

How Do We Rate?

EXECUTIVE SUMMARY

U.S. State Rankings

Commuter Bicycling and Walking Levels ⁽¹⁾	Per Capita Spending on Bicycle/Pedestrian Projects ⁽²⁾	Bicyclist/Pedestrian Fatality Rates ⁽³⁾	% Getting Recommended Physical Activity ⁽⁴⁾
Highest to Lowest	Highest to Lowest	Lowest to Highest	Highest to Lowest
1 Alaska	1 Alaska	1 Vermont	1 Colorado
2 New York	2 Vermont	2 Nebraska	2 Oregon
3 Vermont	3 Delaware	3 Alaska	3 Vermont
4 Oregon	4 Rhode Island	4 Wyoming	4 Hawaii
5 Montana	5 Montana	5 New Hampshire	5 California
6 Hawaii	6 Wyoming	6 South Dakota	6 Alaska
7 Massachusetts	7 South Dakota	7 Massachusetts	7 Wisconsin
8 South Dakota	8 Kentucky	8 Iowa	8 Idaho
9 North Dakota	9 New Mexico	9 Maine	9 Maine
10 Maine	10 Indiana	10 Idaho	10 Massachusetts
11 Wyoming	11 Minnesota	11 North Dakota	11 New Hampshire
12 Pennsylvania	12 Missouri	12 Kansas	12 Utah
13 Washington	13 Iowa	13 Minnesota	13 Montana
14 Colorado	14 Pennsylvania	14 New York	14 Washington
15 Idaho	15 North Dakota	15 Wisconsin	15 Minnesota
16 Iowa	16 Maine	16 Montana	16 Michigan
17 Rhode Island	17 Oregon	17 Colorado	17 New Jersey
18 Wisconsin	18 Georgia	18 Washington	18 Wyoming
19 California	19 Florida	19 Pennsylvania	19 Florida
20 Illinois	20 Washington	20 Connecticut	20 Nevada
21 Utah	21 Utah	21 Illinois	21 Connecticut
22 Minnesota	22 Tennessee	22 Hawaii	22 Virginia
23 New Jersey	23 Nebraska	23 Oregon	23 Arizona
24 Nebraska	24 Louisiana	24 Rhode Island	24 New Mexico
25 Connecticut	25 Mississippi	25 Utah	25 Illinois
26 Arizona	26 North Carolina	26 Virginia	26 Ohio
27 New Hampshire	27 New York	27 Ohio	27 New York
28 New Mexico	28 Massachusetts	28 West Virginia	28 Georgia
29 West Virginia	29 Connecticut	29 Indiana	29 South Carolina
30 Kansas	30 California	30 New Jersey	30 Missouri
31 Virginia	31 Colorado	31 Missouri	31 Pennsylvania
32 Michigan	32 Alabama	32 Kentucky	32 Nebraska
33 Maryland	33 Nevada	33 California	33 Maryland
34 Delaware	34 Michigan	34 Michigan	34 Rhode Island
35 Indiana	35 Arkansas	35 Oklahoma	35 Delaware
36 Ohio	36 Arizona	36 Maryland	36 Texas
37 Nevada	37 Texas	37 Nevada	37 Iowa
38 Louisiana	38 Wisconsin	38 Arkansas	38 North Dakota
39 South Carolina	39 New Hampshire	39 New Mexico	39 North Carolina
40 Kentucky	40 Ohio	40 Delaware	40 Kentucky
41 Missouri	41 Idaho	41 Texas	41 Kansas
42 Florida	42 Oklahoma	42 North Carolina	42 South Dakota
43 Oklahoma	43 Illinois	43 Tennessee	43 Indiana
44 North Carolina	44 Virginia	44 Georgia	44 Arkansas
45 Arkansas	45 West Virginia	45 Arizona	45 Oklahoma
46 Texas	46 Kansas	46 Louisiana	46 West Virginia
47 Mississippi	47 Hawaii	47 South Carolina	47 Alabama
48 Georgia	48 South Carolina	48 Mississippi	48 Louisiana
49 Tennessee	49 New Jersey	49 Alabama	49 Mississippi
50 Alabama	50 Maryland	50 Florida	50 Tennessee

Sources: (1) ACS 2009–2011 (2) FHWA FMIS 2009–2012 (3) FARS 2009–2011; ACS 2009–2011 (4) BRFSS 2011. Note: Fatality rates were calculated by dividing the number of annual pedestrian or bicyclist fatalities (between 2009–2011) by the estimated annual number of commuters walking or bicycling to work (ACS 2009–2011).



