized countries are 50% to 75% lower than in the U.S. A safer roads and streets will save billions in medical costs alone while creating an environment that is far more inviting for bicycling and walking.

Overall, bicyclists and pedestrians represent less than 5% of trips, but 7.5% of roadway deaths and 15% of roadway injuries in Missouri.

CONTINUED MOVEMENT TOWARDS TRAFFIC JUSTICE FOR NONMOTORIZED USERS

Grade: 2006 B-, 2007 B-, Progress in 2007: B

The Missouri Bicycle Federation works with the Missouri General Assembly to improve the state traffic laws to address issues of bicycle and pedestrian safety. Important improvements to Missouri traffic law affecting bicyclists and pedestrians were made in 1996, 2005, and 2006.

Status: No specific changes were made to Missouri traffic law affecting bicyclists and pedestrians in 2007. A provision that would have encouraged unsafe passing of bicyclists was introduced but did not pass. Several proposals supported by MoBikeFed have been introduced or had committee hearings, which sets the stage for important progress in the next few years.

Goal: Implement MOBikeFed's Legislative Agenda, with specific goals for the next 5, 10, and 20 years.

STATEWIDE PRIORITY AND ANNUAL REPORTING FOR BICYCLE AND PEDESTRIAN SAFETY

Grade: 2006 D-, 2007 D-, Progress this year F

Bicyclist and pedestrians currently bear more than their fair share of Missouri traffic injuries and fatalities. An annual report on crashes involving bicyclists and pedestrians that identifies problems and advocates for improvements would galvanize support for improving the bicycle and pedestrian environment. The framework for this reporting already exists with the Missouri Blueprint for Safer Roadways.

Goal: Missouri Blueprint for Safer Roadways recognizes, prioritizes, and takes action on bicycle/pedestrian crashes and injuries .

Status: Bicycling and walking statistics are buried in Blueprint for Safer Roadways Web Site; the Blueprint for Safer Roadways has few and inappropriate goals for bicycle/pedestrian safety.



BICYCLE/PEDESTRIAN TRAFFIC ENFORCEMENT

Grade: 2006 D-, 2007 D, Progress this year C-

Traffic enforcement is a proven effective way to improve traffic safety and reduce deaths and injuries. In communities where they are regularly undertaken, traffic enforcement activities specifically directed towards behaviors that endanger pedestrians and bicyclists have been shown to improve motorist, pedestrian, and bicycle traffic, reducing injuries and fatalities.

Status: Few Missouri law enforcement departments pay significant attention to bicycle or pedestrian enforcement. There were only a very few specific bicycle/pedestrian enforcement efforts in 2007. With chronic staff and funding shortfalls, it is not easy to dedicate officer hours to traffic enforcement, but the payoff in reduced injuries, deaths, medical costs, and community economic impact is clear.

5 year goal: Bicycle/pedestrian traffic enforcement weeks in 10 communities annually; regular bicycle/pedestrian awareness and education programs for law enforcement officers across Missouri.

CITIZENS PARTICIPATING IN LEAGUE-CERTIFIED BICYCLE EDUCATION PROGRAMS

Grade: 2006 D-, 2007 D-, Progress this year D

Bicycle education classes taught by instructors certified by the League of American Bicyclists are among the most effective ways to improve bicycle safety and encourage more people to use bicycles for practical transportation. Bike Ed classes are offered regularly in the St. Louis, Springfield, Columbia, and Kansas City areas. The City of Columbia is preparing to greatly expand their educational programs in 2008.

Status: About 100-200 citizens participated in League Certified Road I classes in 2007.

Goal: Fully-funded bicycle education programs led by certified instructors reach tens of thousands annually.

NUMBER OF LEAGUE CYCLING INSTRUCTORS IN MISSOURI

Grade: 2006 D+, 2007 C-, 2007 progress A

In early 2005, there were less than 10 League-Certified Cycling Instructors (LCIs) in Missouri. With LCI seminars held in Missouri in 2005, 2006, and 2007, there has been steady growth in the number of LCIs in Missouri. A current list of LCIs in Missouri can be found at <http://bikeleague.org/programs/education/>

Status: 34 Missouri LCIs

5 year Goal: 100 LCIs; all MoBikeFed Board Members LCIs.



NUMBER OF LEAGUE CYCLING INSTRUCTOR (LCI) TRAINING PROGRAMS HELD IN MO

Grade: 2006 C, 2007 B, 2007 progress A

MoBikeFed Education Chair Coy Hart organized the first LCI seminar in Missouri in many years in June, 2005. The Kansas City MS Bike Ride organization has held an LCI seminar in 2006 and the City of Columbia organized a seminar in 2007. These seminars trained instructors throughout Missouri and the Midwest.

