



MISSOURI
BICYCLE & PEDESTRIAN
FEDERATION

1709 MISSOURI BLVD, STE. C
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MOBIKEFED.ORG

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Bicycling & Walking Mean Business in Missouri

Bicycling, walking, and trails are surprisingly large sources of strength in Missouri's economy. We want to ensure that every part of Missouri—urban, suburban, or rural—is fully competitive with other states in providing safe places to bicycle and walk.

Two million Missourians bicycle annually; 6 million walk

- About 2 million Missourians are regular bicyclists
- 6 million Missourians regularly walk for transportation
- The amount of bicycling & walking in Missouri is growing rapidly—for example, the amount of bicycle commuting in Missouri doubled from 1990 to 2010.

Bicycling & trails are a multi-billion dollar industry in Missouri

Bicycling, walking, and trails are an important component of the state's travel, recreation, health, and transportation sectors.

- Outdoor recreation is one of the largest economic sectors in the U.S. & in Missouri. Bicycling & walking/hiking/trail use represent over 25% of the sector, representing:
 - \$2.8 billion in annual consumer direct spend in Missouri
 - 28,043 jobs & \$847 million in wages & benefits in Missouri
 - \$219 million in local & state tax revenue in Missouri
- Over 90% of bicycle & trails spending is in the economy at large: Restaurants, other food & drink, apparel, accessories, hotels, travel, transportation, tourism, recreation, & more.

Bicycling and walking are Missouri tourism staples

- Missouri has seven cross-state & national bicycle routes—the most of any state.
- Thousands of out-of-state bicyclists travel through Missouri on these cross-state bicycle routes and trails each year, spending an average of \$200/day and 4-6 days crossing Missouri.
- Bicycling and trails provide sustainable growth in rural communities.
- The Katy Trail has 400,000 visitors annually from all 50 states and \$18.6 million annual economic impact (2012 DNR Study).
- More Missouri tourists bicycle or hike than boat or golf; about the same number as participate in gambling and nightlife.

But—Missourians don't have enough safe places to bicycle & walk

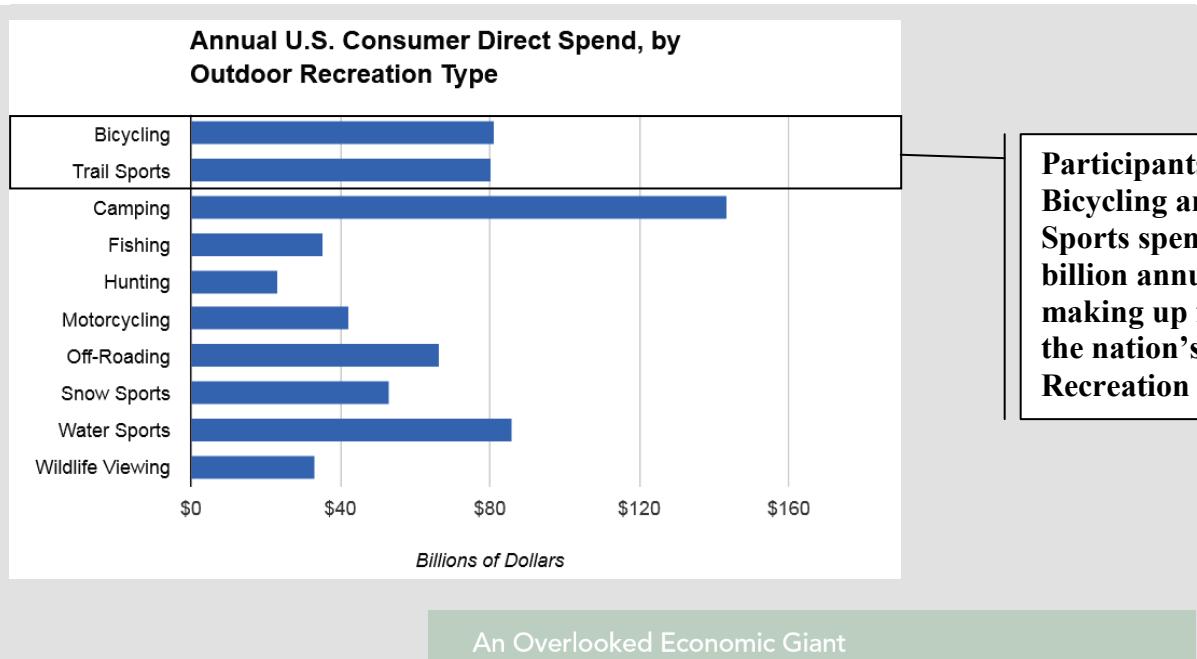
- 45.6% of Missourians have no sidewalks at all in their neighborhoods
- 76.5% of Missourians have no safe place to bicycle in their community

