

Where Missouri stands

Need

Over 26% of Missouri's population does not have a driver's license and 8.3% of Missouri households have no motor vehicle available.

Amount of Walking and Bicycling

National:

8.7% of trips are made by walking and 0.8% by bicycle for a total of 9.5%
(2001 figures, National Walking and Bicycling Study)

Kansas City:

3.9% of trips are made by walking and 0.4% by bicycling for a total of 4.3%
(MARC Household Travel Survey, p. 39)

St. Louis:

Trips were made by bicycling or walking: 5.9%
(EWGCC Household Travel Survey, p. 4; does not break down bicycling/walking separately)

How about the rest of the state? No statistics area available as far as I know. But--with the sole exception of Columbia--will any area fare better than the two major metropolitan areas? As a rule of thumb the amount of walking and bicycling is higher in metropolitan areas than in rural areas or smaller towns--for example within the St. Louis metro area nonmotorized trip percentage ranges from 12.5% in St. Louis City to 1.6% in Franklin County (Household Travel Survey, page 8).

Injuries and fatalities

National Highway Traffic Safety Administration figures, which track injuries and fatalities involving motor vehicles:

	Pedestrians killed	injured	Bicyclists killed	Injured
National (2003)	11.1%	2.4%	1.5%	1.6%
Missouri (2003-2005)	7.0%	2.1%	0.5%	0.9%

Note: Collision rates decline with increases in the numbers of people walking or bicycling. In round numbers, doubling the amount of walking/bicycling increases injuries by about 25%.

Missouri DHSS InjuryMICA figures, 1996-2002, from emergency room data. This tracks all reported injuries on roadways:

	Number	Percentage
	-----	-----
TOTAL ROADWAY INJURIES	: 670,763	100.0%
Bicycle injuries	: 78,724	11.7%
Pedestrian injuries	: 23,144	3.5%

Transportation Costs

Of major U.S. cities, Kansas City has:

- * the highest percentage of commuting via private vehicle
- * the lowest percentage of those commuting by transit (tie)
- * the lowest percentage of those commuting by bicycling and walking (tie)
- * the 2nd highest total transportation cost

Because the amount of bicycling, walking, and transit commuting is far below the national average, the typical Kansas City low-to-moderate income household is paying \$10,820 per year on transportation--\$1000 more than in the average major U.S. city.

St. Louis isn't far behind--it's got the sixth highest transportation cost for those low-moderate income families, at \$10,543 per year, about \$700 more than the average major city.

How much is this costing us? The Kansas City metro area has 700,000 households and St. Louis has 1,000,000.

Are other Missouri cities different?

Find major barriers and fix them

The typical Missouri city has hundreds or thousands of miles of bicycle and pedestrian friendly roads. But they are almost all disconnected from each other. Minor, low traffic roads are bicycle and pedestrian accessible, but main roads--the ones that actually connect to destinations--are not.

In just ten years Portland was able to more than double the number of bicycle commuters, by concentrating on making the river bridges and the connections to them friendlier and safer for bicyclists.

There are two basic ways to address this issue:

1. Identify and prioritize barriers: We need to prioritize barriers to bicycle and pedestrian traffic, according to the difficulty/danger of the barrier and how many people/destinations the barrier separates. Then work on fixing highest priority barriers first.

2. Routine accommodation: On the other hand we need to make accommodation of bicyclists and pedestrian routine, especially on major roads within populated areas, so that we do not end up with many small disconnected islands of bicycle/pedestrian accessibility.

MoDOT roads are often major barriers to bicycle/pedestrian connectivity, especially in urban areas.

Dr. Brent D. Hugh
Executive Director
Missouri Bicycle Federation, Inc.
Director@mobikefed.org

Sources

Need

- Driver license and household with no access to automobile figures and sources:
<http://mobikefed.org/2005/09/how-many-missourians-are-non-drivers.php>

Amount of Walking and Bicycling

- Number of households in St. Louis:
<http://www.ewgateway.org/pdf/library/wws/WWS2002julypart1.pdf> - page 15
- Amount of walking and bicycling nationally:
National Walking and Bicycling Study, 2001,
<http://www.fhwa.dot.gov/environment/bikeped/study/>
- Mid-America Regional Council, Household Travel Survey, 2003,
<http://www.marc.org/transportation/pdf/travelsurveyreport2003pg23-48.pdf>
- East-West Gateway Coordinating Council Household Travel Survey, 2002,
<http://www.ewgateway.org/pdf/library/trans/travelsurvey/StLouisFinalAnalysisReport.pdf>

Injuries and fatalities

- Missouri bicycle, pedestrian, and total traffic injuries and fatalities:
Missouri Traffic Safety Compendiums for 2003, 2004, 2005.
<http://www.mshp.dps.mo.gov/MSHPWeb/SAC/Pubs/Traffic/missouri2003TrafficSafetyCompendium.pdf>
<http://www.mshp.dps.mo.gov/MSHPWeb/SAC/Pubs/Traffic/missouri2004TrafficSafetyCompendium.pdf>
<http://www.mshp.dps.mo.gov/MSHPWeb/SAC/Pubs/Traffic/missouri2005TrafficSafetyCompendium.pdf>
- Collision rates decline with increases in the numbers of people walking or bicycling:
"Safety in numbers: more walkers and bicyclists, safer walking and bicycling," by P L Jacobsen,
Inj Prev 2003;9:205-209, <http://ip.bmjournals.com/cgi/content/full/9/3/205>
- Missouri DHSS InjuryMICA figures, 1996-2002. See explanation and links to data at:
<http://mobikefed.org/2004/10/bicyclists-represent-12-of-all-on-road.php>

Transportation Costs

- Commuting mode and cost statistics: "A Heavy Load: The Combined Housing and Transportation Burdens of Working Families," Center for Housing Policy, October 2006, page 4,
http://www.cnt.org/repository/heavy_load_10_06.pdf

Find major barriers and fix them

- Portland's Experience: "Bridging the Gaps: How the Quality and Quantity of a Connected Bikeway Network Correlates with Increasing Bicycle Use," Mia Birk, *Alta Planning+Design*, July 27, 2005,
http://www.mdt.mt.gov/research/docs/trb_cd/Files/06-0667.pdf