

CONTENTS



Acknowledgments	vii
Great Rivers Greenway District Board of Directors	vii
Great Rivers Greenway District Staff.....	vii
Project Consultants	vii
Committees	viii
Citizens Advisory Committee (CAC)	viii
Technical Advisory Committee (TAC)	ix
Chapter 1 — Introduction	1.1
The Case for Bicycling.....	1.1
Supporting the St. Louis Region’s Growing Bicycling Community	1.2
Health Benefits	1.2
Economic Benefits.....	1.3
Environmental Benefits.....	1.5
Maximizing Transit Investments	1.5
Plan Purpose	1.6
Plan Background.....	1.7
Relevant City/Regional Plans and Documents	1.7
National Bicycle Planning Trends	1.8
Who Will Implement This Plan?.....	1.13
Plan Organization.....	1.13
Chapter 2 — Plan Development and Community Engagement Process	2.1
Introduction	2.1
1. Community Engagement	2.2
2. Planning and Advisory Committees	2.12
3. Technical and Policy Analysis.....	2.13
4. Data Collection—Visual Survey.....	2.13
5. Facility Recommendations	2.14
6. Draft Plan	2.14
7. Final Plan.....	2.14
Chapter 3 — Vision, Mission, and Goals and Objectives	3.1
Vision	3.1
Mission	3.1
Goals and Objectives	3.1



Chapter 4 — Existing Facilities, Plans, and Programs 4.1

- Overview of Existing Facilities 4.1
- Review of Relevant Planning Documents 4.5
- Bicycle Planning and Policy in Municipalities in St. Louis and St. Charles Counties 4.8
- Opportunities and Constraints 4.9

Chapter 5 — Bicycle Facility Network 5.1

- Introduction 5.1
- Bicycle User Types 5.2
- A Network to Meet the Needs of Different Types of Bicyclists 5.3
- Definition of Facility Types 5.3
- Bicycle Facility Network 5.13
- Objectives and Actions for Developing the Regional Bicycle Facility Network 5.15
- Action 5.1:** Integrate on-street bicycle facilities into appropriate state, county, and local planning documents. 5.15
- Action 5.2:** Prioritize on-street bicycle facilities (further prioritization within the different public entity systems will be completed by appropriate state, county, and local transportation agencies based on the Regional Bicycle Plan’s priorities). 5.15
- Action 5.3:** Implement on-street bicycle facilities identified in the Plan to improve accessibility and safety for bicyclists. 5.15
- Action 5.4:** Integrate identified barriers into appropriate state, county and local planning documents. 5.16
- Action 5.5:** Prioritize identified barriers (completed by appropriate state, county, and local transportation agencies). 5.16
- Action 5.6:** Resolve barriers identified in the Plan to improve accessibility and safety for bicyclists on highways. 5.16
- Action 5.7:** Include appropriate bicycle facilities in all new bridge projects and major rehabilitation of existing bridges. 5.16
- Action 5.8:** Conduct safety audits for existing facilities to identify design deficiencies and maintenance needs. 5.16
- Action 5.9:** Work with appropriate state, county, and local agencies to adopt maintenance programs to routinely maintain and upgrade existing facilities. 5.17
- Action 5.10:** Identify and focus resources on spot maintenance problems on existing streets, corridors, and neighborhoods where bicycle crashes occur. 5.17
- Action 5.11:** Identify spot locations, corridors and neighborhoods where bicycle crashes are occurring. 5.17
- Action 5.12:** Focus resources on spot locations, corridors, and neighborhoods where bicycle crashes are occurring. 5.17
- Action 5.13:** Develop a Web site where users report crashes, bad pavement, concerns about road conditions, etc. Use community bike type tool in an ongoing basis. 5.17
- Action 5.14:** Identify entities to collect data and report information 5.17
- Action 5.15:** Install a Signed Bicycle Route System with uniform signage to create a unified and defined network. 5.18
- Action 5.16:** Require and install end-of-trip facilities. 5.18

