DRAFT BICYCLE & PEDESTRIAN PLAN

THE CITY OF FERGUSON, MISSOURI
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Introduction

The City of Ferguson has a rich historical legacy that is reflected in many of the city's current assets and amenities. Ferguson’s walk-able, historic Downtown business district is one of the City’s most unique recognizable features. Ferguson possesses numerous historic homes and neighborhood parks set along graceful, tree-lined streets. However, Ferguson’s existing infrastructure, geography, and the difficulties typical of aging, inner-ring suburbs result in a number of issues and challenges to increasing bike-ability and walk-ability throughout the City.

The Bicycle and Pedestrian Plan builds upon Ferguson’s history as a regionally-connected suburb whose core neighborhoods and commercial districts developed around the railroad and streetcar. The Plan focuses on improving existing pedestrian- and bicycle-oriented commercial districts and neighborhoods, supporting the creation of new walk-able developments, and connecting surrounding neighborhoods to Ferguson’s historic core through new pedestrian and bicycle infrastructure. Through the integration of public health and urban design, the Bicycle and Pedestrian Plan provides viable transportation options for all residents.

The Bicycle and Pedestrian Plan is a partnership between The City of Ferguson and Trailnet, a non-profit working throughout the St. Louis Metropolitan Area to foster healthy and active communities through innovative programs, planning, and policies that promote walking and bicycling. This relationship began in 2008, when the City of Ferguson and Trailnet collaborated to form Live Well Ferguson! Live Well Ferguson! is a program that helps Ferguson residents lead healthier lifestyles through active living and supports resident health from cradle to cane.

The Bicycle and Pedestrian Plan is funded through a grant from the Missouri Department of Transportation (MoDOT) Surface Transportation Program (STP) for the development of Walk-able Bike-able Communities (Phase 3.) The Plan intends to further the goals of Live Well Ferguson! with new pedestrian and bicycle facility and streetscape improvements, programming, operations, and maintenance throughout the City of Ferguson.
Planning Process

The Planning Process for the Bicycle and Pedestrian Plan is divided into a Pre-Planning stage and four Phases covering each of the project tasks and work products. These Phases are: **Phase A: Analysis of Existing Data & Conditions; Phase B: Plan Goals, Vision & Objectives; Phase C: Bicycle & Pedestrian Plan (including Design Options); and Phase D: Implementation & Funding Strategy.** This process took place over the course of ten months and included regular meetings with the Bicycle and Pedestrian Plan Steering Committee, Stakeholder Interviews, two Public Workshops, and special workshops with City staff, Commissioners, and elected officials.

**BICYCLE & PEDESTRIAN PLAN STEERING COMMITTEE**

The Steering Committee consisted of representatives from the City of Ferguson, Great Rivers Greenway, Saint Louis County Highways and Traffic, MoDOT, elected officials, and Ferguson residents and business owners. The Steering Committee served as a representative, decision-making body to guide the planning process, lead public outreach efforts and spread the word about the Plan, and provide feedback and critique on the various phases of the Plan. The Steering Committee met four times throughout the process, at the conclusion of each project phase.

**STAKEHOLDER INTERVIEWS**

The City of Ferguson and the Steering Committee identified fourteen Stakeholders to be interviewed as part of the Planning Process. Stakeholders included Ferguson residents, business and property owners, merchants, institutions, and other interested parties. These Stakeholder Interviews, along with a professional analysis of bike-able and walk-able conditions in Ferguson, resulted in a list of **Consensus Issues** that were developed and revised through a process of public review and feedback.
DEVELOPMENT OF THE PLAN

The Consensus Issues and summary of the site analysis conducted in Phase A were presented to the Steering Committee at their first meeting and to the Ferguson community in the first Public Workshop. Following this Workshop, the Steering Committee approved the draft Plan Goals, Vision, and Objectives for the Bicycle and Pedestrian Plan. The Plan Goals, Vision, and Objectives represent the consensus values of the Ferguson community for bike- and walk-ability and serve as the foundation for the Bicycle and Pedestrian Plan.

