

LEGISLATIVE AGENDA SURVEY, AUGUST 2011



EXECUTIVE SUMMARY

The survey was given 1-9 August, 2011 via an internet response form. It was promoted via the MoBikeFed web page, email listservs, Twitter and Facebook, and the MoBikeFed E-Newsletter, and other listservs, websites, and blogs around the state.

The survey received 157 total responses. Of them, 52% of respondents report that they are MoBikeFed members, 93% live in Missouri, and 82% receive MoBikeFed's email newsletter.

Main results:

- 🚲 All proposals have very strong support from respondents - all have greater than 80% support.
- 🚲 No proposal has significant opposition. No proposal was opposed by more than 6% of respondents. In previous years, the Safe Passing/Minimum 3 Foot proposal has been singled out by some for opposition, but in the survey only 4.5% of respondents opposed, while 93.6% of respondents supported--including 61.8% who very strongly support. The amount of opposition voiced for the Safe Passing proposal, 4.5%, is not a remarkably high number and in fact two other proposals, Crosswalk Reform and Bike/Ped in School Curriculum, had higher opposition than Safe Passing (though no proposal had very strong opposition). The conclusion must be that a very small, but very vocal, minority of MoBikeFed members and supporters oppose the Safe Passing proposal.

- 🚲 These ideas seem to have the most enthusiasm behind them:
 - Law banning harassment of and throwing objects at bicyclists and pedestrians (77% Very Strongly Support)
 - Law banning texting while driving (67% Very Strongly Support)
 - Safe Streets Law: Increase penalties and points when bad/unsafe driving injures or kills (66% Very Strongly Support)
 - Law requiring safe passing of bicyclists, with minimum passing distance of 3 feet (62% Very Strongly Support)



Delegation at Bicycle and Pedestrian Day at the Capitol in Jefferson City

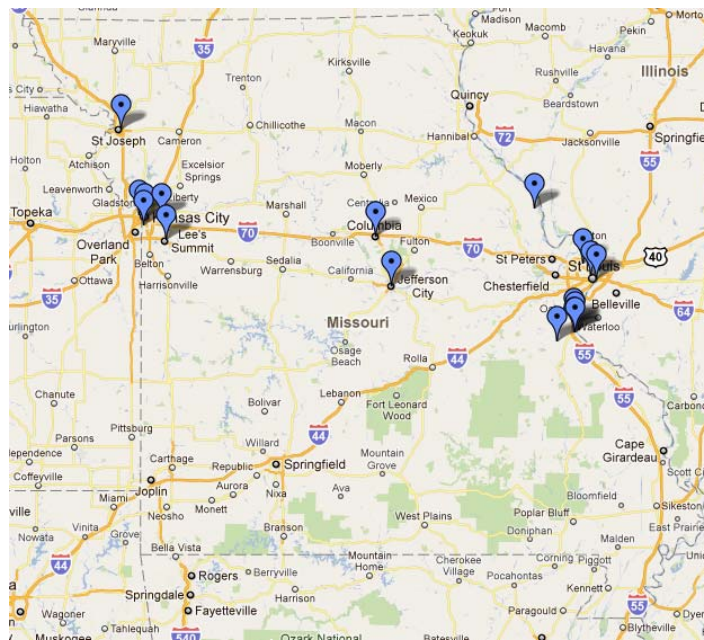
🚲 Of the freeform answers, the most remarkable point is that the idea of Complete Streets/Livable Streets/routine accommodation of bicycling and walking continues to garner strong support. This issue wasn't listed on the survey because, with the 2011 passage of the Joint Resolution in support of Complete Streets by the General Assembly, the legislative options for moving Complete Streets are tapped out for the present. We intend to pursue this issue at the policy level, but it is clear that we need to have the next steps clearly laid out, because people want us to support and move forward with this.



A rural Complete Street



An urban Complete Street



Map showing cities and planning agencies in Missouri that have adopted Complete Streets policies. Over 1 million Missourians live in a city that has a Complete Streets policy; over 3 million Missourians live in the area of a Metropolitan Planning Organization that has adopted a Complete Streets policy. In 2011, the Missouri General Assembly adopted a Joint Resolution supporting Complete Streets and urging cities, planning organizations, and MoDOT to adopt Complete Streets policies and follow Complete Streets principles.



