

SUPPORTING POLICIES

For the Gateway Bike Plan to be successful, bicycling must be valued by the various government agencies and not-for-profit organizations responsible for its implementation. Further, it must be instituted into their planning, policies, missions, and corporate cultures. To make changes to policies, plans, and processes that guide the decision makers at the local, regional, and state levels, staff members must coordinate among departments. Instituting bicycle policies and ensuring successful implementation of those policies also requires external relationships and partnerships with other agencies and not-for-profit organizations. Cities and regions that are successful in implementing regional bicycle networks work together to solve problems and tackle issues that extend beyond their own boundaries.

In addition to collaboration across departments and organizations, there must be significant citizen oversight and understanding of decisions made to implement the Plan. For example, many state DOTs have bicycle and pedestrian advisory committees that provide bicyclists with an important voice in state transportation decisions. Instituting bicycle policies is important not only at the state level, but also at the local, county, and regional levels.

Commitment from public officials in all levels of government is necessary for the cooperation and collaboration on policies and implementation of the Plan. The Gateway Bike Plan should serve as a reference point from which public officials, their agencies, and departmental staff can initiate public policy and programs aimed at implementing and supporting the Plan.



Chapter 8



Funding Plaque at the Downtown Bike Station

[GOAL] Increase the commitment of public officials to support and/or initiate public policy for bicycling in all levels of government—state, local, and regional.

OBJECTIVE: Increase intergovernmental cooperation on bicycle policy and projects.

Creating a regional network of bicycle facilities requires cooperation and coordination among various city and county departments and other public agencies in the region. Considering bicycle plans at all levels of decision making encourages interdepartmental and interagency collaboration. Moreover, many federal-aid funding opportunities require cooperation among local and regional entities in developing and implementing regional goals. Partnering among agencies and organizations can allow funding resources to be used more efficiently, and so numerous jurisdictions in the St. Louis region must be plugged into the Plan's implementation process.

Furthermore, public agencies often have their hands tied when it comes to advocating bicycling, which is why the involvement of advocacy groups is important. The St. Louis region and the State of Missouri are fortunate to have several well-established and active organizations advocating for bicycling. These groups can help raise awareness of bicycle issues and affect attitudes toward bicycling among elected officials and staff. Advocacy groups are able to notify their political representatives of goals for bicycling and serve on boards and committees to help advance bicycling goals throughout the region.

As the various components of the Plan are implemented, partnerships and collaboration across the region will be required from public agencies, bicycle advocacy groups, and citizens. Only by working together can we make the St. Louis region a better place to live.

Action 8.1: Identify and designate a regional entity to enhance, promote, and oversee crossmunicipality and cross-county collaboration to ensure continued planning.

Implementation of this Plan will require significant coordination between the various transportation agencies at the state, county, and local levels from around the region. An organization with a regional reach, like EWGCOG or Great Rivers Greenway, can play a critical role in promoting bicycle planning and overseeing collaboration between jurisdictions. One of these organizations could also host the Citizen Oversight Committee (Action 8.2) or serve as the Bicycle Program Coordinator (see Chapter 9).

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.

A citizen oversight committee could provide initial review of major roadway projects to ensure that Plan recommendations are being considered and incorporated. Such a committee could also track and measure implementation of the plan, and could be responsible for issuing an annual report card that summarizes achievements and milestones. The Citizens Advisory Committee convened for planning purposes could continue as an oversight committee.

Action 8.3: Identify key personnel and contacts in appropriate state, county, and local governments.

To maintain momentum and work closely with the bicycle and pedestrian program, it is important to get the right people in the right positions at each level of government that has an interest in Plan implementation. These champions of the Plan will help the Bicycle Program Coordinator (See Action 8.13) ensure that no opportunities for creating the Regional Bicycle Network are missed in the Plan. A mailing list of key contact people in the area transportation agencies should be developed and maintained by the Bicycle Program Coordinator, and/or Great Rivers Greenway.

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.

Transportation agencies have standard plans and specification manuals that are used to design and retrofit roadways. These plans should be updated systematically to include the latest AASHTO guidelines, MUTCD standards, and best practices as they relate to bicycle planning and design.

Providing training workshops once or twice a year (Action 7.8) on the latest AASHTO guidelines, MUTCD standards, and best practices in bicycle facility design may be one method for assisting local agencies in identifying necessary updates to their standard specifications. Developing a checklist that can be used by local agencies to audit their specifications and identify needed changes based on the latest standards and guidelines may be another method for encouraging uniformity in design practices.