Next, a draft Bicycle and Pedestrian Facility Network was developed. This included particular routes and alignments for proposed facility types—including on-street bike lanes, off-street paths, streetscape improvements, greenways, and trails—and design options for each facility type. These design options were presented to the Steering Committee at their third meeting and to the Ferguson community in the second Public Workshop for review and feedback.

Utilizing the public input gathered at the second Public Workshop in coordination with the Ferguson City Council and the Planning Commission, the City developed the final Bicycle and Pedestrian Plan. The Plan includes the final Bicycle and Pedestrian Facility Network, an Implementation Guide outlining specific Projects, an Opinion of Probable Cost, and a description of possible Funding Sources. The Bicycle and Pedestrian Plan was endorsed by the Plan Commission and approved by the City of Ferguson City Council.

This comprehensive sequence of public engagement, summarized in detail to the left, has resulted in a Plan and implementation strategy developed with absolute transparency and supported by a broad base of public consensus among neighborhood residents. These are the hallmarks of a successful public planning process.
**Existing Conditions**

The City of Ferguson is both the geographic and historic heart of north Saint Louis County. The 6.2 square-mile City sits between Interstates 70, 170, and 270 and is intersected by major regional arterial corridors. Additionally, the City is served by the Metrolink light rail transit system and Metrobus lines, making Ferguson one of the most well-connected communities in the Metro region.

**CURRENT INITIATIVES & SUCCESSES**

The City of Ferguson has shown a remarkable capacity to plan for its future in an environmentally-, socially-, and economically-sustainable way. Infrastructure and public space improvements including Downtown Ferguson and Suburban Avenue streetscape improvements; the Plaza @ 501; the Ted Jones Trail; Ferguson CityWalk; and adoption of a City-wide Complete Streets Ordinance all demonstrate Ferguson’s commitment to the creation of great places rooted in Ferguson’s authentic history.

These improvements have been augmented by new private investment in Downtown (Ferguson Brewing Company and Streetcar Lofts) and programming initiatives (Live Well Ferguson!, Sunday Parkways, and the Ferguson Farmer’s Market.) Ferguson’s track record of success indicates not only the energy and desire to plan, but also the capacity to see plans realized. The Bicycle and Pedestrian Plan is intended to unify Ferguson’s planning efforts under the consensus vision of a bike-able and walk-able community supported by vibrant commercial districts, great streets, and public spaces.

**ISSUES & CHALLENGES**

Ferguson is divided by major arterial roads including Florissant Road, Elizabeth Avenue, West Florissant Avenue, and the Chambers Road corridor (Airport Road, Hereford Avenue, and Chambers Road.) These arterial roads are the only continuous roads through the City; alternative routes to these arterials do not exist. Cyclists and pedestrians are therefore forced to use these arterials, which pose negative perceptions of safety and comfort due to greater volumes and speed of traffic. Additionally, these arterials are under the jurisdiction of the St. Louis County or MoDOT. Proposed plans or improvements to these roads must therefore be approved by their governing agencies.
Many of Ferguson’s streets also lack sidewalks, pedestrian amenities, and sufficient right-of-ways. Combined with areas of steep topography, this lack of infrastructure makes walking and biking in Ferguson more challenging. Finally, the neighborhoods of Ferguson Woods and Nesbit-Newton are perceived as both physically and symbolically disconnected from the rest of the City. The comprehensive list of Consensus Issues and an illustrative map is presented on the following page.

**ASSETS & OPPORTUNITIES**

Because of Ferguson’s accessibility, it is home to a number of regional and global corporate headquarters and institutions. Emerson Electric, with over 128,000 employees globally, has its headquarters in Ferguson. Boeing Integrated Defense Systems’ headquarters is located two miles to the west of the City. The North Park business center and its major tenant, pharmaceutical provider Express Scripts, is located immediately southwest of the City. The campus of the University of Missouri - St. Louis (UMSL) is 1.2 miles south of Ferguson on North Florissant Road. St. Louis Community College’s Florissant Valley campus is located at the northern edge of the City on Pershall Road between Elizabeth Avenue and West Florissant Road.

