

WHO IS TRAILNET?

A nonprofit working to make walking, biking, and public transit use a way of life in the St. Louis region.



BICYCLE EDUCATION & RIDES



BICYCLE & PEDESTRIAN PLANNING



ADVOCACY



Better roads for bicyclists, pedestrians the goal of bill OK'd in St. Louis County

January 22, 2014 7:00 am • By Steve Giegerich sgiegerich@post-dispatch.com 314-725-6758 69



Karen Karabell hoists her grocery-laden bike to the Brentwood Metrolink stop, heading home to the Central West End after running errands in Clayton and Brentwood on Jan. 9, 2014. Photo by Robert Cohen, rcohen@post-dispatch.com

(2) More Photos

CLAYTON • More than two months of polite but contentious debate drew to an end Tuesday evening with a near-unanimous vote by the St. Louis County Council to adopt a Complete Streets policy that will eventually make it easier to bicycle and walk along county roads.

The vote, 6-0 with one abstention, carries the potential to alter the transportation landscape in St. Louis County and across the region.

"I do believe the future dictates that we become more friendly to bicycling and walking," said Councilwoman Kathleen Kelly Burkett, one of the six to cast a vote in favor of the [Complete Streets bill](#).

SUSTAINABILITY AND LIVABILITY PRIORITIES

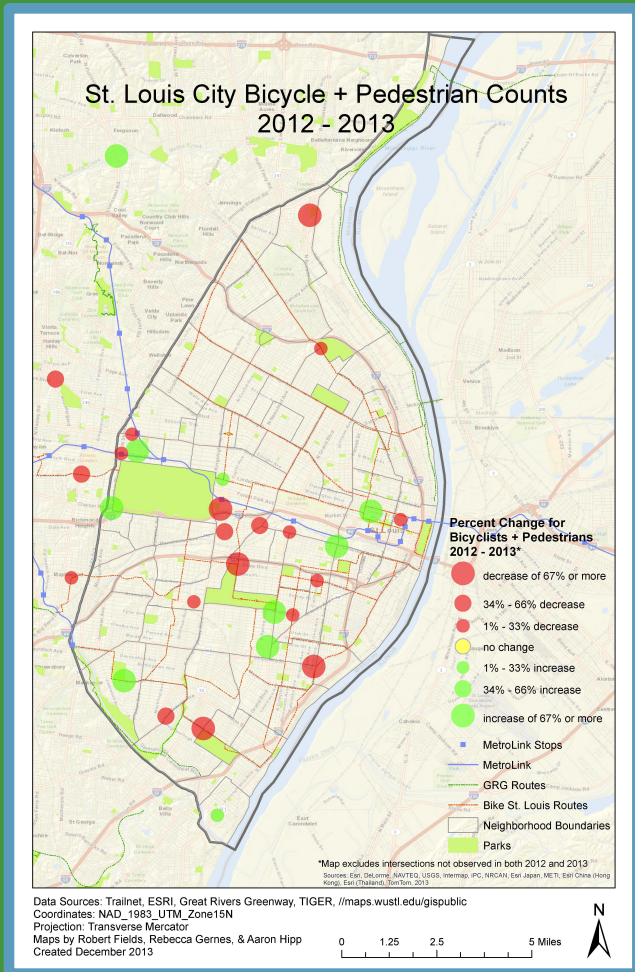


DATA NEEDED



- Behavior
- Needs
- Preferences

BICYCLE & PEDESTRIAN COUNTS



- Part of National Bicycle and Pedestrian Documentation Project
- Collected through volunteers
- Maps and infographic created
- Data goes to national project and Gateway Bike Plan

WALK AUDITS



- Collected through volunteers
- Large and small-scale
- Compiled reports
- Informs bicycle and pedestrian plans

BLUEPRINT FOR BETTER BIKING & WALKING



- Base-building approach
- Residents identified specific projects that need improvement
- Top 10 projects selected by Trailnet and community ambassadors
- Trailnet will work with communities to implement

700 survey responses

SHIFT YOUR COMMUTE

trailnet
BIKE WALK LIVE

Sign Out Contact Us

HOW IT WORKS GET STARTED BECOME A SPONSOR FAQ ABOUT TRAILNET MEMBERSHIP

My Trip Log My Profile My Team Individuals Teams Organizations

As a solo rider, you are currently not part of a team. We'd like to encourage you to see if your workplace already has a team -- or create one if not!