Chapter 6 — Design and Application of Guidelines and Standards 6.1

- Action 6.1:** Latest AASHTO bike guidelines and 2009 MUTCD are adopted by appropriate state, county, and local agencies. 6.1
- Action 6.2:** Adopt additional guidance for installing bicycle facilities that builds on AASHTO guidelines and 2009 MUTCD Standards (see Appendix B for further guidance on bike lanes, shared lane markings, and signage). 6.1
- Action 6.3:** Ensure consistent application of bicycle facility guidelines and standards through field checks to insure compliance to AASHTO guidelines and 2009 MUTCD Standards. 6.1
- Action 6.4:** Identify creative solutions to unique issues that may be outside of standard design guidance. 6.1



National Guidelines and Standards6.2

State Guidelines and Standards.....6.3

Local Guidelines and Standards.....6.5

Additional Guidance for Bicycle Facilities6.6

Recommended Criteria for Implementing Bicycle Facility Improvements at and to Transit Stations 6.28

Chapter 7 — Education, Enforcement, and Encouragement..... 7.1

Introduction7.1

Action 7.1: Expand and support existing and new bicycling education programs for bicyclists and motorists through partnerships with community organizations and appropriate law enforcement agencies. This action includes programs taught by certified instructors through the League of American Bicyclists. 7.4

Action 7.2: Expand safe routes to school programs, including curriculum and safety education programs, to encourage children to walk and bicycle to school at the elementary, middle, and high school levels. 7.4

Action 7.3: Work with MoDOT to develop, update, and include educational materials regarding motor vehicles and bicyclists..... 7.4

Action 7.4: Add stronger language to the Missouri Driver Guide related to motorist-cyclist behavior and incorporate bicycle friendly training into driver’s education. 7.4

Action 7.5: Identify agencies (champions) and not-for-profit groups that will collaborate on developing educational, promotional, and marketing materials for bicyclists, motorists, and transportation, education, and enforcement agencies. 7.5

Action 7.6: Encourage local police agencies to participate in outreach activities such as bicycle rodeos and school assemblies. 7.5

Action 7.7: Increase enforcement of motorists and bicyclists behavior to reduce bicycle- and motor-vehicle-related crashes. Follow up by compiling and reviewing statistics on where and why citations are issued to assess their consistency and focus. 7.5

Action 7.8: Implement semiannual training programs on AASHTO guidelines and MUTCD standards for educating planners, engineers, maintenance staff, the public, and others organizations. 7.7

Action 7.9: Identify creative, low-cost ways to deliver education programs for planners and engineers (webinars and courses offered through APBP, PBIC, APA, Great Rivers Greenway, Trailnet, EWGCOG, MoDOT, etc). Programs should provide continuing education credits to encourage participation 7.7

Action 7.10: Identify a training program champion to administer, publicize, and seek funding for training. The training champion should coordinate with the EWGCOG to incorporate training into the long-range transportation plan. 7.7

Action 7.11: Establish a communication system to promote education opportunities to municipalities, agency staff, crews, and law enforcement; establish funding mechanism to maintain the system. 7.7

Action 7.12: Improve the consistency of enforcing traffic laws for motorists and bicyclists through training workshops for law enforcement officers and review of current laws and behaviors by motorists and bicyclists that lead to bicycle crashes..... 7.8

Action 7.13: Offer specialized training. Examples: Offer educational sessions (including Complete Streets) at meetings with the American Public Works Association, Police Department, City Manager, and Mayor. 7.8

Action 7.14: Facilitate and/or support existing and new bicycling promotion events (including multi-jurisdictional events) through partnerships with community organizations, municipalities, and schools. 7.9

Action 7.15: Encourage people to bike to community events by providing bicycle parking..... 7.10

Action 7.16: Challenge cities to do one bike event per year. For example, a city could create a series of “Bicycle Sunday” events where 1 to 5 miles of roadway are closed to motorists and only open only to bicyclists and walkers..... 7.11

Action 7.17: Revise, develop, provide, and maintain regional and local bicycle network maps..... 7.11

Action 7.18: Develop an interactive, Internet-based bicycle route way-finding program (may be possible to use or partner with other companies developing web-based wayfinding tools.)..... 7.12

