



MISSOURI

TOTAL COUNTS
BICYCLE FRIENDLY COMMUNITIES 7
BICYCLE FRIENDLY BUSINESSES 23
BICYCLE FRIENDLY UNIVERSITIES 3

SEE THE DATABASE MAP: BIKELEAGUE.ORG/BFA/AWARDS

STATE ADVOCACY GROUPS: MISSOURI BICYCLE AND PEDESTRIAN FEDERATION & MISSOURI FOUNDATION FOR BICYCLING AND WALKING

Summary

Missouri has two low scoring categories - Legislation & Enforcement and Evaluation & Planning. Addressing these low scoring categories is key to any improvement in Missouri's Bicycle Friendly State ranking.

Comparison States table with columns for National (Overall) and Midwestern Region (out of 13). Rows list states like Iowa, Nevada, Missouri, South Dakota, and New Hampshire.

Categories table with columns for Categories and Rank out of 50. Rows include Infrastructure & Funding (13), Education & Encouragment (30), Legislation & Enforcement (44), Policies & Programs (20), and Evaluation & Planning (41).

Feedback Points

Create and implement a Statewide Bicycle and Pedestrian Plan, including a timeline for creation of regional Bicycle and Pedestrian Plans in each of Missouri's transportation planning regions.

Build upon MoDOT's current program that routinely considers sidewalk and ADA needs in all projects, to more thoroughly consider needs of all non-motorized users, including those of bicyclists, in all projects. Dedicate more funding to meeting those needs.

Adopt a law allowing transportation agencies to post 20 mph or lower speed limits under certain circumstances.

Provide specific training to engineers and planners on how to plan, design, and implement bicycle and pedestrian infrastructure, including protected bike lanes, safe rural bicycling routes, and other facilities that have become more widespread in recent years.

Missouri should adopt at least two laws that are commonly found in other states in order to combat distracted driving. Missouri should adopt a primary enforcement texting ban for all drivers.

>> Feedback Continued on Page 3

Bicycle Friendly Actions table with columns for Action and Status (Progress/New in 2017). Rows include Complete Streets Law / Policy, Safe Passing Law (3ft+), Statewide bike plan last 10 years, 2% or more fed funds on bike/ped, and Bicycle Safety Emphasis Area.

Federal Data on Biking table with columns for Metric and Rank. Rows include Ridership (0.2% of commuters, 41/50), Safety (7.4 fatalities per 10k bike commuters, 23/50), and Spending (\$3.88 per capita, 8/50).


^ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


^ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


^ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System.





The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.

 <b>Infrastructure &amp; Funding</b> Ranked 13 <sup>th</sup> of 50 States	
<b>Design and Existence of Infrastructure</b> Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	<b>26/38 pts</b>
<b>State Transportation Funding</b> Does the state report that funding is allocated to bicycling?	<b>15/28 pts</b>
<b>Use of Federal Transportation Funding</b> Does the state take advantage of available federal funding for biking and walking?	<b>8/16 pts</b>
<b>Planned and Recently Built Bicycle &amp; Pedestrian Facilities</b> How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	<b>10/10 pts</b>
<b>State Transportation Funding Restrictions</b> Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	<b>8/8 pts</b>
Total of Possible 100 Points: <b>67/100 pts</b>	

 <b>Policies &amp; Programs</b> Ranked 20 <sup>th</sup> of 50 States	
<b>Complete Streets</b> Does the state have a complete streets policy and processes to support its implementation?	<b>37/56 pts</b>
<b>Design and Access Policies</b> Does the state have policies in place to ensure good design and access for people who bike and walk?	<b>15/25 pts</b>
<b>State of Practice Development</b> Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	<b>6/13 pts</b>
<b>Sustainable Transportation Policies</b> Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	<b>3/6 pts</b>
Total of Possible 100 Points: <b>61/100 pts</b>	

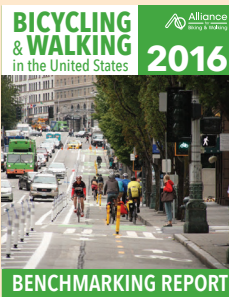
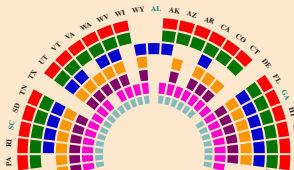