Status: 1 class.

Goal: 2 classes per year.

NUMBER OF COMMUNITIES WITH BIKE ED CLASSES

Grade: 2006 D, 2007 D, Progress this year C-

To reach more Missouri bicyclists, regular Bike Ed classes should be held throughout the state. Cost should be reasonable.

Status: 4 Missouri communities had Bike Ed classes in 2007; no communities had regular Bike Ed classes that were inexpensive or free.

Goal: All cities or metro areas with population greater than 50,000 should have regular Bike Ed Classes, outreach activities, seminars, or other similar educational activities offered for free or at an affordable cost.

Increasing safety and reducing crashes

In the next 5 years, we will reduce the rate of pedestrian and bicycle crashes and injuries per trip around Missouri by one third. We will promote and encourage motorist education programs and activities and work with law enforcement to encourage appropriate enforcement activities to promote safety.



Goal: Encourage Activity

Overall grade: D

Less than 5% of trips in Missouri are by walking or bicycling. The national average is 9.5%. Our goal is to double the number of trips by walking and bicycling in Missouri over the next 5 years. With increasing fuel prices and increasing emphasis on fitness and reducing greenhouse emissions, there has been a small but noticeable increase in walking and bicycling in Missouri over the past few years.

NUMBER OF MISSOURI COMMUNITIES PARTICIPATING IN BIKE MONTH OR BIKE TO WORK WEEK EVENTS

Grade: 2006 B, 2007 B+, Progress this year C+

Bike Month and associated activities are a national event and one of the most effective ways we know to promote more bicycling in Missouri.

Status: 5 Missouri cities or metro areas had organized Bike Month activities; after rapid expansion of Bike Month activities in the early 2000s, we know of few new communities around the state who have begun participating in 2007. Existing programs continue to expand and become more successful.

Goal: Double the number of cities participating; quadruple participation.

BUSINESSES PROMOTE MULTI-MODAL TRANSPORTATION AND FITNESS FOR EMPLOYEES

Grade: 2006 D, 2007 D+, Progress this year B-

Missouri businesses can become far more pro-active to include multi-modal transportation and fitness goals for their companies as a way to save money, have healthier employees and to contribute to making communities more green. Too few Missouri companies include these policies, which are rapidly become the norm across the Country. Missouri's economic competitiveness will be enhanced when more Missouri companies embrace these goals.

Some Missouri companies have included policies to promote walking, bicycling, carpooling, and transit to work, to encourage walking, bicycling, transit, and carpooling for business trips during the day, showers and secure bicycle parking, credit for employees who do not use a parking space or use it only occasionally, and encouragement of employee wellness and fitness programs.

Status: Significant progress was made this year with conferences planned for Springfield and St. Louis, the creation of the Greater Kansas City Climate Protection Partnership, greater interest in building LEED certified buildings, and a generally increased level of discussion of the economic importance of reducing greenhouse gas emissions and fossil fuel use.

Goal: More Missouri businesses support multi-modal transportation and active recreation as ways to save money, have healthier employees, and contribute to a greener Missouri.



PERCENTAGE OF SCHOOL STUDENTS WALKING/BICYCLING TO SCHOOL

Grade: 2006 D-, 2007 D, Progress this year C+

Walking and bicycling to school helps students build physical activity into their day. Regular physical activity increases students' academic achievement and test scores--and sets a healthy precedent for the rest of their lives. Columbia's Safe Routes to School (SRTS) program, which encourages more children to walk and bicycle to school, is a national model and is gradually expanding each year. St. Louis, Kansas City, and Springfield have established small pilot SRTS programs. The new federal SRTS program has been rolled out by MoDOT, and if it is effectively managed it has the potential to increase the percentage of students walking and bicycling to school at hundreds of Missouri schools.

Status: Between 5% and 10% of Missouri elementary and middle-school students walk or bicycle to school.

Goal: 15% of students walking or bicycling to school.

NUMBER OF MISSOURI SCHOOLS PARTICIPATING IN WALK/BIKE TO SCHOOL MONTH, WEEK, AND DAY ACTIVITIES

Grade: 2006 D-, 2007 D, Progress this year C

International Walk to School Day, Week, and Month activities in October of each year are among the most effective ways to get students, parents, communities, and schools activated to reduce pollution and congestion around schools while improving students health and physical fitness by encouraging more students to walk and bicycle to school. Walk to School activities have slowly been growing more popular in Missouri over the past several years.