Missouri

REPORT CARD

RANKING # 34

REGIONAL RANKING » MIDWEST #7

GOVERNOR: Jay Nixon
 DOT COMMISSIONER: Roberta Broecker
 BICYCLE/PEDESTRIAN COORDINATOR: Ronald Effland
 STATE ADVOCACY GROUP: Missouri Bicycle & Pedestrian Federation

CATEGORY SCORES SCORING: 5 = HIGH 1 = LOW

- 2 LEGISLATION AND ENFORCEMENT
- 2 POLICIES AND PROGRAMS
- 2 INFRASTRUCTURE AND FUNDING
- 3 EDUCATION AND ENCOURAGEMENT
- 1 EVALUATION AND PLANNING

TOP 10 SIGNS OF SUCCESS = NEW IN 2015

- 1% OR MORE OF PEOPLE COMMUTING BY BIKE
- SAFE PASSING LAW (3 FEET OR GREATER)
- COMPLETE STREETS POLICY
- DEDICATED STATE FUNDING
- ACTIVE STATE ADVOCACY GROUP
- STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)
- SHARE THE ROAD CAMPAIGN
- VULNERABLE ROAD USER LAW
- BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN
- 2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Ken McLeod at (202) 822-1333 or kem@bikeleague.org.



CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION, MO

TOTAL POPULATION: 71,997
 POPULATION DENSITY: 486.0
 # OF LOCAL BICYCLE FRIENDLY BUSINESSES: 0
 TOTAL AREA (sq. miles): 148.0
 # OF LOCAL BICYCLE FRIENDLY UNIVERSITIES: 0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Capital Area Metropolitan
Arterial Streets with Bike Lanes	33%	1%
Total Bicycle Network Mileage to Total Road Network Mileage	26%	5%
Public Education Outreach	SOME	NO
% of Schools Offering Bicycling Education	33%	0%
Bike Month and Bike to Work Events	GOOD	SOME
Active Bicycle Advocacy Group	MAYBE	YES
Active Bicycle Advisory Committee	MAYBE	NO
Bicycle-Friendly Laws & Ordinances	SOME	NONE
Bike Plan is Current and is Being Implemented	MAYBE	SOMEWHAT
Bike Program Staff to Population	PER 77K	843

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	0/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	2/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	1/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	1/10

KEY OUTCOMES

	Average Bronze	Capital Area
RIDERSHIP <i>Percentage of daily bicyclists</i>	1.2%	0.13%
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	370	491.5
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	4	0.0



- » Dedicate more staff time to bicycle planning and programming.
- » Appoint an official Bicycle Advisory Committee.
- » Adopt standards for bike parking that conform to APBP guidelines.
- » Increase the amount of high quality bicycle parking throughout the community.
- » Reducing traffic speeds. Use traffic calming measures and low speed design principles to achieve higher compliance rates.
- » Continue to expand the on and off street bike network, especially along arterials.
- » Develop a Safe Routes to School program.
- » Continue to expand your public education campaign promoting the share the road message.
- » Promote cycling throughout the year by offering or supporting more family-oriented community or social rides.
- » Ensure that police officers are initially and repeatedly educated on traffic law as it applies to bicyclists and motorists.
- » Ask police officers to target both motorist and cyclist infractions.
- » Ensure that the new multi-modal plan is comprehensive and funded.

LEARN MORE » WWW.BIKELEAGUE.ORG/COMMUNITIES

SUPPORTED BY **TREK**

How do you suggest we improve?