



# WASHINGTON BIKEABLE WALKABLE COMMUNITY PLAN (DRAFT)

Second Public Forum – Proposed Recommendations



June 1, 2010

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  - ⊙ Recommended bicycle facility improvements
  - ⊙ Additional plan components
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  - ⊙ Your input, ideas and changes
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# PLAN BACKGROUND

- ◎ Trailnet's Bicycle & Pedestrian Planning
  - ◎ Regional Framework
  - ◎ Transportation Enhancements Funding
  - ◎ Community Connections

**Trailnet** is a non-profit organization whose mission is to lead in fostering healthy and active communities through innovative planning, programs, and policies that promote walking and bicycling in the St. Louis Metropolitan Region.



# PLAN OVERVIEW

## What is a master plan?

A document that identifies and prioritizes various bicycle and pedestrian facilities and programs.

### A bicycle and pedestrian master plan...

- ⦿ Provides a comprehensive approach and coordinated strategy to address bicycle and pedestrian issues
- ⦿ Prioritizes potential projects to improve the pedestrian and cycling environment
- ⦿ Allows staff to identify applicable funding sources for potential projects
- ⦿ Ensures consistency with federal, state and local plans and policies



# THE PLANNING PROCESS

## **Existing Conditions Analysis**

- ⊙ Analysis of socio-economic data
- ⊙ Existing physical features & land uses
- ⊙ Existing bicycle and pedestrian facilities
- ⊙ Inventory of community and regional destinations
- ⊙ Identification of gaps and barriers in the bicycle and pedestrian networks



# THE PLANNING PROCESS

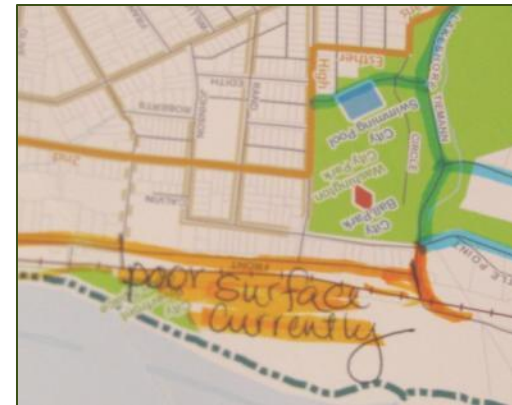
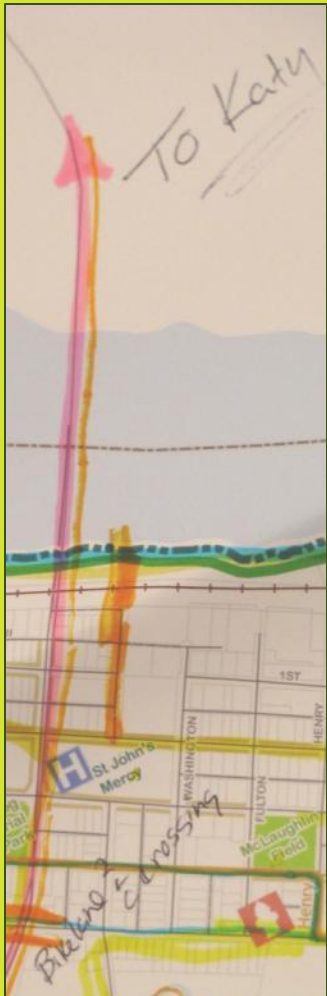
## **Public Participation**

- ① First Public Forum – September 10, 2009
- ① Community Survey
- ① Second Public Forum – June 1, 2010

# THE PLANNING PROCESS

## First Public Forum – September 10, 2009

- ⊙ Existing conditions presentation
- ⊙ Brainstorming session
  - ⊙ Existing and desired routes
  - ⊙ Obstacles and barriers