Ferguson also straddles Maline Creek. An important regional ecological corridor and signature landscape for the City of Ferguson, Maline Creek is the future location of the Great Rivers Greenway District’s *Maline Greenway*. *Maline Greenway* will extend from North Park east to the Mississippi River and Riverfront Trail. Along with the Ted Jones Trail, which connects Downtown Ferguson south to Metrolink, the *Maline Greenway* places Downtown Ferguson at the doorstep of the regional “River Ring” greenway network and St. Louis’ light rail system. In addition, Ferguson is directly adjacent to the employee and student populations of Emerson Electric, Boeing, and the University of Missouri - St. Louis. The sheer volume of bicycle commuters, university students, and regional recreation and fitness riders that will be within a 10-minute ride of Downtown Ferguson daily represents a major community development and economic development opportunity. Ferguson is well-positioned to capitalize on that opportunity and reinvent itself as the premier walk-able and bike-able community in the St. Louis region.
CONSENSUS ISSUES

1. Florissant Road lacks sufficient buffers between traffic and bicycle/pedestrian zones.
2. Florissant Road and the Airport/Hereford/Chambers Road are perceived as unsafe for cyclists and pedestrians because of traffic volume and traffic speed.
3. Non-contiguous streets and cul-de-sacs north of Chambers Road inhibit bicycle and pedestrian connectivity.
4. Ferguson is divided by major arterial roads and infrastructure corridors that serve as physical and psychological barriers.
5. Neighborhoods to the east of West Florissant Ave are perceived as being isolated and not integrated with the rest of Ferguson.
6. The Ted Jones trailhead is located only two blocks from downtown, but lack of visibility and way-finding signage inhibit its use, particularly by recreational walkers and cyclists.
7. Many streets lack continuous sidewalks and have limited right-of-ways for the development of new sidewalks.
8. Narrow and winding streets, limited site distance, and lack of sidewalks result in a perception that Ferguson streets are unsafe.
9. Topography and grade of streets in Ferguson is perceived as discouraging casual or recreational walking and biking.
10. Ferguson lacks visible bike racks and other bicycle facilities, particularly in downtown.
11. Ferguson lacks a recognizable walkable and bike-able connection to Metrolink.
12. There is currently not a coordinated approach to implementing bicycle amenities in Ferguson.
13. Ferguson lacks available neighborhood-oriented bike-able/walk-able merchants and services outside of Downtown.
Plan Goals, Vision & Objectives

Ferguson recognizes the opportunity presented by its unique downtown and regionally-significant location. In order to realize this potential to make Ferguson the premier walk-able and bike-able community in the region, the Bicycle and Pedestrian Plan intends to fulfill the following Goals:

1) **Transform Downtown Ferguson into a regional destination that supports continuous and renewable economic revitalization** and put in place the tools and framework to enable this transformation.

2) **Reconnect the local neighborhoods of Ferguson with Downtown to facilitate social equity** by developing viable transportation, mobility, and accessibility options for all residents, including children, the elderly, the disabled, and the disadvantaged.

3) **Encourage walking and cycling to promote public health and healthy and active lifestyles** through facility and infrastructure improvements; programming; specials events and activities; public outreach; data collection; and safety education and enforcement.

The Bicycle and Pedestrian Plan Vision unifies the three Goals and outlines the consensus values and desires of the Ferguson community. The Bicycle and Pedestrian Plan Objectives, presented on the following pages, outline specific strategies to achieve these Goals and fulfill the project Vision.
Objective #1
Support continued development and reinvestment by building upon and strengthening the walk-ability of downtown Ferguson by improving the public realm of Florissant Road to calm traffic; increasing the safety and comfort of cyclists and pedestrians; promoting cycling and walking as legitimate means of transportation; and increasing the visibility and access of businesses to motorists, cyclists, and pedestrians.

Objective #2
Position Ferguson as a destination and enhance its connectivity to regional institutions and transit by extending the Ted Jones Trail north into downtown and promoting the connection to Metrolink along Florissant Road through branding, way-finding signage, partnerships, and programming.

