



# ST. JOSEPH, MO

## TOTAL POPULATION

76967

## POPULATION DENSITY

1719.2

## TOTAL AREA (sq. miles)

44.8

# OF LOCAL BICYCLE FRIENDLY BUSINESSES 0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	St. Joseph
High Speed Roads with Bike Facilities	20%	6%
Total Bicycle Network Mileage to Total Road Network Mileage	25%	17%
Bicycle Education in Schools	AVERAGE	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	9%	10%
Bike Month and Bike to Work Events	AVERAGE	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 145K	1 PER 77K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	4/10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	4/10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	4/10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	3/10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	3/10

## KEY OUTCOMES

	Average Bronze	St. Joseph
<b>RIDERSHIP</b> <i>Percentage of commuters who bike</i>	1.4%	0.1%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	1207	3226
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	21	0



## KEY STEPS TO BRONZE

- » The current on-street bicycle network includes many wide outside lanes on roads with posted speed limits of 35 mph and higher. Consider lane diets or other ways to upgrade those facilities to bicycle facilities more suitable for use by people of all ages and abilities. Bicycle facilities should be appropriate for the speed and volume of road traffic and provide protection or separation when speeds and/or volumes are high.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.

- » Work to increase the connectivity of your bicycle network. The current bicycle network does not appear to provide a safe and connected network that allows people to bike between destinations in the community, including the downtown area, without facing significant high-stress barriers, including a lack of bicycle facilities.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk.
- » Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all schools.