

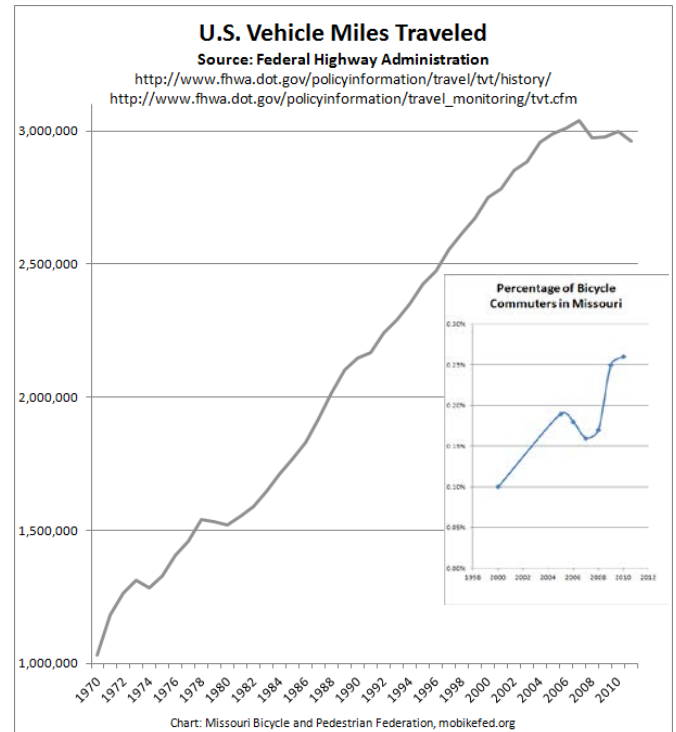


THE BIG PICTURE

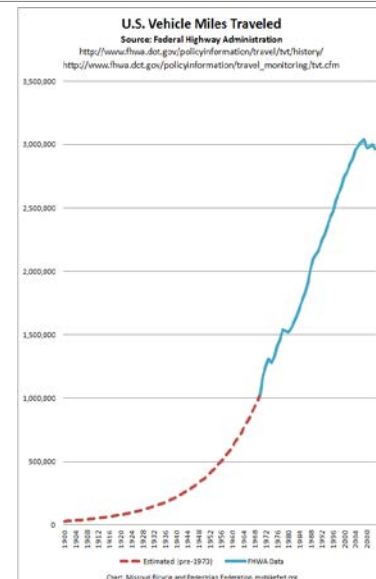
The transportation challenge of the 20th Century was building a paved road system to meet the needs of hundreds of millions of drivers

The transportation challenge of the 21st Century is making the system work on the human scale again: Accessible to walking, bicycling, transit, leaving a legacy of livable, sustainable, healthy, vibrant communities.

- Since 1900, we have gone from essentially no paved roads in the U.S. to millions of miles, connecting every community in the nation.
- In 1900, there were essentially no automobiles in the U.S. By 1950, we had one automobile per family. By 2000, we had one automobile per licensed driver.
- What's next?



- The amount of bicycling and walking is grown by leaps and bounds—both in Missouri and across the U.S.
- Millions of miles of roads and tens of thousands of communities need to be retrofitted with sidewalks, crosswalks, bike lanes, bike routes, and trails.
- Similar in magnitude to the interstate freeway system and will have huge consequences for our nation's healthy, economic vitality, and livability.





BICYCLING AND WALKING: WHERE MISSOURI STANDS

Bicycling and walking are surprisingly large sources of strength in Missouri's economy. But there is much room for improvement.

Amount of Walking and Bicycling

- Nationally, 12% of trips are made by walking or bicycling. Missourians walk and bicycle **about half the national average** but the amount of bicycling and walking is increasing rapidly—**since 2000 the amount of bicycling in Missouri has tripled and the amount of walking is up 50%.**
- About a **quarter of Missouri adults** are regular bicyclists.
- The Missouri Bicycle & Pedestrian Federation represents a statewide coalition of bicycling, walking, running, and trails groups with aggregate **membership of over 30,000.**

Safety

- Bicyclists and pedestrian represent less than **6.5% of trips taken** on Missouri roadways, but **7.5% of roadway deaths, 15% of roadway injuries,** and only **1.8% of funding.**

Need

- **Transportation:** Over 26% of Missourians have no driver's license and 8.3% of households have no motor vehicle available.
- **Health:** Missouri has very high rates of obesity, diabetes, and heart disease – especially among kids.
- **Congestion:** Walking, bicycling, and transit work together to reduce traffic, congestion, greenhouse gases, and pollution.
- **Livability:** People want to live where they can bicycle and walk safely.