Objective #3
Create a network of interconnected parks, greenways, and ecological corridors to promote recreation, fitness, ecological awareness and increased connectivity in areas of Ferguson characterized by cul-de-sacs and dead-end streets. Utilize existing vacant right-of-ways, public land, and public-private partnerships and use agreements to develop off-street east-west trail connectors south of Maline Creek and north of Chambers Road.
Objective #4
Increase daily biking and walking for transportation and commuting by developing identified bike and walk routes to link parks, schools, trails, greenways, employment and commercial centers, and downtown Ferguson. Utilize improved on-street sidewalks and bikeways, new off-street trails and connectors, wayfinding signage, community programming, and public awareness initiatives.

Objective #5
Enhance bicycle and pedestrian connectivity to neighboring communities and the region by improving the safety of the Airport/Hereford/Chambers Road and the West Florissant Avenue corridors. Implement continuous, raised sidewalks and curbs, traffic-calming, safe crossings, signage, and safety projects & initiatives.

Objective #6
Promote connectivity between neighborhoods, employment, and commercial centers including the Ferguson Central Business District by enhancing the bike-ability and walk-ability of arterial roads, including Elizabeth Avenue, Suburban Avenue, Paul Avenue, Ferguson Avenue, Bermuda Avenue, and Pershall Road through the implementation of continuous sidewalks, traffic-calming, safe crossings, signage, and safety projects and initiatives.
**Objective #7**

Promote an increase in walking, cycling, and multi-modal user-ship through the use of Complete Streets principles and the creation of great streetscapes by developing sustainable landscapes; improving condition and accessibility of existing sidewalks and facilities; constructing new sidewalks where possible; developing traffic-calming design, signage, programming, and enforcement; and implementation of operations and maintenance standards and programs.

**Objective #8**

Build upon Ferguson’s historic downtown district and continued private investment in walk-able urban development by guiding future development to strengthen downtown Ferguson’s historic fabric. Create and implement a Form-Based Code for downtown that supports the principles of Complete Streets and contributes to the continued development of downtown Ferguson as a walk-able and bike-able district.

**Objective #9**

Encourage continued increases in daily walking and cycling by establishing achievable benchmarks and time lines and implementing an ongoing, scheduled data-collection program to establish baseline pedestrian and cycling data and to quantify improvements in walking and biking throughout the implementation of the Bicycle & Pedestrian Plan.
Bicycle & Pedestrian Facility Network

The Bicycle and Pedestrian Plan’s facility network consists of three primary facility types. These facility types are designed to support specific types of users that were identified by the Ferguson community in the public engagement process. These facility types are:

**GREENWAYS:** Greenways are off-street, multi-use trails and pathways. Greenways are typically developed along creeks, drainageways, and other ecological corridors or within existing right-of-ways like railroad or utility corridors. Greenways primarily serve recreational users of various skill and experience levels and bicycle commuters who bike daily to work.

**COMMUTER ROUTES:** Commuter Routes consist of on-street, dedicated bicycle facilities like striped bike lanes and enhanced Share-the-Road markings (“sharrows.”) Commuter Routes are located on arterial roads to provide direct connections between major destinations. Commuter routes primarily serve bicycle commuters, experienced cyclists who bike daily to work.

**PARK & SCHOOL LOOPS:** Park and School Loops consist of a combination of off-street paths; on-street, dedicated and shared bicycle facilities; and streetscape, sidewalk, and pedestrian-amenity improvements. Park and School Loops connect all of Ferguson’s parks and schools and are located on secondary- and neighborhood streets, away from higher volumes of vehicular traffic. Park and School Loops primarily serve families, kids, and casual users of various skill and experience levels who walk and bike to local destinations, including school, downtown Ferguson, and park and recreation amenities.