When Missouri communities lack this essential infrastructure, our economic competitiveness suffers in comparison with communities nationwide & worldwide.

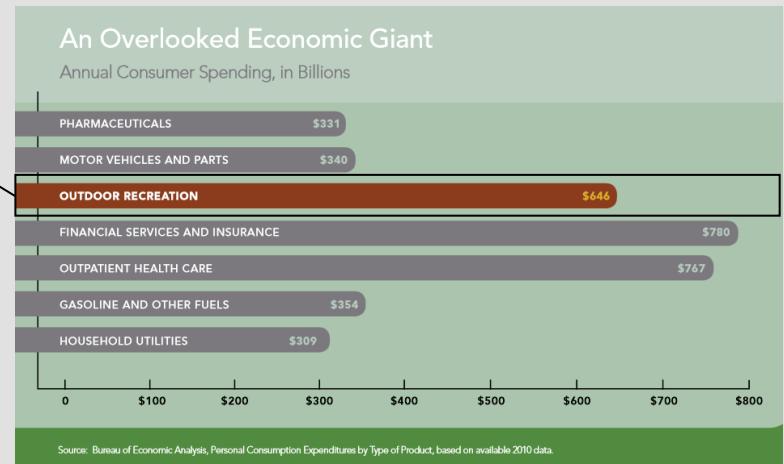


Outdoor recreation is an overlooked economic giant

The Active Outdoor Recreation Economy is big business. It ranks alongside and even dwarfs other major economic sectors in the U.S., such as pharmaceuticals, motor vehicles and parts, and household utilities. Conservatively, the outdoor recreational economy represents \$646 billion annually in all sectors of the U.S. economy from manufacturing to retail to real estate to food services. **Missouri's natural beauty makes outdoor recreation a natural fit.**



The Outdoor Recreation Sector is among the largest economic sectors in the U.S. and in Missouri—and bicycling makes up fully 1/5 of this sector nationally.



For More Information

To learn more, contact Missouri Bicycle Federation Executive Director Brent Hugh, 816-695-6736 or director@mobikefed.org

Information Sources

- National, regional, and state economic impact of bicycling recreation and associated charts: *The Active Outdoor Recreation Economy*, Outdoor Industry Foundation, 2012. <http://outdoorindustry.org/advocacy/recreation/resources.php> The numbers given for Missouri direct spend, jobs, tax revenue, etc, are based on the overall state totals in those areas as shown in the Missouri State Report, p. 1 (http://outdoorindustry.org/images/ore_reports/MO-missouri-outdoorrecreationeconomy-oia.pdf) apportioned to the Bicycling and Trail Sports sectors according to their percentage of the entire sector as shown in the national report, p. 17 (http://outdoorindustry.org/pdf/OIA_OutdoorRecEconomyReport2012.pdf). Note that bicycling and trails represent only a portion of the activities of our constituency; local/neighborhood walking and running has by far the highest participation rate and is not covered by this survey.
- Amount of Missouri tourists who bicycle and hike: *Economic Impact of Missouri's Tourism and Travel Industry: July 2004 – June 2005 (FY05)*, Michael Kaylen, Ph.D., University of Missouri, 2006, <http://mobikefed.org/files/missouri-tourism-reasons-2005.pdf>
- Census data on bicycle commuting summarized at <http://mobikefed.org/2012/03/census-bicycle-commuting-has-doubled-missouri-1990-and-more-doubled-major-cities-2000>
- Katy Trail economic impact: http://mostateparks.com/sites/default/files/Katy_Trail_Economic_Impact_Report_Final.pdf, 2012
- Amount of sidewalks and bicycle facilities: Missouri Department of Health and Senior Services survey summarized here: <http://mobikefed.org/2013/02/health-department-almost-half-missourians-dont-have-sidewalks-dont-walk-regularly-34-have-no>