# THE PLANNING PROCESS

## Community Survey Results

- ③ The majority of walking and bicycling trips taken by Washington residents are for recreation and physical exercise
- ③ Multi purpose trails were identified by residents as the most important infrastructure improvement to encourage more walking and bicycling in Washington

**Washington Bikeable Walkable Community Plan Survey**

**1. How do you rate the current conditions for walking in the City of Washington?**

Excellent  
 Fair  
 Poor

**2. How do you rate the current conditions for bicycling in the City of Washington?**

Excellent  
 Fair  
 Poor

**3. How important to you is improving walking and bicycling conditions in the City of Washington?**

Very important  
 Somewhat important  
 Not important

**4. Do you think the City of Washington should consider non-motorized transportation (i.e. walking and bicycling) as a priority?**

Yes  
 No  
 Doesn't matter

**5. Should public funds be used to provide bicycle and pedestrian facilities throughout the city (i.e. Federal, State and/or Local)?**

Yes  
 No

# THE PLANNING PROCESS

## Community Survey Results – Pedestrian Conditions

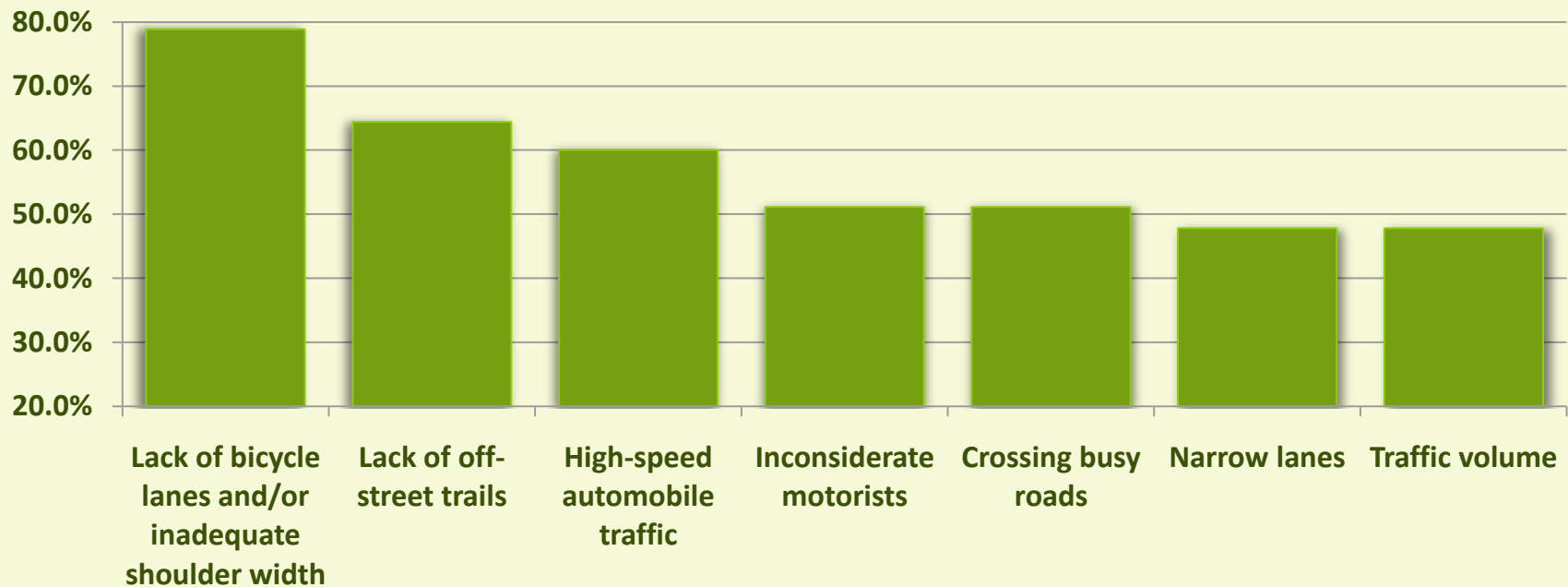
What factors discourage you from **walking** in Washington?