The Bicycle and Pedestrian Facility Network is presented in detail on the facing page.
BICYCLE & PEDESTRIAN FACILITY NETWORK COMPONENTS

GREENWAYS
A. Maline Greenway
B. Wayside and Forestwood Greenway
C. Robert-Superior Greenway
D. Hudson Off-Street Trail
E. Hudson Greenway
F. Ted Jones Trail Extension

COMMUTER ROUTES
A. Maline Greenway
B. Wayside and Forestwood Greenway
C. Robert-Superior Greenway
D. Hudson Off-Street Trail
E. Hudson Greenway
F. Ted Jones Trail Extension
G. Chambers Road Corridor
H. Florissant Road
I. Elizabeth Avenue
J. West Florissant Avenue
K. Pershall Road

PARK & SCHOOL LOOPS
B. Wayside and Forestwood Greenway
C. Robert-Superior Greenway
D. Hudson Off-Street Trail
E. Hudson Greenway
G. Chambers Road Corridor
H. Florissant Road
I. Elizabeth Avenue
K. Pershall Road
L. Dade Avenue & Local Connector Streets
Implementation Guide

The Implementation Guide is the “how-to” of the Bicycle and Pedestrian Plan. The Plan encompasses over 35 miles of on-street bicycle and pedestrian facilities, streetscape enhancements, and off-street paths. Supported by nearly 100 acres of new park and conservation space and regulatory tools to facilitate new walk-able and mixed-use development, the Plan is an ambitious vision. The Implementation Guide organizes and prioritizes the various projects, as specified by the City of Ferguson and the Plan Steering Committee.

The following tables are a detailed Project List and actions that the community intends to complete or consider in order to implement the Bicycle and Pedestrian Plan. These projects and actions consist of Stages with corresponding Priority Levels and time frames. Projects are categorized by the following Priority Levels:

- **Priority Level 1** (Short-Term; 1-5 Years)
- **Priority Level 2** (Medium-Term; 5-15 Years)
- **Priority Level 3** (Long-Term; 10-20 Years)

This Implementation Guide is structured to support and facilitate existing and ongoing initiatives, prioritize projects with a high value-to-cost ratio in order to build momentum for the implementation of the Bicycle and Pedestrian Plan, and coordinate development to leverage each investment for maximum long-term impact. It does not prohibit existing or future projects from occurring outside the priority recommendations.

Following the Project List, the Implementation Guide contains descriptions of each project illustrating its components and Stages.
## Project List

### Ongoing Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Stage 1</th>
<th>Stage 2</th>
<th>General</th>
<th>Priority Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wayside Greenway &amp; Forestwood Avenue Complete Streets Enhancement</td>
<td>Construct Complete Streets enhancements to Forestwood Avenue from Edgehill Drive north to Chambers Road as planned.</td>
<td>Construct a paved, multi-use path through Wayside Park from Forestwood Avenue north to Chambers Road; specific alignment to be determined.</td>
<td>Address all intersections and crosswalks for universal accessibility, safety, and pedestrian comfort &amp; walk-ability.</td>
<td>Priority Level 1</td>
</tr>
<tr>
<td>Hudson Park Loop Trail</td>
<td>Construct a wood-chip or gravel Loop Trail in Hudson Park as planned.</td>
<td>Convert the Loop Trail constructed in Stage 1 into a paved, multi-use trail.</td>
<td></td>
<td>Priority Level 1</td>
</tr>
<tr>
<td>Griffith Elementary School Crossing</td>
<td>Refer to the plan for the Griffith Elementary School Crossing as developed by the City of Ferguson.</td>
<td></td>
<td></td>
<td>Priority Level 1</td>
</tr>
</tbody>
</table>

### Bicycle & Pedestrian Plan Projects

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Stage 1</th>
<th>Stage 2</th>
<th>Stage 3</th>
<th>General</th>
<th>Priority Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chambers Road Corridor</td>
<td>Implement enhanced Share-the-Road markings (&quot;Sharrows&quot;) and signage, safety programming; and traffic and safety enforcement.</td>
<td>Re-stripe with one (1) Center Turn-Lane (TL); Two (2) Travel Lanes (TL); and Two (2) striped Bike Lanes (BL) within existing curb-to-curb right-of-way.</td>
<td>Implement streetscape improvements with tree lawns; street trees; signature street lighting; and OPTIONAL underground utilities.</td>
<td>Address all intersections and crosswalks for universal accessibility, safety, and pedestrian comfort &amp; walk-ability.</td>
<td>Priority Level 1</td>
</tr>
</tbody>
</table>