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Mainstream Support for Bicycling, Walking, & Trails in MO

Missouri citizens want to live in communities where it is safe and convenient to bicycle and walk. Safe places to bicycle and walk are an essential part of our transportation system in every community, from the smallest to the largest, across the state.

MoDOT's most comprehensive public outreach effort in history identified bicycling and walking as a priority

“In 2013, MoDOT embarked on an unprecedented comprehensive community engagement effort called On the Move.” 25,225 miles - 232 communities - every county - 12,000 individual comments. Results:

- **8509 of 12,000 citizen responses identified “Safe Spaces for Bike Riders” as among their top three priorities for the statewide transportation system.**
- **The MoDOT report identified “Bike/Pedestrian” as a major focus area with these recommendations:**
 - Consider bike/pedestrian elements on all projects and integrate bike/pedestrian elements as much as possible.
 - Provide shoulders and bike lanes on rural routes.
- **Fully one-fourth of all comments on the final MoDOT project list supported the need for bike/ped**

MoDOT Adopted Transportation Choice as one of four major goals

MoDOT’s current officially adopted Long Range Plan (Feb 2014) identified “Give Missourians Better Transportation Choices” as one of its four major goals, with these objectives:

- **Evaluate the impact to all transportation modes** of every project.
- **Bicycle/Pedestrian connectivity** as a scoring criterion for every project

Missouri Chamber of Commerce and Industry endorsed bicycling and walking; comprehensive approach to transportation

“The Missouri Chamber supports legislation to identify increased funding sources that would allow the Missouri Highways and Transportation Commission to enhance multimodal programs throughout Missouri. Such programs would include public transportation, passenger and freight rail, ports, air travel, bicycling and walking.”

Complete Streets & Bike/Walk Friendly Communities across Missouri gaining ground fast

- **Complete Streets: More than 3 million Missourians** live in a community or region with a Complete Streets policy (vs 0 in 2000). Policies passed at city, county, regional levels & by the Missouri General Assembly.
- **Bike/Walk Friendly Communities: Over 1 million Missourians** live in an officially designated Bicycle or Walk Friendly Community (vs 0 in 2008)



Information Sources

- MoDOT's most comprehensive public outreach effort in history identifies bicycling and walking as a priority
 - Summary of Listening Sessions: http://missourionthemove.org/wp-content/uploads/FINAL_Full_Appendix_Version%202%206%2014.pdf (Appendix A, pages 3-8)
 - Support for "Safe Spaces for Bike Riders": http://missourionthemove.org/wp-content/uploads/FINAL_Full_Appendix_Version%202%206%2014.pdf (page 6).
 - Bike/Ped focus area: http://missourionthemove.org/wp-content/uploads/FINAL_Full_Appendix_Version%202%206%2014.pdf (p. 7)
 - One-fourth of public comments for Amendment 7 Project List (based on the Missouri On the Move Project List) related to bicycling and walking, according to MoDOT staff familiar with the public comments:
<http://mobikefed.org/2014/07/modot-commission-approves-final-project-list-amendment-7-funding-vote-august-5th>
- MoDOT Adopts Transportation Choice as one of four major goals
 - MoDOT Long Range Plan website: <http://missourionthemove.org>
 - "Better Transportation Choices" goals: <http://missourionthemove.org/vision-for-the-future/connections-and-choices/>
 - "Eliminate Bike/Ped Barriers (ADA)" as part of MoDOT's project scoring/prioritization process in MoDOT's Engineering Policy Guide:
http://epg.modot.org/index.php?title=121.2_The_Planning_Process#121.2.5_Project_Prioritization
- Missouri Chamber of Commerce and Industry endorses bicycling and walking; comprehensive approach to transportation
 - <http://www.mochamber.com/mx/hm.asp?id=transportation>
- Complete Streets & Bike/Walk Friendly Communities across Missouri gaining ground fast
 - <http://mobikefed.org/content/missouri-complete-streets-information-center>
 - <http://mobikefed.org/BicycleFriendlyMissouri>
 - <http://mobikefed.org/content/walk-friendly-missouri>