Summary of Responses

YOUR PRIORITIES - DO YOU SUPPORT OR OPPOSE THE FOLLOWING
PROPOSED MISSOURI STATE LAWS (N=157)

	Strongly Oppose	Oppose	Neutral	Support	Strongly Support	Very Strongly Support	Oppose %	Neutral %	Support %	Very Strongl y Support %
Law banning harassment of and throwing objects at bicyclists and pedestrians	0	2	2	9	23	121	1.3%	1.3%	97.5%	77.1%
Safe Streets Law: Increase penalties and points when bad/unsafe driving injures or kills	1	2	4	16	30	104	1.9%	2.5%	95.5%	66.2%
Law requiring safe passing of bicyclists, with minimum passing distance of 3 feet	3	4	3	24	26	97	4.5%	1.9%	93.6%	61.8%
Legislation to allow trails and greenway districts in counties across Missouri	2	2	8	35	37	73	2.5%	5.1%	92.4%	46.5%
Law banning texting while driving	3	1	9	14	25	105	2.5%	5.7%	91.7%	66.9%
Comprehensive update/modernization of Missouri state laws dealing with bicycling & walking	1	0	14	27	35	80	0.6%	8.9%	90.4%	51.0%
Crosswalk reform law: Require drivers to stop for all pedestrians in a crosswalk, increase penalties	2	6	11	34	38	66	5.1%	7.0%	87.9%	42.0%
Law creating dedicated state funding for bicycle and pedestrian facilities in Missouri	1	3	17	31	37	68	2.5%	10.8%	86.6%	43.3%
Law making bicycle and pedestrian skills and training a regular part of the public school curriculum	4	5	19	50	27	52	5.7%	12.1%	82.2%	33.1%

Oppose % is the total of Oppose and Strongly Oppose. Support % is the total of Support, Strongly Support, and Very Strongly Support.



2	Are you a MoBikeFed member? (n=157)	Responses	%
	Yes	82	52.2%
	No	75	47.8%

3	Do you live in the state of Missouri? (n=137)	Responses	%
	Yes	127	92.7%
	No, but I live near the Missouri border and/or bicycle and walk in Missouri frequently	9	6.6%
	No	1	0.7%

4	Do you receive MoBikeFed's e-newsletter? (n=157)	Responses	
	Yes	129	82.2%
	No	28	17.8%



SUMMARY OF FREE-FORM COMMENTS

Below is a general summary of the comments, grouped by topic, along with the tally of how many comments were made on that topic or subject.

Comments on the legislative proposals

General comments about legislative ideas proposed in the survey	
7	General agreement with/support for above ideas
1	Don't mandate things for schools, just encourage or do it another way
1	No new laws, enforce what is already there
Bike/ped funding proposal	
1	Cautious/against new funding
Safe passing/3 foot law proposal	
2	Against safe passing/3 foot passing
1	Support safe passing/3 foot passing law
1	Safe passing law should be 5 feet rather than 3 feet
Anti-harassment law proposal	
1	Against special bike/ped anti-harassment law
1	Drivers harass/honk at bicyclists often
Safe Streets/Greater penalties for bad drivers who injure or kill proposal	
4	More responsibility/laws against bicyclists & pedestrians who act dangerously
3	Support stronger laws/enforcement against motorists who injure/kill
1	More emphasis on very substantial penalties for drivers whose bad driving injures or kills



Comprehensive revision of bicycle & pedestrian laws proposal	
1	Comprehensive law could backfire/set us back
Funding for bicycle/pedestrian facilities proposal	
3	No new tax hikes
1	Asking for more funding could backfire/set us back
Enabling legislation for trails & greenway districts proposal	
1	Support legislation to allow more trails and greenway districts like Great Rivers Greenway District
Texting while driving proposal	
3	Support the proposed ban on texting while driving
1	Address general driver distraction rather than just texting
Improved crosswalk laws proposal	
1	Support improved crosswalk laws

New/different legislative ideas than those listed in the survey

3	Complete Streets/routine accommodation of bicycling & walking/all streets should include bicycle & pedestrian accommodations as needed, whenever they are updated
1	Legalize bicycle rolling stops at stop signs & red lights
1	Ban bicycles from sidewalks
1	Address rumble strip issue through legislation
1	Highway speed limit for heavy trucks 5MPH lower than other vehicles



Ideas about Bicycle and Pedestrian Facilities

3	Put emphasis more on off-street facilities, trails, rail-trails, etc
2	Link existing trails & routes into one large integrated network so that people can actually get places
1	Trails and ped access along Missouri's six National Historic Trails (Lewis & Clark, Trail of Tears, Oregon, California, Santa Fe, etc.)
1	Pave the Katy Trail
1	Increase the amount of on-street bikeways & greenways
1	Set aside, say, 10% of state Department of Natural Resources funding for recreational trail purchase, development, and maintenance
1	Better provision for bicyclists & pedestrians at freeway bridge underpasses and crossings

