



# FERGUSON, MO

TOTAL POPULATION

21035

POPULATION DENSITY

3398

TOTAL AREA (sq. miles)

6.2

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Ferguson
High Speed Roads with Bike Facilities	35%	76%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	20%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	4%
Bike Month and Bike to Work Events	GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	NONE
Bicycle-Friendly Laws & Ordinances	GOOD	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 70K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	4 / 10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	2 / 10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	3 / 10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	5 / 10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	2 / 10

## KEY OUTCOMES

	Average Silver	Ferguson
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	2.7%	0.0%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	537	RIDERSHIP TOO LOW TO CALCULATE
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	6.3	0



## KEY STEPS TO SILVER



» Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. Ferguson's data showed a lower than average compliance rate. Ensuring compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane. If necessary, revisit your Complete Streets policy and process to ensure better compliance.

» According to current data, Ferguson's "bikeway system consists primarily of shared lane markings and some route wayfinding signage along low-speed, low-volume streets" this type of system should be complemented by bike lanes, trails, or protected bike lanes as necessary to provide safe facilities that cross or access higher-speed or higher-volume streets.

» Bicycle safety education should be a routine part of education for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to

School programming for all schools.

» According to the application, many streets and roads within Ferguson are not controlled by Ferguson. This can make it more difficult to create roadways that serve the community rather than interests outside the community. Continue to work with other jurisdictions and agencies to ensure that the roads in Ferguson improve the safety and health of Ferguson residents.

» Create a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in Ferguson. Automated bicycle counters provide long-term data on bicycle use at fixed points in a community and mobile counters can provide periodic or before/after data related to a change in your community's road or bicycle network. Observational counts can supplement automated data in order to collect demographic information and examine social equity goals.

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