Status: 33 schools participating in Walk/Bike to School Month, Week, and Day activities.

5 Year Goal: Quadruple the number of schools and students participating.

NUMBER OF MISSOURI SCHOOLS WITH ACTIVE SAFE ROUTES TO SCHOOL PROGRAMS

Grade: 2006 D-, 2007 D, Progress this year C

The number of schools with Safe Routes to School programs in Missouri has been very low but gradually increasing. With MoDOT's new Safe Routes to School program rolling out, there is the potential to greatly increase this number over the next few years.

2007: 9 schools with active Safe Routes to School programs.

5 Year Goal: 100 schools participating in SRTS.



NUMBER OF COMMUNITIES WITH CYCLOVIA/SUNDAY PARKWAYS/CAR-FREE DAYS IN PARKS

Grade: New project beginning in 2008

Kansas City will be the first known Missouri city implement a Car-Free Park program, with Car-Free Weekends on Cliff Drive starting May 2008.

Status: 0 communities with active Car-Free programs, one city preparing to launch a Car-Free Weekends program.

5 year goal: 5 communities across Missouri with Car-Free Parkways or Cyclovia type programs.

PERCENTAGE OF TOURISTS WHO BIKE/HIKE DURING MISSOURI TRIPS

Grade: 2006 C, 2007 B-, Progress this year A-

Missouri has immense potential for attracting active tourism. Expansion of the Katy Trail, creation of a state Bicycle Map, promotion of bicycle tourism in Missouri, and expansion of the Tour of Missouri have the potential to greatly increase the amount of bicycle tourism in Missouri. Improvements in the Ozark Trail and other trail networks around Missouri have the potential to make Missouri a more attractive destination for hiking and mountain biking. However, many simple, inexpensive measures that could greatly increase the amount and value of active tourism in Missouri have still not been taken: Creating a state bicycle map, creating statewide trail maps, creating information about Missouri trails to distribute at tourist welcome centers, and creating tourist-oriented web sites to help tourists find bicycle and trail oriented attractions, routes, and other information.

Status: 4.5% of tourists who bike/hike as part of their trip to Missouri.

5 year goal: 5.5% of tourists bike/hike as part of their trip to Missouri.

NUMBER OF BICYCLING YOUTH DEVELOPMENT PROGRAMS OR TEAMS IN MISSOURI

Grade: 2006 D+, 2007 C-, Progress this year B

A number of schools or youth programs incorporate bicycling in the form of bicycle clubs or bicycle teams. These programs have the potential to attract students who may not otherwise be athletically inclined to a fun, social, healthy outdoor activity that they can practice for a lifetime.

2007: 4 bicycling youth development programs or teams in Missouri.

Goal: 10 programs.



STATE BICYCLE MAP AVAILABLE

Grade: 2006 status D, 2007 status D-, Progress this year F

Many states have a state bicycle map showing information of particular interest to bicyclists. A state bicycle map is an inexpensive way to promote bicycle tourism and highlight the many beautiful roads throughout Missouri that are friendly for bicycling.

Status: Draft state bicycle map available online only as it was in 2006; the map web site was unavailable for some months during the year; no progress towards completing the map or creating a print version in 2007.

1 year goal: Finalized map available as printed or online version.

5 year goal: Map updated regularly and re-printed as needed.

STATEWIDE AND LOCAL BICYCLING AND WALKING STATISTICS COLLECTED

Grade: 2006 D, 2007 D, Progress this year F

No official statistics are collected that allow precise measurement of the amount of walking and bicycling across Missouri. Even in major metropolitan areas, no data is collected to allow a clear tracking of changes and trends from year to year.

Status: The Household Travel Survey from the U.S. Census tracks the percentage of bicycling and walking trips in the St. Louis and Kansas City metro areas. Columbia's Non-Motorized Pilot Project will include a regular census of bicycling and walking. Springfield has collected bicycling counts along with their regular traffic counts.

Goal: Statistics on bicycling and walking collected on a statewide basis and in metropolitan areas and communities; updated data collected frequently enough to detect trends and pinpoint problems and opportunities.

Encouraging activity

In the next 5 years, we will reduce the rate of pedestrian and bicycle crashes and injuries per trip around Missouri by one third. We will promote and encourage motorist education programs and activities and work with law enforcement to encourage appropriate enforcement activities to promote safety.



Goal: Build a Movement

Overall grade: B

Many of the recent advances in making Missouri a better place to walk and bicycle have come about because bicyclists, walkers, runners, and trail users have organized at the local, state, and national levels.