Other ideas

2	In favor of law enforcement training
2	Add more information on bike/ped laws/rights in Missouri Driver Guide and in exam
1	Rather than laws, we need a spokesperson for bike/ped/ADA on the Missouri Highways & Transportation Commission
1	More education for bicyclists

General support, question, or comment

1	We can make the case for bicycling and walking to "tea party types" as they have in KS
1	Need better public consciousness of bicyclists rights & responsibilities
1	Public/media too often incite against bicyclists
1	Several different bicycle organizations are working/conflicting within one geographical area, this creates confusion
1	Bike/ped is the most economical way to improve citizen's health
1	Stay positive, stress common interests, give legislators the opportunity to ride trails
1	When is Capitol Day?
1	Disappointed that the Tour of Missouri was ended



FULL TEXT OF COMMENTS

This is the full text of comments as given - some identifying information was removed, and some spelling was edited.

Legislative Agenda Survey: General comments

- 🚲 Be cautious about the funding aspect.
- 🚲 Safe passing--virtually impossible to enforce and smaller zone than most cars give now. I think passing such a law would make passing less safe since most drivers don't really know where the right side of their car ends...and three feet does not seem much. Encourages "in lane" passing rather than moving out of the lane. Please do not advocate for such a law!
- 🚲 Re: item 2, "Law banning harassment of and throwing objects at bicyclists and pedestrians"-- Surely this behavior is already illegal? Making a special law addressing the particular case of "motorist on cyclist/pedestrian" harassment/throwing seems likely to make those who are predominantly motorists grumpy and "backlash-ish", while having little or no effect on safety or the legal ramifications of assault or harassment of cyclists/pedestrians.
- 🚲 "Law banning harassment of and throwing objects at bicyclists and pedestrians" - Are you saying it's currently legal to throw stuff at people walking down the street?
- 🚲 I'm in huge favor of law enforcement training
- 🚲 Updates in state laws should include spreading the responsibility to not only motorists but also to bicyclists and pedestrians. There should be penalty for bicyclists/pedestrians who do not follow traffic law. For example, those who just bicycle through stop signs and lights without stopping or looking; unsafe riding at night without proper reflective equipment or lights; walking across a busy street intersection when crosswalks are just a few feet away; riding through the middle of the country road without consideration for other traffic; etc.
- 🚲 While I am generally for question 1 above, the word comprehensive may include things I do not consider important, or may be an annoyance to other sectors of transportation.

The last question sounds like we need an increase in taxes. I would rather have a spokesperson for bicycles, pedestrians, and physically disabled on the Missouri Department of Transportation Commission.
- 🚲 I strongly support legalizing rolling stops at stop signs and red light right turns for bicycles. I strongly support banning bicycles from sidewalks: bicycles are vehicles and belong on the roadway.
- 🚲 Agree
- 🚲 Thanks for all you do! I worry that the comprehensive laws and dedicated funding options could open Pandora's boxes that might wind up setting us back. If there's the votes, then go for it!



🚲 Some legislation might well-meaning, but is either unnecessary or may have unintended negative consequences. For example, who's going to carry a yardstick around to determine if a car passed you by 3 feet? Stupid. However, if you pass the harassment law, you should have that 3-feet idea covered. Also, schools have enough crap mandated, I think you can get them to teach pedestrian safety without mandating it through law. I am also concerned about being rear-ended when I have to slam on my brakes when someone steps into a crosswalk.

🚲 I live in KS. We have had some gains in a mostly Red State with the 3 foot pass and dead red laws now. Have gained some traction with Tea Party types by pointing out the Right to Ride, and reduced cost and Oil consumption gains, reduced medical costs better health

🚲 It is my view that you should try not to be just one more special interest group looking for the tax payers to support bikers needs. My largest concern remains safety issues. Until bike killers are put in jail in a systematic way there will remain little incentive for car drivers to watch out for bikers.

Your organization continues keep us well informed and in general do great work!
Thank you.



Legislative meeting

🚲 Cyclists and pedestrians will ALWAYS come out the loser in any contact with a vehicle, therefore, the burden of safety should weigh more on vehicle operators. Cyclists and pedestrians of course need to obey all traffic laws as well.