# THE PLANNING PROCESS

## Community Survey Results – Bicycling Conditions

What factors discourage you from **biking** in Washington?



# THE PLANNING PROCESS

## Community Survey Results – Additional Comments

“Allowing safe biking from the Katy Trail to Washington would be very beneficial to local tourism.”

“Would love to see trails like the Rotary in other sections of the town, with GOOD connecting paths.”

“Other bikers and I feel riverfront trail is great, but not long enough. Have gone down and back 2 or more times.”

“We are looking at purchasing a home in the downtown area just so we can walk to many different activities.”

“Places such as the high school should be encouraged to have bike racks.”

“Extend the Riverfront Trail as far as possible to east and west.”

“Motorists in Washington need to be educated and more considerate for the safety of bikers on streets.”

“RIVERFRONT TRAIL IS GREAT, UNPAVED HIKING TRAILS WOULD BE AWESOME”

“It would be great to be able to bike safely with kids from my home near the park to downtown”

“Washington and Franklin Co. are in great need of walkable/bikeable infrastructure. Until the infrastructure is built, there will be minimal walking/biking.”

“It's very scenic along Front, but there's virtually no shoulder.”

“Would be great to be able to bike across the bridge to Katy Trail”

“I feel what we have should be maintained and if possible add to it. However with the economy I feel that there are more important things to spend our money on.”



# THE PLANNING PROCESS

- ⊙ **Development of **goals and objectives** to guide the plan recommendations**
  - ⊙ Develop Bike/Pedestrianways as a functional element in the City's transportation and recreation system.
  - ⊙ Establish programs to effectively and safely use the bicycle-pedestrian system.



# THE PLANNING PROCESS

- ◎ **Identify and prioritize infrastructure improvements**
  - ◎ Based on principles developed through existing conditions analysis and public participation process:
    - Provide safe, accessible connections between neighborhoods and community destinations – schools, commercial areas, parks, public institutions
    - Remove significant existing gaps, barriers and obstacles that hinder bicycle and pedestrian travel
    - Regionally significant routes and connections

# THE PLANNING PROCESS

- ⊙ **Additional plan elements**
  - ⊙ Identify potential funding sources for infrastructure improvements
  - ⊙ Address routine bicycle and pedestrian infrastructure maintenance and repairs
  - ⊙ Recommend programs to encourage safe usage of the developing bicycle and pedestrian networks
  - ⊙ Develop system to monitor plan progress throughout plan implementation

# RECOMMENDED PEDESTRIAN FACILITIES IMPROVEMENTS

- ◎ **Guiding principles for the development of sidewalks, crosswalks, trails, and other elements of the pedestrian network:**
  - ◎ Improve pedestrian conditions within ½ mile of K-12 schools
  - ◎ Improve pedestrian accessibility in and around commercial centers and destinations
  - ◎ Enhance pedestrian conditions at intersections along major arterial roads

# RECOMMENDED PEDESTRIAN FACILITIES IMPROVEMENTS

- ◎ **Potential Improvements - Additional**
  - ◎ Marked crosswalks
  - ◎ Pedestrian signals
  - ◎ Pedestrian islands on arterial medians
  - ◎ ADA accessibility features



# TYPICAL BICYCLE FACILITY USERS

◎ Advanced



◎ Basic



◎ Children





# BICYCLE FACILITY TYPES

- ⦿ Warning Accommodation
- ⦿ Bicycle Route
- ⦿ Shared Lane Markings
- ⦿ Bike Lanes
- ⦿ Multi Purpose Trail (Shared Use Path)

# BICYCLE FACILITY TYPES

## Warning Accommodation

- Warning signage to alert motorists to the potential presence of cyclists
- For busier roads with limitations that do not allow for widening or other improvements
- Typically for experienced cyclists comfortable travelling on busier arterial roadways