Missourians have shown a willingness to work together to support the creation of safer, healthier, more inviting, more livable, and more economically viable communities.

We invite all Missouri citizens, public officials, organizations, and businesses to support the movement.

ADVOCACY GROUPS

Grade: 2006 B-, 2007 B, Progress this year B+

Millions of Missourians bicycle, walk, run, and use trails. Almost all would bicycle, walk, and run more often if better facilities were available in their communities. But community leaders will not move to create better conditions for walking and bicycling unless groups from the community step forward and work for improvements.

Advocacy groups in Missouri include Let's Go KC, a coalition of groups with over 20,000 membership, the Columbia's PedNet Coalition, which has almost 6000 supporters, St. Louis's TrailNet, with over 2000 members, the St. Louis Regional Bicycle Federation, Springfield's SpringBike, Velo Girardeau, the Joplin Trails Coalition, Chillicothe's Green Hills Trails Association, St. Joseph's Quad States Trails Advocacy Group, Kansas City's EarthRiders, the St. Louis-area Gateway Off-Road Cyclists, the West Plains Bicycle Club, and others.

Status: At least 11 Missouri cities/metro areas have dedicated bicycling, pedestrian, or trails advocacy groups, or area clubs that have stepped forward into a constructive advocacy role.

5 year goal: Advocacy groups in at least 15 Missouri cities.

STATEWIDE AND NATIONAL LEGISLATIVE ADVOCACY

Grade: 2006 C+, 2007 B-, Progress this year A-

Missouri bicyclists, walkers, runners, and trail users are rapidly becoming organized as a political force to work for needed improvements in the state.

Status: Missouri's Bicycle Day at the Capitol was first held in 2005 and grew substantially in 2006. The Missouri contingent at the National Bike Summit in Washington, DC, had the largest Missouri contingent ever in 2007 and again in 2008. MoBikeFed's grass-roots advocacy organization has greatly improved, with supporters identified in all but 3 of Missouri's 163 house districts and all 34 senate districts.



5 year goal: 200 participants in an annual Bicycle Day at the Capitol in Jefferson City, with significant representation from Missouri bicycling, walking, and trails-related businesses and organizations. A contingent of 20 Missourians visiting the National Bike Summit each year with representatives of each of Missouri's nine congressional districts. At least 15 grass-roots supporters in each of the 163 Missouri house districts.

CLUBS, ORGANIZATIONS, AND EVENTS

Grade: 2006 A, 2007 A, Progress this year A

Clubs and organizations are the core of the bicycling and walking movement in Missouri, serving tens of thousands of Missourians in all corners of the state. These organizations create thousands of events that attract hundreds of thousands of Missourians to rides, runs, races, triathlons, walks, hikes, and other recreational events.

Status: 126 bicycle clubs or organizations, 12 general sports and recreation clubs, 12 running clubs, 9 walking clubs, and 13 trail building or trails advocacy groups in Missouri or immediately surrounding areas.

BICYCLE, WALKING, RUNNING, AND ACTIVE RECREATION RELATED BUSINESSES

Grade: 2006 B+, 2007 B+, Progress this year B

Bicycle, running, and active recreation-related businesses in Missouri are typically small, family-owned businesses that serve as a focal point of the bicycling community in their area. The opportunity that exists for Missouri's active recreation business is to work together to improve Missouri's bicycle, pedestrian, and trails system. Doubling the amount of walking and running in Missouri will double the amount of related business and retail sales.

Status: 138 bicycle, walking, running, and active recreation related shops and businesses in MoBikeFed's current listing, which includes shops and businesses in Missouri and immediately surrounding areas.

ECONOMIC IMPACT

Grade: 2006 B, 2007 B+, Progress this year B+

The Active Outdoor Recreation Economy is big business. At \$289 billion in annual retail sale in the U.S., the Active Outdoor Recreation industry has higher annual retail volume than the motion picture and video industries, pharmaceutical and medicine manufacturing, power generation and supply, automobile and light truck manufacturing, and the security, commodities, and investment industry. Only the telecommunications industry tops it, with \$473 billion in annual retail sales.

Conservatively, the outdoor recreational economy represents \$733 billion annually in all sectors of the U.S. economy from manufacturing to retail to real estate to food services and generates \$88 billion in federal, state, and local taxes.



Missouri's natural beauty makes outdoor recreation a natural fit, but the current state of Missouri's bicycle and pedestrian network mean that we are not taking full advantage of the economic opportunities available.