🚲 We desperately need to update Missouri's traffic laws to hold drivers accountable for injuries they cause to cyclists. Often when I hear about these incidents (not just in MO), it seems like the penalties assigned are less than they would be if someone hit a pedestrian! I suspect juries have a low level of understanding and/or sympathy for cyclists' rules and rights, so it seems like clear laws are crucial.

For me, among the very most important bike-related issues is better public consciousness (among cyclists and the general population alike) of cyclists' rules and rights. Including some kind of content on safe walking and bicycling in school civics classes is the best idea I've heard in years to address this problem.

🚲 Highest priority would be for legislation to allow similar districts like GRG. GRG IS AWESOME!!!!!!!!!!

🚲 We have made progress in making it safer to walk and ride but more needs to be done.

🚲 I question whether increasing penalties for "bad behavior" will really deter "bad behavior". I would think that when the line is crossed (injury or death) that VERY SUBSTANTIAL penalties (jail



time and fines) will better server to curb the non-injurious "bad behavior". While I prefer on-street facilities, I am more and more of a mind to think that off-street facilities (trails) will benefit our society. I think that they help with getting those who aren't "avid" off the couch, out of the house and in the "great outdoors" more AND provide a much safer option for families and kids to participate.

🚲 quit making new laws and enforce what is already there. no tax hikes, i am poor enough.

🚲 Keep up your ever-persistent efforts, which are finally showing results!

🚲 Ban Texting while driving! I can't understand why this is so difficult for our legislature to support.

🚲 No to more money, yes to punishing aggressive drivers

🚲 Don't know how texting law can be enforced, or how well it is enforced in other states - but it still should be clear that it is unsafe. Texting should include surfing the web and any other playing with electronic devices while driving. Texting may not be around long enough for Missouri to enact a law against it.

🚲 Public education is also needed regarding bicycle skills. I often see people riding their bicycle on the wrong side of the road. This is dangerous and gives bicylists a bad reputation.

🚲 I have been to other states where car drivers pay much more attention to pedestrians and cyclist. I felt safer and when driving was more attentive when approaching crosswalks. Its a good thing.

🚲 1. Texting while driving: Use of cell phone/texting while driving is a major distraction and I feel ALL cell phone usage should be banned while operating a vehicle.

- 2. Safe Street Law: If bad/unsafe driving KILLS--it should be A PERMANATE LIFE-TIME revocation of driver license (driving is a privilege not a right.)

🚲 I am extremely enthusiastic about the above legislative ideas! I recently lost a dear friend of mine by a motorist striking her during a training bike ride in Illinois. There is a group of individuals in St. Louis that are beginning a project to promote bicycle safety and awareness called the Jennifer Project. If there is anything that i can do ,or many of us collectively to help press these issues I'd love to participate.

🚲 I would bike and walk much more often if I felt safe on Kansas City streets. I would like to see more done to provide safe walking and cycling. Very frustrating that more in this direction has not been done.

🚲 It's not listed above, but while I think including bicycle and pedestrian skills and training part of school curriculum, I'd rather see sections covering bicycle and pedestrian laws/rights added to the Missouri Driver Guide and driver exam.



- 🚲 I am all for new laws but I don't know if it will help. I am amazed at the vitriol response by many drivers. Just yesterday I was riding with a friend (in a bike lane) and had drivers honk and give us the finger. We were nowhere near the road and did not cause one second of delay. I cannot comprehend this. The Law of safe passing of bicyclists is a great idea as I get 'buzzed' all the time as drivers would rather do this than slow down and wait for oncoming traffic to clear. However, when is the last time you saw a policeman actually care about what happens to a cyclist and enforce any pedestrian or cycling laws. They don't even enforce it when someone dies. If it is not enforced the law does nothing. I stop at ALL stop signs, use hand signals and have front and back flashing lights. I know the laws and carry a laminated copy with me on my bike. None of this will do any good when I am dead on the side of the road. On top of this, there are broadcasters (Kevin Killeen of KMOX for example) who put on segments saying bicyclists are slowing them down and should not be on the roads. All the laws in the world will not help until people like this stop pushing the killing of cyclists.
- 🚲 Keep up the good work! Would love additional support as we try to make cycling part of our lives. We have had so many close calls trying to commute to work in the Farmington area (cars passing too closely, throwing things from cars, etc)
- 🚲 Roads need to be safer. Walking and biking make for a healthier and greener America. I recently moved to STL and chose to live near the KATY Trail. I work 19 miles from home. I thought about living closer to work but biking in that part of town appeared very unfriendly.
- 🚲 I think that bicycle trails within State Parks is a great idea. I'm not so much for special bicycle lane on public funded roadways.
- 🚲 I believe that the minimum safe passing law should be extended from 3 feet to 5 feet.
- 🚲 thanks.. will renew when i can.. it also hurts that there are at least 3 bike orgs in kc that i get info from.. not sure who to support with the lil money i have.