Image: bikeportland.org



# BICYCLE FACILITY TYPES

## ◎ Bicycle Route (Class III Bikeway)

- ◎ Continuous on-street bikeways or trails connecting destinations
- ◎ Can be coupled with wayfinding signage to direct users to local destinations
- ◎ Often placed on lightly-traveled residential roads parallel to more congested, heavier traveled roadways



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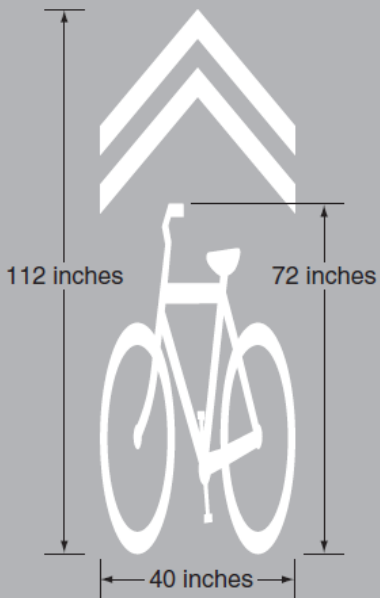


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# BICYCLE FACILITY TYPES

## ◎ Shared Lane Marking (Sharrow)

- ◎ Assists cyclists with proper positioning on the roadway
- ◎ Alerts motorists of the potential to encounter cyclists on the road
- ◎ Encourages safe passing of cyclists
- ◎ Reduces the incidence of wrong-way bicycling



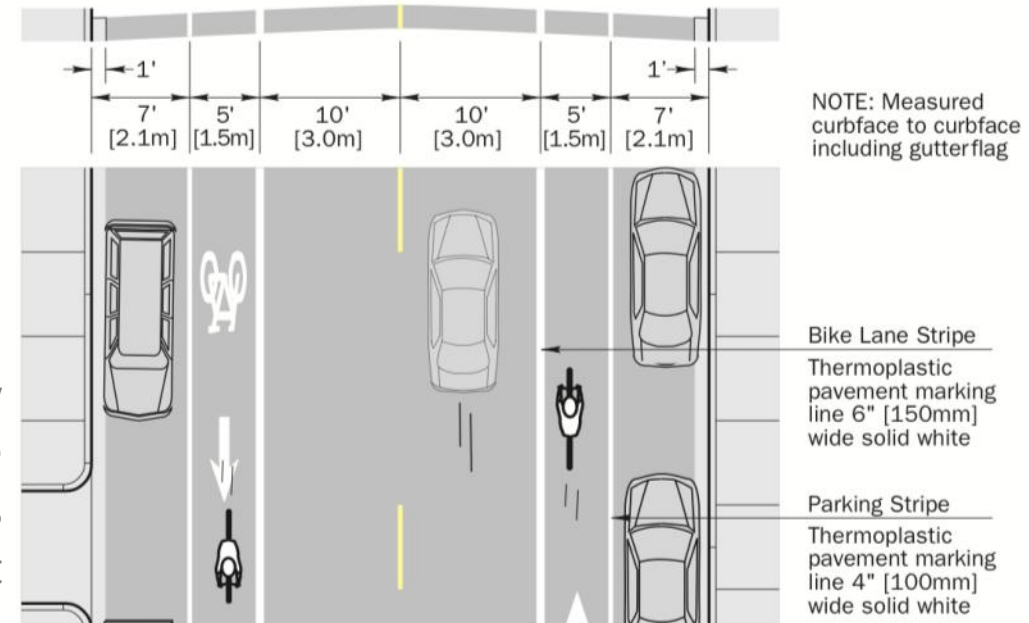
# BICYCLE FACILITY TYPES

## ⊙ Bicycle Lane (Class II Bikeway)

- ⊙ For busier roads where right-of-way is sufficient to enable installation of 5' wide bike lane pairs
- ⊙ Provides physical separation from motor vehicles