In terms of economic impact, camping is the number one outdoor recreation activity, with bicycling in second place and trail use third, ahead of snow sports, paddling, fishing, and hunting.

With the planned expansion of the Katy Trail system, a new emphasis on creating bicycle and pedestrian networks in Missouri's major metropolitan areas, a large but mostly un-promoted network of mountain biking trails, beautiful rural roads for bicycling, the Ozark Trail and other hiking trails, and the international promotional impact of the Tour of Missouri, an opportunity exists to dramatically increase the economic impact of active outdoor recreation on Missouri's economy.

Status: Even with the minimal attention we currently pay to bicycling and walking in Missouri, bicycling and trails in Missouri generate:

- \$950 million in annual retail sales
- \$1.2 billion in total economic activity and 14,365 jobs
- \$79 million in state tax revenue

Goal: Double the economic impact of walking and bicycling to \$2 billion within 10 years and \$4 billion within 20 years.

Building a movement

In the next 5 years, we will gather thousands of active, diverse members throughout the state of Missouri and work together to create a new culture. We will promote engaging events and partner with like-minded organizations to build powerful coalitions.



Action Items: What Can Be Done?

Here are a few of the most effective and simple steps citizens, public officials, and municipalities can take to make a community more livable and help fill our Missouri streets and neighborhoods with healthy bicyclists and pedestrians:

Build a network

- Create and adopt a bicycle plan, pedestrian plan, and/or trails plan
- Get your community on track to become an officially recognized Bicycle Friendly Community
- Adopt a "Complete Streets" Policy in your community
- Make sure your areas' transit system accommodates bicycles
- Adopt bicycle parking requirements in your municipality's planning and zoning requirements

Increase safety and reduce crashes

- Have regular bicycle/pedestrian traffic enforcement activities
- Educate motorists, pedestrians, and bicyclists using available model campaign materials
- Track bicycle and pedestrian crashes and injuries in your community; take appropriate action

Encourage activity

- Celebrate National Bike Month and Bike to Work Week and encourage citizens to bicycle for fitness and transportation
- Encourage area businesses to adopt policies supporting walking, transit, and bicycling as transportation and fitness choices
- Encourage area schools to participate in the Safe Routes to School program and encourage students to walk and bicycle to school where possible

Create a Movement

- Encourage the development of bicycle, walking, and running clubs in your area
- Encourage and promote bicycle, walking, running, and trail events
- Start a "Car Free Parkway" or "Car Free Boulevard" program in your community by closing a street on a regular basis and developing a carnival of walking, bicycling, and fitness activities

Find out more about all of these programs at MoBikeFed.org or by emailing director@mobikefed.org.



Information Sources

Sources of the information used in this report include local and regional data and studies created by government, industry, and third parties, as well as information collected by the Missouri Bicycle Federation.

This is the first annual Report Card on Bicycling and Walking in Missouri 2008 and MoBikeFed welcomes additional information, corrections, and inquiries. In particular we welcome further information to clarify the amount of bicycle and pedestrian activity, planning, and advocacy in cities around Missouri.

Many of the information sources and data that form the basis of this report can be found here:

- MoBikeFed.org/vision - note especially the "Results Tracker"
- MoBikeFed.org/resources.php#stats
- MoBikeFed.org/files/bicycleday-2008-economic-impact-issue-paper-2-2008.pdf

For further information and sources for information or data provided in this report, email director@mobikefed.org.

Photo Credits

Cover - Tour of Missouri 2007 (PhotoSport International)

Page 1 - Walking School Bus (PedNet Coalition, Columbia)

Page 2 - Weekly Club Ride (Kansas City Bicycle Club)

Page 3 - Children's ride (Missouri Bicycle Federation)

Page 10 - Bicycle Tourism (Missouri Bicycle Federation)

Page 13 - League Cycling Instruction Class (Martin Pion)

Page 17 - Walk to School Day (PedNet Coalition)

Page 20 - Missourian Brad Huff rides in the 2007 Tour of Missouri (PhotoSport International)



The Missouri Bicycle Federation

The Missouri Bicycle Federation is a coalition of bicycling, walking, running, and trails organizations representing over 15,000 Missourians and speaking for the 2 million Missourians who bicycle regularly and the 5.8 million who walk.

The Missouri Bicycle Federation is working to realize its vision of active transportation in Missouri by creating a world-class bicycle and pedestrian network in Missouri, building a movement around walking and bicycling, encouraging more walking and bicycling, and increasing safety for all road users.

Find our more or join the Federation at MoBikeFed.org