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.

Bringing all planned facilities in line with the Plan’s recommendations will ensure the development of a contiguous, interconnected regional bicycle network, and efficient use of resources. Review of local plans should be completed by local jurisdictions, particularly if the jurisdictions have a bicycle coordinator. Alternatively, the EWGCOG may be a natural fit for leading this effort, particularly if this agency ends up being the umbrella organization for the Plan. Given their involvement with working on bike/walk initiatives for many local jurisdictions in the region, Trailnet could also play a role in reviewing local plans and identifying where they do not align with the Gateway Bike Plan.

Action 8.6: Identify process to make sure bicycle facility projects and elements of projects are implemented as planned.

Having a system in place that ensures Plan recommendations are being incorporated at the project planning and development phase is critical to implementation. Such a system may be as simple as making sure the project manager addresses whether or not Plan recommendations are being incorporated into the project or holding a project kickoff meeting at the outset of every street-related capital project. Representatives from all departments should be invited to comment on their department’s needs and preferences. If there is no Bicycle Program Coordinator, then someone should be designated to ensure that the proposed project implements bicycle facilities identified in the Gateway Bike Plan, if applicable.

Provided a Complete Streets policy is in place, another effective method for ensuring Plan implementation during street project planning and design is to develop a checklist that can be used by state, county, and local staff to identify which elements are needed in the street project to accomplish Complete Street objectives. Appendix L includes a sample checklist.



Action 8.7: Adopt Complete Streets ordinances or similar policies at local, regional, and state levels.

Instituting a Complete Streets policy ensures that transportation planners and engineers consistently design the entire roadway with all users in mind—including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.

The National Complete Streets Coalition¹ has identified 10 elements of a comprehensive Complete Streets policy:

1. Includes a vision for how and why the community wants to complete its streets.
2. Specifies that “all users” includes pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as trucks, buses, and automobiles.
3. Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
4. Is adoptable by all agencies to cover all roads.
5. Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right-of-way.

¹ The National Complete Streets Coalition is an advocacy organization that mobilizes a diverse base of interest groups and supporters to lobby for the adoption of Complete Streets policies and ordinances at every level of government.

6. Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
7. Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
8. Directs that Complete Streets solutions will complement the context of the community.
9. Establishes performance standards with measurable outcomes.
10. Includes specific next steps for implementation of the policy.²

Action 8.8: Collaborate to preserve and develop rail corridors for multi-purpose trails.

Rail corridors, whether in use or abandoned, may provide opportunities for rails-to-trails or rails-and-trails projects that provide regional connections and recreational opportunities. Such projects often require significant amounts of collaboration between government and the entity or entities that control and/or use the rail corridor. Great Rivers Greenway works with local, regional, and state officials to monitor potential opportunities as they become available for connections to the regional greenway and trail system.

OBJECTIVE: Establish funding sources for implementation and ongoing maintenance.

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.

While prioritization criteria may vary across jurisdictions and agencies, the prioritization criteria used to develop the Gateway Bike Plan’s recommendations should be used as a starting point. Chapter 9 outlines the methodology used for prioritizing the bicycle network defined in this Plan. Local jurisdictions should be encouraged to prioritize projects based on their existing capital improvement programs.

The Transportation Improvement Program (TIP) developed by the EWGCOG provides the financial and implementation schedule for projects receiving federal transportation funding in the St. Louis metropolitan area. Projects identified in the TIP are prioritized from the region’s Long Range Transportation Plan (Regional Transportation Plan 2040). TIP funding priorities will be based on six principles identified in the plan:

- Preserve and Maintain the Existing System
- Promote Safety and Security in Travel.
- Support Public Transportation
- Support Neighborhoods and Communities Throughout the Region
- Foster a Vibrant Downtown
- Provide More Transportation Choices
- Support a Diverse Economy Through the Region
- Support Quality Job Development
- Strengthen Intermodal Connections
- Link Transportation Planning to Housing, Environment, Education, and Energy



Wydown Boulevard Bike Lane

² National Complete Streets Coalition, www.completestreets.org/changing-policy/policy-elements/, accessed February 15, 2011.

While transportation projects that include bicycle facilities may be favored by the funding priorities, the Gateway Bike Plan recommendations—particularly those recommendations that involve major roadway, intersection, or bridge improvements—should be directly incorporated into the TIP.

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.