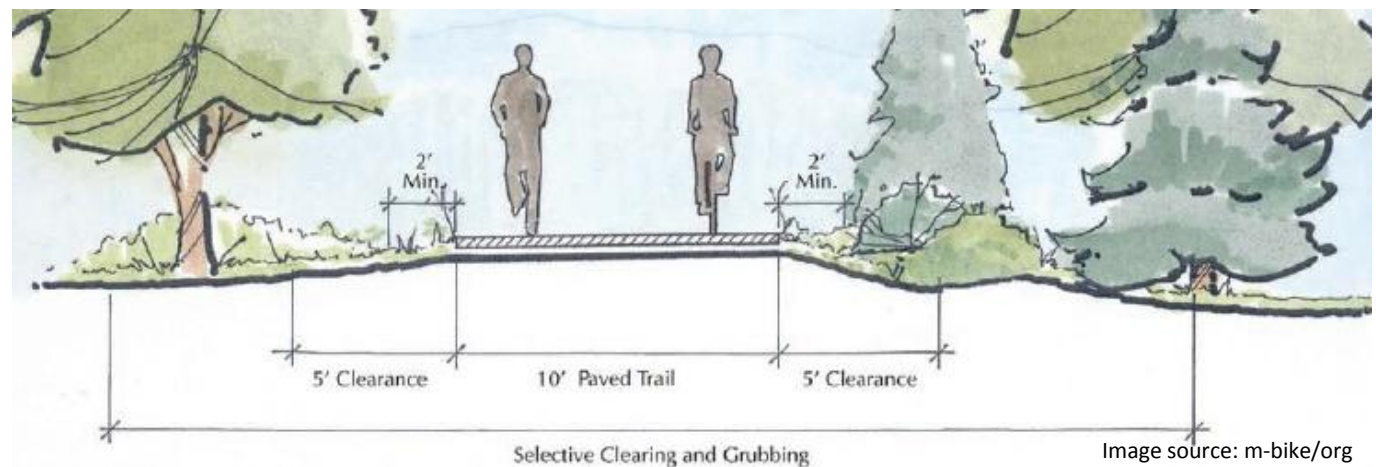
Commonly utilized bike lane design standards for 44' wide street



# BICYCLE FACILITY TYPES

## ⦿ Multi Purpose Trail/Shared Use Path (Class I Bikeway)

- ⦿ For exclusive right-of-way & minimal motor vehicle cross flow. For non-motorized users: bicyclists, in-line skaters, roller skaters, wheelchair users (including electric), and pedestrians





# RECOMMENDED BICYCLE FACILITY IMPROVEMENTS

- ⊙ **Prioritization of Improvements**
  - ⊙ **Proximity**
    - Schools, commercial destinations, transit, parks, public institutions
  - ⊙ **Population**
    - Residential density
  - ⊙ **Connectivity**
    - Connections to other routes, connections to regional facilities & destinations
  - ⊙ **Public Support**
    - As identified through the public forums and survey responses

# RECOMMENDED BICYCLE FACILITY IMPROVEMENTS

- ⊙ **Warning Accommodations – 13.3 miles**
  - ⊙ Signage costs: \$30,000
  - ⊙ Key recommended warning accommodation projects:
    - Highway 47
    - 5<sup>th</sup> Street
    - Point
    - Bluff

# RECOMMENDED BICYCLE FACILITY IMPROVEMENTS

- ◎ **Bicycle Routes – 32.6 miles**
  - ◎ Signage costs: \$114,000
  - ◎ Key recommended bicycle route projects:
    - 3<sup>rd</sup> Street
    - 8<sup>th</sup> Street
    - Stafford
    - Front Street

# RECOMMENDED BICYCLE FACILITY IMPROVEMENTS

- ⊙ **Shared Lane Markings – 6.0 miles**
  - ⊙ Installation costs: \$25,000
  - ⊙ Key recommended shared lane markings projects:
    - 5th Street
    - International
    - Jefferson

