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Paseo Bridge Pedestrian/Bicycle-Transportation Fact Sheet

In recent weeks over 200 citizens have written MoDOT in support of providing pedestrian and bicycle-transportation accommodations on the proposed Paseo Bridge update.

The proposal is for a separated pedestrian/bicycle-transportation facility as part of the new Paseo Bridge, a facility that would interface with the existing street transportation network on each side of the bridge.



Despite the lack of proper facilities, there is still strong demand for pedestrian and bicycle-transportation access across the Missouri River in the Kansas City region—as this pedestrian, crossing on the southbound

However, MoDOT has indicated that citizen request is not enough. MoDOT needs to hear from area political leaders and civic groups requesting pedestrian and bicycle-transportation accommodation across the Missouri River.

Paseo Bridge Facts:

- ◆ No additional funds should be needed. MoDOT has a mandate to provide pedestrian and bicycle-transportation connectivity on every new project. A small portion of the \$50 million earmarked to make the Paseo Bridge a "Signature Bridge" can cover all needed expenses.
- ◆ No signature bridge (including interstate freeway bridges) built in the U.S. in recent decades has omitted pedestrian/bicycle-transportation accommodation.
- ◆ No bridge in the region currently provides safe pedestrian access across the Missouri River.
- ◆ A river crossing is called for in city, state, and regional plans. The Paseo Bridge is funded (\$245 million) and may be the only opportunity to provide a pedestrian crossing of the river in the next 25 years.
- ◆ St. Louis has no less than 5 pedestrian/bicycle-accessible crossings of the Missouri River and Mississippi River: Page Avenue Bridge, Chain of Rocks Bridge, Eads Bridge, McKinley Bridge, Lewis and Clark Bridge, and Highway 360 Bridge.
- ◆ Every major river bridge planned and built in Missouri in recent years has included pedestrian and bicycle-transportation accommodations.
 - Missouri River: Lexington (Hwy 13), Boonville (Hwy 40), Hermann (Hwy 19, planned), Washington (Hwy 47, planned), and St. Louis (Page Avenue). Jefferson City has \$4 million towards a cantilevered bike/ped addition to their bridge.
 - Mississippi River: the new \$100 million Emerson Bridge in Cape Girardeau, the I-72 Bridge at Hannibal, Old Chain of Rocks, Eads Bridge (walkway), and McKinley Bridge (bike lanes planned).

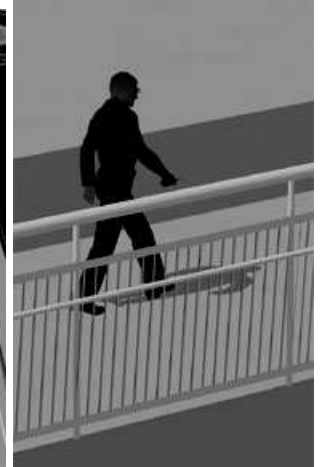
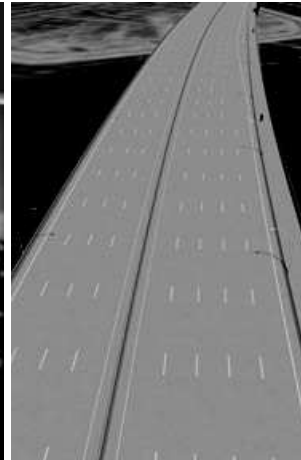


The new Page Avenue Extension (Hwy 364) crosses the Missouri River in the St. Louis area. Page Avenue is a controlled access multi-lane freeway. A separated pedestrian facility on the Paseo Bridge could look and function much like it does on Page Avenue.

Other recent controlled-access highway bridges that accommodate bike/ped:

Cooper River Bridge, Charleston, South Carolina

8 lanes plus 12-foot bicycle/pedestrian lane, 1546-foot span, opened July 16th, 2005



Letters, testimony, and even a local bumper sticker campaign worked to add a pedestrian/bicycle component into the bridge design.

The latest design plans include a 12 foot bicycle and pedestrian lane to be constructed along the ocean-side of the new bridge from Morrison Drive to Coleman Boulevard.

The bicycle/pedestrian lane travels along the outer edge of the bridge's tower piers and offers observation sites with benches to gaze out upon the beauty of the Charleston region.

Interstate 90 floating bridges across Lake Washington, Seattle

8 lanes plus bike/ped lane, 5,811 feet in length, opened 1989



Golden Gate Bridge, San Francisco

Four lanes plus two sidewalk/bicycle lanes, 1.7 miles in length