Legislative Agenda Survey: Additional suggestions/ideas

- 🚲 The consideration of bicyclists as equally entitled to both use of streets as well as planning of streets (at the state level) is crucial. Otherwise we are left with a patchwork of local statutes that often leave cyclists out of the picture and jeopardize their legal standing when struck by an automobile.
- 🚲 When roads are repaved and bridges updated, it's required to include widened shoulders/bicycle lanes and pedestrian lane on bridges.
- 🚲 I support Complete Streets. I know progress has been made at the local level.
- 🚲 The most economical way to lower health care costs in America is to get people off of the couch and moving.
- 🚲 along with the modernization and overhaul of the laws a good first step would be more about multi-modal uses of the roads in the driver's handbook and change the name to "rules of the road handbook" or something. For instance the thing about cyclists having to be as close to the right as "practicable". That goes for everyone on the road. Cars aren't to be driven in the middle of the road. they are to stay to the right. This needs to be clarifies.
- 🚲 Can we address rumble strip policy through legislation?
- 🚲 Stress common interests, eg. child health/ safety, family activities etc. Provide legislators opportunity to ride on Katy, around Jeff City etc. Stay positive
- 🚲 I think Missouri should work toward making its six National Historic Trails accessible. A person should be able to hike the length of the Lewis & Clark Trail and Trail of Tears. They should also be able to hike & bike the length of the Oregon, California, & Santa Fe Trails through Sugar Creek, Independence, Raytown, & Kansas City. The three-trail corridor passes right through the old Bannister Mall complex & could potentially tie into the Katy extension. Also, St. Joe should build trail from the Patee House/Pony Express Museum complex down to the riverfront. The National Park Service has a program to help pay for interpretive panels, and you can also use their landscape architects free of charge to help with design issues.
- 🚲 Linking existing trails and roads into network that allows you to travel by foot or bicycle in large metro areas like Greater Kansas city
- 🚲 Why can't the Katy Trail be paved asphalt???? That would make the trail even better and draw more riders to the surface.
- 🚲 Continue to provide safe streets for biking and continue to make the greenways between Kansas and Missouri, a complete walking and biking greenway around the Kansas City Metro area.
- 🚲 statistics show that a texting ban increases accidents. what about other driving distractions?



- 🚲 Law proposal alternative to Statewide Greenway taxing district, which would require MO DNR to dedicate certain amount of funding (e.g., 10%) for recreational trailway purchase, development and maint. as MO park land (e.g. abandoned railways across north-central portion of state, create linkage between Springfield-Bolivar trail up to Katy Trail system, create linkage between Katy Trail and St. Joseph's and up to Iowa state line-Hamburg rail trail)
- 🚲 When is the Missouri legislative day? February sometime?
- 🚲 More Rail to Trails. The safe feeling gets more novices interested in biking. Eventually the hope is that they make the jump to a more bikecentric lifestyle.
- 🚲 Help for pedestrians and bicycles to cross freeways at bridge underpasses. Designated lane/sidewalk.
- 🚲 I think we should slow large trucks on our hiways to 5 mph less than cars. The trucks need more room to stop in any given situation.
- 🚲 I would like to purchase state/city bonds that would specifically support development of bicycle trails/bike lanes.
- 🚲 I can't believe you stopped the Tour of Missouri. That was a great reason to come to St. Louis--I think you really missed the boat by not continuing it. Bikers tend to have more disposable income than non-bikers. This could have been a real money-maker for your state.
- 🚲 Funding for connecting all the bicycle trails in St. Louis to allow individuals to commute safely as well as pursuing a healthy passion of cycling.



MoBikeFed's Vision for Bicycling and Walking in Missouri

BUILD 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.



Grand Opening: Heart of America Bike/Ped Path across the Missouri River

ENCOURAGE BICYCLING AND WALKING

In the next 5 years, we will promote, encourage, and conduct programs and campaigns throughout the state that increase active transportation for all users. We will help communities develop and implement these efforts.



Walk to School Day in Columbia, Missouri



MoBikeFed's Vision for Bicycling and Walking in Missouri

BUILD A MOVEMENT

In the next 5 years, we will gather thousands of active members from every part of the state of Missouri and work together to create a new movement in support of bicycling and walking. We will build partnerships and coalitions with like-minded organizations to expand our influence.