# RECOMMENDED BICYCLE FACILITY IMPROVEMENTS

- ◎ **Multi Purpose Trails – 5.15 miles**
  - ◎ Cost: \$1.36 million\*
  - ◎ Key recommended & planned multi purpose trail projects:
    - Rotary Riverfront Trail Extension
    - Busch Creek Greenway
    - Camp Street Connector
    - Hwy 47 Missouri River Bridge\*

\*Cost of bike/ped facility on Hwy 47 Bridge not included in total multi-purpose trail cost estimates

# OPERATION AND MAINTENANCE

- ◎ Trail Maintenance
- ◎ Street and Shoulder Sweeping
- ◎ Sidewalk Slab Replacement



Image: Allegheny River Trail: <http://www.avta-trails.org/largeimage.html?img=images/photos/large/trail-maintenance/mud-slide-cleaning.jpg&text=Cleaning%20the%20mud%20of%20the%20Allegheny%20River%20Trail>.

# PROPOSED FUNDING SOURCES

## **A variety of resources to facilitate development:**

- ⊙ Safe, Accountable, Flexible, Efficient Transportation & Equity Act (SAFETEA-LU)
- ⊙ Surface Transportation Program (STP)
- ⊙ Land & Water Conservation Fund (LWCF)
- ⊙ Recreational Trails Program (RTP)
- ⊙ Safe Routes to School
- ⊙ Parks/Stormwater Sales Tax
- ⊙ Developer Contributions
- ⊙ Local Funds

# PLAN ADOPTION AND REGULATORY ACTIONS

- ① Local Adoption
- ① Park Land Dedication Program
- ① Additional Land Use and Zoning Techniques



# ENCOURAGEMENT

## **Potential strategies to invite bicycle usage and walking:**

- ③ Develop bicycle route map and informational brochure for distribution through Parks & Recreation Department
- ③ Develop biking tour that capitalize on Washington's history and character
- ③ Host biking and walking events on newly-developed facilities
- ③ Partner with the Washington School District to foster and sustain Safe Routes to School programs to encourage children to walk and bike to school

# EDUCATION

## **Potential strategies to build on current educational activities:**

- ⦿ Continue to work with local partners to facilitate annual Bicycle Rodeo
- ⦿ Provide literature on the rights, responsibilities, and how-to's for bicycle operation on local roads and trails
- ⦿ Work with local partners to provide adult cycling courses for local residents
  - ⦿ Revolution Cycles
  - ⦿ St Louis Regional Bicycle Federation

# ENFORCEMENT

## **Potential strategies to strengthen law enforcement activities supporting bicycle and pedestrian transportation:**

- ⦿ Maintain police presence on bicycles
- ⦿ Provide targeted enforcement of cycling and motor vehicle laws to encourage road users to share the road safely
- ⦿ Provide targeted enforcement near local elementary and high schools to foster a safe environment for school children



# ORGANIZATION, MANAGEMENT AND MONITORING

- ⊙ Executive and legislative oversight to ensure the development of facilities that meet local needs  
Destinations
- ⊙ Adjust implementation to the availability of external and local funding sources
- ⊙ Annual monitoring with regular progress reports



# BRAINSTORMING SESSION

- ◎ **Plan elements to focus on at table maps:**
  - ◎ **Proximity**
    - Do proposed routes lead to community destinations?
    - Parks, schools, shopping, YMCA, employment centers, etc.
  - ◎ **Connectivity**
    - Are current gaps current gaps in the bike/ped system addressed in the maps?
    - Desired routes and paths
- ◎ **Did we miss anything? Please let us know!**

# NEXT STEPS

- ⊙ **Next steps for planning team**
  - ⊙ Synthesize comments and input from this meeting
  - ⊙ Modify recommended improvements and routes alternatives
  - ⊙ Develop draft of final plan document for city review
  - ⊙ Create final plan document for city approval