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We support Railbanking; Creation of Rock Island Trail

Work is underway to transfer the Rock Island Trail, owned by Ameren, to Missouri State Parks for use as a statewide trail. This is a once-in-a-lifetime opportunity to create an statewide trails system that will be nationally and internationally prominent and will create steady, sustainable economic impact to communities across the state.

We strongly support the railbanking of the Rock Island Corridor, conversion of the corridor to a trail, connection of the new trail to the existing Katy Trail and to nearby communities, and finding local, state, federal, and private funding to build the trail into a major statewide resource and tourism attraction.

In general, we strongly support the national railbanking system. We support railbanking of any unused rail corridors in Missouri to trails in order to preserve the corridors intact for future use and to reap the benefits of trail use in the interim.

Facts about and Benefits of the proposed Rock Island Trail

- Mileage in the current segment being railbanked (Windsor to Beaufort): 143.7 miles
- Total potential Rock Island Trail length (Kansas City to Beaufort): 216.7 miles
- Connections with the Katy Trail: 2 – Windsor and Washington
- Total Rock Island-Katy Trail system mileage: 457 miles
- The trail is supported by Missouri Rock Island Trail, Inc (MoRIT), a coalition of citizens and groups from communities along the trail
- Over 12,000 individuals signed a petition in support of Missouri's Rock Island Trail this summer—from trail communities, from across Missouri, and from across the U.S. and the world

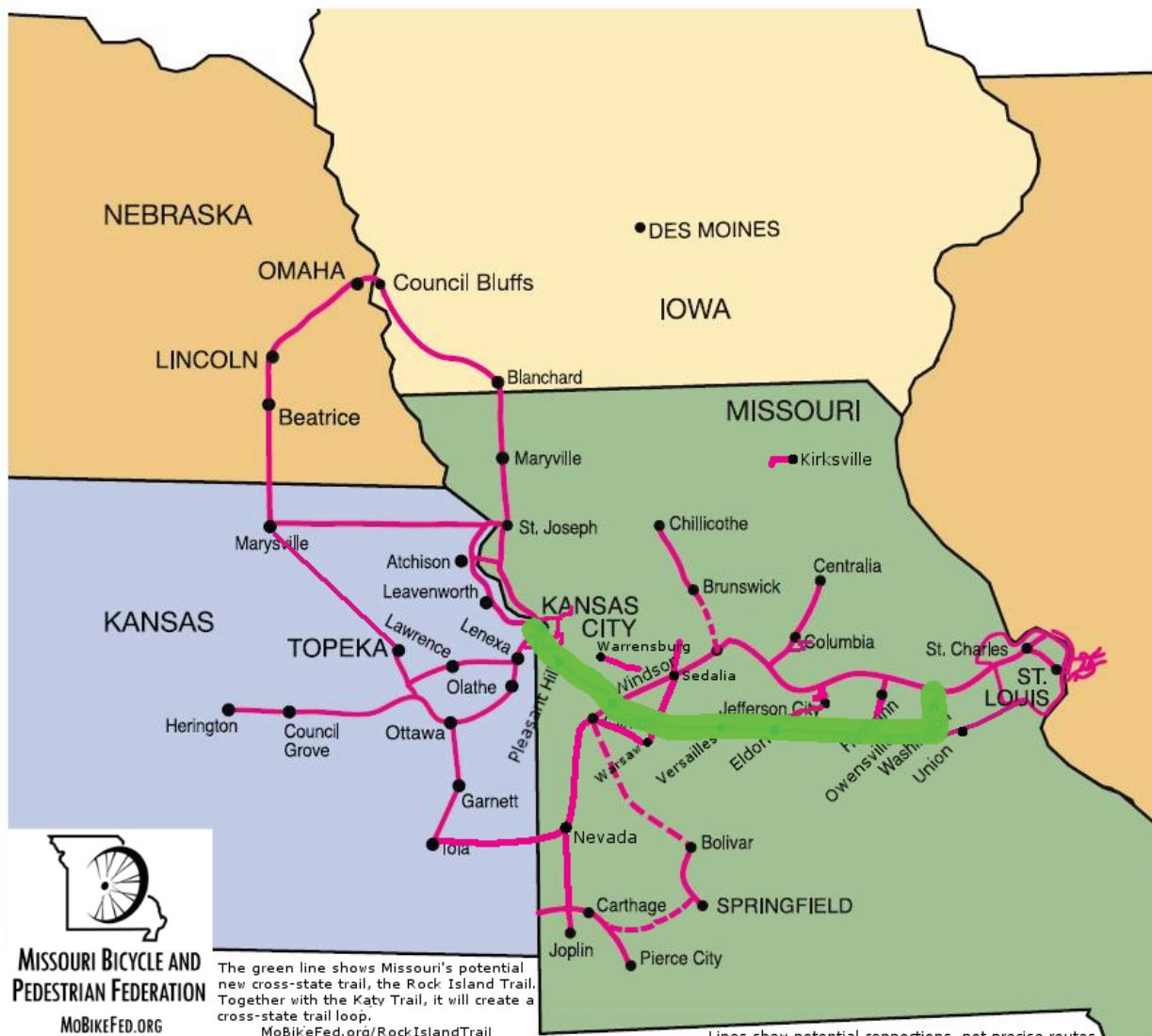
Benefits of the proposed Rock Island Trail