The EWGCOG is the entity that grants and distributes federal funding for many of the local transportation projects and programs in the St. Louis region. Most of the EWGCOG’s application forms and scoring criteria already take bikes into consideration; however, discussions should occur to further the inclusion of bicycle facilities on the regional network, and methods in the application process to do accomplish network build out, as well as inclusion of bicycle facilities on all projects where possible. The forms and criteria should be reviewed periodically to see if bicycle projects and programs that are consistent with the plan and support the plan are actually being funded, and, if not, that the forms and scoring criteria should be reviewed for possible changes. Furthermore, MoDOT and local agencies, which have their own selection processes for projects proposed to the EWGCOG, or done locally, should modify those processes to ensure that bicycle facilities that encourage use and improve safety receive priority ranking.

Action 8.11: Install bicycle facilities as part of normal public and private projects, development, and programs (also known as “routine accommodation”).

As routine road projects, using either federal or local funding, such as resurfacing and striping are executed, bicycle facilities should be incorporated according to the Plan’s recommendations, where feasible. Bicycle facilities should also be required or incentivized as part of the development review process when new road overlays or sections are required for new development.



Bike Lane on Carondelet Plaza built as part of Crescent Project

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.

Dedicated funding sources are needed to fund on-street bicycle facilities, much like resurfacing and bridge projects in the St. Louis region, that otherwise would not be funded through routine accommodation or Complete Streets. A dedicated funding source can also be used to complete bicycle facilities on streets that are not likely to be resurfaced in the near future but are important links in the bicycle network that must be addressed immediately. Often new road projects that include bicycle facilities are eligible for Federal Surface Transportation Program, Enhancement, and Congestion, Mitigation and Air Quality funding, which is provided through the EWGCOG.

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.

The Bicycle Program Coordinator will play a critical role in implementing the Plan in local jurisdictions. The coordinator would ensure that bicycle and pedestrian issues and Plan recommendations are considered during transportation project scoping and design. He or she could also help to maintain momentum for Plan implementation at the local level by serving as a liaison among organizations, governmental agencies, and the Bicycle and Pedestrian Advisory Committee (see Action 8.2). A coordinator could keep a close eye on funding and partnership opportunities that may otherwise fall through the cracks, and play an important role in coordinating multi-agency applications (See Action 8.15). Lastly, a Bicycle Program Coordinator could play an important role in collecting information and reporting it to the entity responsible for compiling data and tracking performance measures.

Action 8.14: Create public/private partnerships to develop bicycle facilities such as on-road facilities, bicycle parking, or other support facilities.

There may be opportunities to leverage new developments and redevelopments to provide bicycle facilities if such facilities are not required outright by local development regulations. For example, a project may include developing end-of-trip facilities such as bicycle storage and showers as part of a new development located within major transportation hubs in the region. Local planning agencies should be proactive in identifying opportunities early in the development review process so that cost-sharing or other funding mechanisms can be worked out without delaying the project.

Provision of bicycle parking and other support facilities could be encouraged through public/private partnerships as well. For example, existing developments and businesses could obtain bike racks provided they have a space for rack installation that is convenient and safe for bicyclists. Granting an advertising franchise or establishing a sponsorship program that would pay for bike rack fabrication and



Public Private Partnership Plaque at the Downtown Bike station

installation is another approach. There may also be opportunities to leverage federal transportation funding that can be used for bicycle parking. Minneapolis and Portland are two examples of cities that are using federal dollars to provide bicycle parking.

Action 8.15: Encourage multi-agency applications for funding projects.

Emphasizing multi-jurisdictional and inter-agency cooperation in grant applications already puts such applications in a favorable position. Inter-agency cooperation should receive added emphasis for increased multi-agency involvement to push forward the regional model of inter-agency project development as a criterion for receiving grant funds.

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.

Some cities and public entities assess transportation impact fees for all new development as a way to mitigate traffic impacts associated with that development. To further a regional or sub-area focus on the bicycle network will be to require contribution to a fund that can be used to make bicycle infrastructure improvements on area roadways, in addition to traffic improvements. Consistently applied, this approach can make impact fees a condition of all development in the region.



Ribbon Cutting Speech at the Downtown Bike Station 2011

“ Providing the region with a connected network of different transportation modes, including bicycling and transit, is an important component of encouraging economic development. By helping to encourage livable, walkable communities, the Gateway Bike Plan is a critical component of the future of the St. Louis region.” ”

John Nations

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