Cindy Mense
My Profile

STATS FOR MARCH 1 - 28:

1.5	21	7.5%
TRIPS	MILES	COMMUTE RATE

Other stats:	You	All Participants
Total Miles	21	8,610
CO2 saved (lbs)	20	8,438
Calories burned	1,029	421,917

INSPIRATION OF THE DAY

Got a snap from your ride to share?
[Send it to us](#)

CHALLENGE NEWS WIRE

MY TRIP CALENDAR

<< MARCH << 2014

SUN	MON	TUES	WED	THURS	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
				7 mi.		
16	17	18	19	20	21	22
			7 mi.			
23	24	25	26	27	28	29
					7 mi.	
30	31					

Click on a date to log or edit your trip.

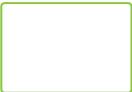
Challenges	Rider	Miles	Rate %	Remove
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Tell a friend to join

- Website that collects walking, biking, and transit trips
- Encourages individual and team active transportation
- 142 individuals, 239 teams
- We engage teams during challenge months
- Helps gauge public health benefits and increases in active transportation

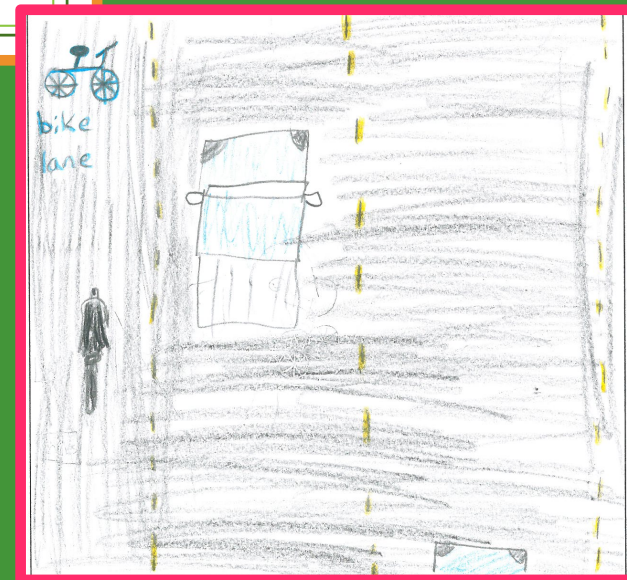
PREFERENCE SURVEYS

Building a Walkable and Bikeable Community 

Bicycle Rack about \$200 per unit APPROPRIATE LOCATIONS: NEAR SCHOOLS, SHOPS, RESTAURANTS, PARKS, AND LIBRARIES Bicycle racks let people lock bikes securely while they are at work, stores, schools, and parks. The "currack" design is secure, cost-effective, and fits a variety of bicycles.	  
Speed Table about \$2000 per unit APPROPRIATE LOCATIONS: LOW-TRAFFIC NEIGHBORHOOD STREETS Speed tables manage traffic speeds and volumes, which can increase safety and reduce traffic noise. New designs can minimize emergency vehicle delay.	  
Shared Lane Markings about \$3500 per mile APPROPRIATE LOCATIONS: LOW-TRAFFIC NEIGHBORHOOD STREETS WITH NO CENTER LINES Shared lane markings, or "sharrows," remind people driving that people on bicycles have the right to use the road. The markings also guide people to ride their bikes in the correct place on the street.	  
Curb Ramp about \$500 per unit APPROPRIATE LOCATIONS: AT ALL INTERSECTIONS WITH SIDEWALKS Wide, well-designed curb ramps are essential for people using wheelchairs, strollers, carts, and other devices. Ramps help people of all ages and abilities use public streets.	  
High Visibility Crosswalk about \$3000 per unit APPROPRIATE LOCATIONS: AT ALL MARKED CROSSINGS High visibility crosswalks, or zebra crossings, are much easier for people driving to see. The added visibility increases awareness of people walking compared to traditional crosswalk designs.	  
Shared Lane Markings about \$3500 per mile APPROPRIATE LOCATIONS: LOW-TRAFFIC NEIGHBORHOOD STREETS WITH NO CENTER LINES Shared lane markings, or "sharrows," remind people driving that people on bicycles have the right to use the road. The markings also guide people to ride their bikes in the correct place on the street.	  

- Visual and written infrastructure preference surveys
- Children's surveys
- Comment cards

- Priorities for transportation decision-making in terms of how public space is used and spending



DATA WE NEED

49% vs. 3%



The increase in retail sales adjacent to New York City's first physically-protected cycle track in Manhattan vs. increase in retail sales borough-wide

- Route-mapping with social media integration
- Real estate value and retail sales increases due to bicycle and pedestrian improvements