Action 7.19: Pursue League of American Bicyclists (LAB) Bicycle Friendly Community Award (business, university, city, county, and state levels). 7.12

Chapter 8 — Supporting Policies..... 8.1

- Action 8.1:** Identify and designate a regional entity to enhance, promote, and oversee crossmunicipality and cross-county collaboration to ensure continued planning..... 8.2
- Action 8.2:** Designate (or create if needed) a citizen committee within the selected agency to support intergovernmental cooperation to implement the Plan and review plans for major projects as needed. 8.2
- Action 8.3:** Identify key personnel and contacts in appropriate state, county, and local governments. 8.2
- Action 8.4:** Identify process or steps for appropriate transportation agencies to take to modify standard plans for on-street facilities. Include all appropriate agencies to ensure uniformity of design practices..... 8.2
- Action 8.5:** Review local plans to identify planned facilities that do not connect to other jurisdictions; once identified, collaborate to change plans to create an interconnected system. 8.3
- Action 8.6:** Identify process to make sure bicycle facility projects and elements of projects are implemented as planned. 8.3
- Action 8.7:** Adopt Complete Streets ordinances or similar policies at local, regional, and state levels. 8.3
- Action 8.8:** Collaborate to preserve and develop rail corridors for multi-purpose trails..... 8.4
- Action 8.9:** Review and revise prioritization criteria by state, regional, county, and local transportation agencies to ensure that good bicycle projects (those that encourage use and improve safety) receive priority ranking for existing funds. 8.4
- Action 8.10:** Review and revise application forms and scoring criteria used by state, regional, and local transportation agencies to ensure that good bicycle projects (those that encourage use and improve safety) receive priority ranking for existing funds. 8.5
- Action 8.11:** Install bicycle facilities as part of normal public and private projects, development, and programs (also known as “routine accommodation”). 8.5
- Action 8.12:** Identify local, county, or state dedicated funding sources for implementation of on-street bicycle facilities. For example, a certain percentage of capital improvements could be set aside for bicycle facilities, or regional agencies could offer grant programs for improved bicycle facilities. 8.6
- Action 8.13:** Encourage local municipalities to fund a bicycle/pedestrian program coordinator, or, at a minimum, dedicate responsibility for bicycle/pedestrian facility planning, implementation, and programming to an existing position. 8.6
- Action 8.14:** Create public/private partnerships to develop bicycle facilities such as on-road facilities, bicycle parking, or other support facilities. 8.6
- Action 8.15:** Encourage multi-agency applications for funding projects. 8.7
- Action 8.16:** Encourage municipalities or a group of municipalities or units of government to enact impact fees for new developments or redevelopments and require the installation of bicycle facilities..... 8.7

Chapter 9 — Implementation..... 9.1

- Introduction 9.1
- Prioritization Methodology 9.3
- Regional Bicycle Facility Network—Prioritized Projects 9.10
- Who Will Implement the Plan? 9.11

Chapter 10 — Performance Measures and Accountability..... 10.1

Introduction 10.1

Action 10.1: Establish long-term performance measures. 10.1

Action 10.2: Establish strategic performance measures. 10.4

Action 10.3: Establish baseline data and data collection methods that can be used to measure success of the Plan. 10.4

Action 10.4: Establish mechanisms for ongoing community input and accountability. 10.4

Performance Measures 10.4

Long-term Performance Measures 10.4

Strategic Performance Measures – High Priority (11 Measures) 10.5

Strategic Performance Measures – Medium Priority (18 Measures) 10.7

Strategic Performance Measures – Low Priority (24 Measures) 10.8

Maps

Map 1: Overall Network..... M-1

Map 2: Facility Network Map Area A M-2

Map 3: Facility Network Map Area B..... M-3

Map 4: Facility Network Map Area C..... M-4

Map 5: Facility Network Map Area D M-5

Map 6: Facility Network Area - City of St. Louis M-6

Map 7: Implementation Action Map A M-7

Map 8: Implementation Action Map B..... M-8

Map 9: Implementation Action Map C..... M-9

Map 10: Implementation Action Map D..... M-10

Appendixes