Economic Cost

- Missouri's **household transportation costs are \$700-\$1000 higher** than average, largely because most people have few real options to driving alone.
- Cities across the country are making themselves bicycle- and pedestrian-friendly. Companies and employees expect this. To attract high-quality industries and employees, **Missouri needs move from below average to above average in walkability and bicycleability.**

Economic Potential

- Bicycling recreation contributes **\$133 billion** to the national economy.
- Supports nearly **1.1 million jobs** nationally.
- Generates **\$17.7 billion in federal and state tax** revenue.
- Generates **\$220 million in annual revenue** from Missouri bicycle shops and retailers.

Missouri's Potential

- Bicycling and trails provide **sustainable growth** in rural communities.
- The Katy Trail has **500,000 visitors annually** from all 50 states.
- **4.3% of Missouri tourists bicycle or hike**--more than boat or golf and about the same as gambling and nightlife.



KEY ISSUES FOR BICYCLING AND WALKING

Specific 2012 Bills

Bicyclists required to wear Reflective Vest, HB 1937, Rep. John Cauthorn

We support effective, proven policies to improve bicycle safety, but we strongly oppose this requirement to wear a reflective vest on state roads and highways. The proposal is confusing, applies only to certain roads, duplicates existing requirements that are better thought out, is non-standard, will be unenforceable, will discourage bicycling, and by discouraging and reducing the amount of bicycling, will reduce safety and the public health.

Distracted Driving, SB 717, Sen. Bill Stouffer

Makes distracted driving a specific traffic offense. Distracted driving is one of the top causes of automobile, bicycle, and pedestrian injuries and deaths. Reducing distracted driving has been identified by our members as one of their very top legislative priorities, and this bill is one very effective way to address the problem.

Increase Penalties for Failure to Yield, SB 805, Sen. Kevin Engler

Increases fines, driver's license penalties, and requires driver improvement program when a driver's failure to yield leads to injury or death. We strongly support this measure—this issue has been identified by our members as one of their very top legislative priorities.

Bike Rack/License Plate Conflict, SB 743 (Sen. Lamping), HB 1839 (Rep. Caleb Jones)

Bike racks that cover or partially cover an automobile's license plate are currently in violation of Missouri law and no solution is available other than removing the rack. This law will allow, but not require, anyone who has this problem to purchase a third license plate at low cost. The third plate would be printed a plastic plate, similar to Missouri's existing temporary license plates, and would be placed in the rear window of a vehicle when a bike rack or similar item obscures the regular rear plate. We support this legislation.

Bob Watts Memorial Bike/Ped Path, SB 833 (Sen. Jack Goodman)

The new bicycle/pedestrian path on the Heart of America Bridge will be named after legendary bicycle advocate Bob Watts, who helped found several local, state, and national bicycle advocacy organizations, including the Missouri Bicycle and Pedestrian Federation.

Would extend the current under-21 texting ban to motorists of all ages.



MISSOURI BICYCLE & PEDESTRIAN FEDERATION, INC.

Capitol Day 2012

KEY ISSUES FOR BICYCLING AND WALKING

General/Future Issues

Anti-Harassment

Based on successful models in Independence, Columbia, and Greenwood, we support the creation of misdemeanor-level penalties for harassing or throwing items at pedestrians and bicyclists, and for throwing items from or at vehicles. This was identified by our members as a top legislative priority.

Contact director@mobikefed.org for sample legislative language.

Safe Passing

We support improvement of the current safe passing of bicyclists statute by creating a minimum passing distance (four feet) and adding protection for bicyclists traveling in the shoulder (not covered by the current safe passing law). This issue was identified by our members as a top legislative priority. *Contact director@mobikefed.org for sample legislative language.*

MoDOT Funding

www.mobikefed.org/ModotFunding

The Missouri Transportation Alliance and others are working on a solution for MoDOT's funding gap. Any new funding source should include better funding for bicycling, walking, public transit, and passenger rail.

Safe Routes to School

www.mobikefed.org/SafeRoutes

The Missouri Safe Routes to School State Network is working to make it safer and easier for children to walk and bicycle to school. Addressing problems like childhood obesity, diabetes, physical safety, and transportation costs. **New legislation** could adjust school bus funding formulas to better encourage walking and bicycling to school and to mitigate hazards that stand in the way.

Complete Streets

www.mobikefed.org/CompleteStreets

"Complete Streets" are designed for all users – motorists, bicyclists, pedestrians, children, the elderly, the disabled, and transit users. A growing number of Missouri cities are adopting Complete Streets policies, which are needed at both local and state levels—we have gone from 3 Complete Streets policies in 2007 to 21 in 2012, including the statewide Complete Streets Resolution adopted by the General Assembly in 2011.