 <b>Education &amp; Encouragement</b> Ranked 30 <sup>th</sup> of 50 States	
<b>State DOT Education &amp; Encouragement Support</b> Does the state DOT support bicycling and walking events and education materials?	<b>25/35 pts</b>
<b>Mode Share</b> Do many people bike to work and is that number increasing relative to other modes?	<b>2/30 pts</b>
<b>Driver Education Requirements</b> Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	<b>10/20 pts</b>
<b>Advocacy</b> Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	<b>15/15 pts</b>
Total of Possible 100 Points: <b>52/100 pts</b>	

 <b>Evaluation &amp; Planning</b> Ranked 41 <sup>st</sup> of 50 States	
<b>State DOT Bicycle &amp; Pedestrian Plans</b> Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	<b>12/48 pts</b>
<b>Bicycle and Pedestrian Safety</b> Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	<b>29/34 pts</b>
<b>Understanding People who Bike and Walk</b> Does the state have programs in place to collect data on people who walk and bike?	<b>2/10 pts</b>
<b>Formal User Group Engagement</b> Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	<b>0/8 pts</b>
Total of Possible 100 Points: <b>43/100 pts</b>	

 <b>Legislation &amp; Enforcement</b> Ranked 44 <sup>th</sup> of 50 States	
<b>Laws that regulate driver behavior and methods of enforcement</b> Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	<b>9/37 pts</b>
<b>Laws that restrict the behavior of people who bike and walk</b> How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions)	<b>28/28 pts</b>
<b>Laws that create protections for people who bike and walk</b> Does the state have laws that provide specific protections for people who bike and walk?	<b>14/25 pts</b>
<b>Laws that influence the built environment</b> Does the state allow speed limits of 20 mph or less?	<b>0/10 pts</b>
Total of Possible 100 Points: <b>51/100 pts</b>	

**Dig into the data: Robust interactive report + Downloads**

The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explore tons of bicycling, walking, & health data on states and cities at [bikingandwalkingbenchmarks.org](http://bikingandwalkingbenchmarks.org).



# BICYCLE FRIENDLY STATE REPORT CARD



STATE RANKING OVERALL (OUT OF 50)

#32

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BICYCLE FRIENDLY BUSINESSES 23  
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# MISSOURI

## Feedback Points, CONTINUED

### >> Cont'd from Page 1

...driving and increase safety for everyone. Requiring the use of a hands-free device makes enforcement of texting laws easier by providing clearer evidence for enforcement.

Missouri has transportation funding issues that affect all people, including bicyclists and pedestrians. The state legislature and DOT should work with localities and advocates to craft a transportation funding solution that assures significant investments in safe bicycling and walking infrastructure, in addition to funds needed to maintain the current road system.



### ABOUT THE LEAGUE & MEMBERSHIP

Support the League by becoming a member today and add your voice to the bicycling movement! **Over 75% of our funding comes from individuals.** Members support our time-tested programs like Bicycle Friendly America, Smart Cycling and Federal Advocacy. As a member, you'll enjoy valuable perks like *Bicycling Magazine*, discounts at dozens of national bike retailers and manufacturers, and exclusive pricing to the National Bike Summit. Together, let's advance bicycling on Capitol Hill and in your community!

### WE BELIEVE

Bicycling brings people together. When more people ride bikes:

- » Life is better for everyone;
- » Communities are safer, stronger and better connected;
- » Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

### OUR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

### OUR MISSION

is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

### SMART CYCLING RESOURCES



Bike Safety Education is a key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates more opportunities for bike safety education to be shared. LCIs are certified by the League through an intense 3-day seminar focused on how to effectively deliver the Smart Cycling curriculum. To host a LCI seminar in your state, contact [education@bikeleague.org](mailto:education@bikeleague.org).

Visit [bikeleague.org/ridesmart](http://bikeleague.org/ridesmart) to access Smart Cycling videos, Smart Cycling Quick Guides (available in English & Spanish), and Smart Cycling manuals.

>> ADD YOUR MOMENTUM AT [BIKELEAGUE.ORG/JOIN](http://BIKELEAGUE.ORG/JOIN)