Katy Trail Ride with Missouri Legislators

INCREASE SAFETY AND REDUCE 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 for all road users.



Bike Ed Class with MoDOT staff



MoBikeFed's Vision for Bicycling and Walking in Missouri

PREVIOUS MOBIKEFED LEGISLATIVE PLATFORM PLANKS THAT HAVE BECOME LAW OR POLICY

2011

- ✓ Complete Streets: A Missouri Complete Streets resolution, HCR 23, passed 2011.
- ✓ Bicycle & Pedestrian Holidays on state holidays calendar (Bike Month, Bike to Work Week, Walk to School Day/Month/Year). SB 180 passed, 2011.
- ✓ "Same Roads - Same Rights" specialty license plate (for motor vehicle) - Approved by the Joint Transportation Committee, 2011.

2010

- ✓ Complete Streets Resolution passes House of Representatives
- ✓ Governor declares Bike to Work Week
- ✓ Governor declares Walk and Bike to School Month
- ✓ General Assembly passes \$1 million appropriation for the Tour of Missouri

2009

- ✓ Ban on texting while driving passed; applies only to young drivers
- ✓ Dead Red law: Allowing motorcycles & bicycles to proceed through a red light after waiting a certain period that makes it obvious the motorcycle/bicycle is not triggering the traffic signal. This addresses a situation commonly faced by bicyclists, where the traffic signal simply will not change because the equipment does not recognize a bicyclist as it should.
- ✓ License plates - a new law creates a system for us to apply for a Missouri "Share the Road" license plate that will raise funds for bicycle-related education/outreach; we will apply soon.
- ✓ "No passing on solid yellow line" law disadvantageous to bicyclists and pedestrians was stopped and did not move forward in 2006, 2007, 2008, and 2009 (we opposed the law as written and proposed a more bicycle-friendly compromise, which was accepted; we are happy to see it move forward in the bicycle-friendly compromise version or simply stall and not move forward at all)
- ✓ Equestrian Trail Bill--we were able to stop a version of an equestrian trails bill that would have been very disadvantageous to bicyclists, hikers, walkers, runners, and other pedestrians who use trails, and support a version of the bill the encourages development and maintenance of equestrian trails while have no negative effects for bicyclists and pedestrians.
- ✓ Bike Month resolutions in House & Senate, Governor's Proclamation for Bike to Work Week

2008

- ✓ Bike Month Resolution and Governor's Proclamation
- ✓ Walk/Bicycle to School Month/Day Resolution



- ✓ \$18 million from AmerenUE settlement for Katy Trail Connection to Kansas City appropriated to DNR; construction on the Katy Trail Connection can now move forward

2007

- ✓ A measure to encourage recreational trails/mountain biking trails in state parks and conservation areas (as proposed by Rep. Sutherland in 2006)
- ✓ Bike Month resolution
- ✓ Tour of Missouri Month proclamation & resolution

2006

- ✓ Clutch's Law—increased penalties & driver license points for those who fail to yield right-of-way and cause an accident

2005

- ✓ Allow right turn signaling with the right arm; allow intermittent signaling when arms/hands are needed to control bicycle
- ✓ Regulate bike lane usage
- ✓ Clarify that bicyclists riding on the road shoulder is not illegal
- ✓ Update the definition of a bicycle to include tricycles and quadracycles
- ✓ Safe passing provision for motorists passing bicyclists

2004

- ✓ Legislation to address liability concerns of landowners adjacent to trails

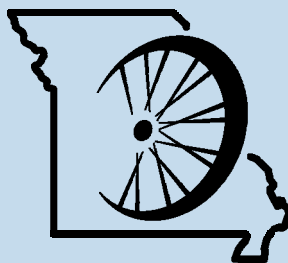
1995

- ✓ Sidepath law: Repeal the law that required bicyclists to ride on path adjacent to road if such a path is available
- ✓ Improve, clarify, and update Missouri's basic bicycle law

See the complete current Legislative Platform at MoBikeFed.org/platform.php.

JOIN OUR MOVEMENT!

Help us make Missouri a place where more of your friends and neighbors feel safe and comfortable walking and bicycling.



MISSOURI BICYCLE AND PEDESTRIAN FEDERATION

PO Box 104871
Jefferson City, MO 65110
816-695-6736
director@mobikefed.org
MOBIKEFED.ORG/JOIN