- Katy Trail brings \$18 million in annual economic impact to trail communities. The completed Rock Island will bring the same or more (trail systems generate more use and more tourism dollars than single trails)
- The economic benefit is moderate, consistent, and blends well with rural economies and lifestyles
- Missouri will have one of the largest and most connected cross-state trails systems in the nation and the world

More information: MoBIKEFED.org/RockIslandTrail



Missouri's Potential Rock Island Trail



More information: MoBikeFed.org/RockIslandTrail

Rock Island Trail Segments:

1. Kansas City-Pleasant Hill (25 miles): Negotiations for purchase underway
2. Pleasant Hill-Windsor (48 miles): Salvage/construction underway
3. Windsor-Beaufort (near Washington) (144 miles): Railbanking underway
4. Beaufort-Washington (about 6 miles): MO State Parks & Ameren are working on a route & plan

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2015 Legislative Issues

Bicycle & Pedestrian Safety Bill (HB 721 & SB 556)

We are supporting the following common-sense updates to Missouri's traffic laws regarding bicycling and walking that are part of HB 721 sponsored by Rep. Nate Walker & SB 556 sponsored by Sen. David Pearce.

- **Update/modernize Definitions for "Pedestrian" & "Bicyclist" (HB 721 & SB 556)**
- **Require Safe Passing of Bicyclists & Pedestrians (HB 721 & SB 556)**
- **Ban harassment, intimidation, and throwing things at pedestrians and bicyclists (HB 721)**
- **Update/modernize bicycle equipment regulations (SB 556)**
- **Protect Vulnerable Road Users (HB 721)**

Dangerous Drivers Who Injure/Kill: SB267 & HB302

A very few dangerous driver are responsible for a disproportionate amount of injuries and deaths on Missouri roads.

SB 267, sponsored by Sen. Kurt Schaeffer, and HB 302, sponsored by Rep. Ron Hicks, propose to increase penalties for that very small percentage of very dangerous drivers whose actions injure or kill.

Walking and Bicycling are Important Elements in any Missouri Transportation Funding Solution

Please remember that walking and bicycling are an important part of Missouri's transportation picture, and should be a part of any transportation funding solution.

Texting while driving & distracted driving

Texting while driving and driving while distracted are a major preventable cause of injuries and fatalities on Missouri roads. We strongly support legislation to ban distracted driving practices, including texting while driving.

2015 bills include SB 3 (Pearce), SB 274 (Schupp), SB 398 (Peters), HB 161 (Gosen), HB 27 (Kratky).