**Priority Levels**

- **Priority Level 1** (Short-term; 1-5 Years)
- **Priority Level 2** (Medium-term; 5-15 Years)
- **Priority Level 3** (Long-term; 10-20 Years)
## Florissant Road, Section 01

<table>
<thead>
<tr>
<th>Stage 1</th>
<th>Conduct a traffic and parking study of Florissant Road in Downtown Ferguson.</th>
<th>Priority Level 1</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Stage 2A</strong></td>
<td>Re-stripe with Two (2) Travel Lanes (TL) and Two (2) parallel Parking Lanes (P) within existing curb-to-curb right-of-way; enhanced &quot;Sharrows&quot; and signage; safety programming; and traffic and safety enforcement.</td>
<td>Priority Level 1</td>
</tr>
<tr>
<td><strong>Stage 2B</strong></td>
<td>Re-stripe with One (1) Center Turn Lane (TL); Two (2) Travel Lanes (TR); and Two (2) striped Bike Lanes (BL) within existing curb-to-curb right-of-way; enhanced &quot;Sharrows&quot; and signage; safety programming; and traffic and safety enforcement.</td>
<td>Priority Level 1</td>
</tr>
<tr>
<td><strong>Stage 3</strong></td>
<td>Implement streetscape improvements with street trees; signature street lighting; bicycle racks; benches; and waste receptacles.</td>
<td>Priority Level 2</td>
</tr>
<tr>
<td><strong>General</strong></td>
<td>Address all intersections and crosswalks for universal accessibility, safety, and pedestrian comfort &amp; walk-ability.</td>
<td>Priority Level 1</td>
</tr>
</tbody>
</table>

## Elizabeth Avenue

<table>
<thead>
<tr>
<th>Stage 1</th>
<th>Implement enhanced Share-the-Road markings (&quot;Sharrows&quot;) and signage; safety programming; traffic and safety enforcement; no parking on raised shoulders; and right-of-way clearing and enforcement.</th>
<th>Priority Level 1</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Stage 2</strong></td>
<td>Conduct Two- (2) year and Five- (5) year amenity studies (baseline and outcome measurement reporting data); determine is Elizabeth Avenue has adequate pedestrian and bike capacity.</td>
<td>Priority Level 2</td>
</tr>
<tr>
<td><strong>Stage 3</strong> (OPTIONAL)</td>
<td>Construct vertical curbs; re-stripe with Two (2) striped Bike Lanes (BL) within existing curb-to-curb right-of-way; sidewalks; signature street lighting; and OPTIONAL underground utilities.</td>
<td>Priority Level 3</td>
</tr>
<tr>
<td><strong>General</strong></td>
<td>Address all intersections and crosswalks for universal accessibility, safety, and pedestrian comfort &amp; walk-ability.</td>
<td>Priority Level 1</td>
</tr>
</tbody>
</table>
# Project List

## Pershall Road

<table>
<thead>
<tr>
<th>Stage</th>
<th>Description</th>
<th>Priority Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stage 1</td>
<td>Implement enhanced Share-the-Road markings (&quot;Sharrows&quot;) and signage; safety programming; and traffic and safety enforcement.</td>
<td>Priority Level 1</td>
</tr>
<tr>
<td>Stage 2</td>
<td>Re-stripe with Two (2) striped Bike Lanes (BL) and &quot;Bike Boxes&quot; or intersection bicycle zone markings at Pershall Road and West Florissant Avenue.</td>
<td>Priority Level 2</td>
</tr>
<tr>
<td>General</td>
<td>Address all intersections and crosswalks for universal accessibility, safety, and pedestrian comfort &amp; walk-ability.</td>
<td>Priority Level 1</td>
</tr>
</tbody>
</table>

## Dade Avenue & Local Connector Streets

<table>
<thead>
<tr>
<th>Stage</th>
<th>Description</th>
<th>Priority Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stage 1</td>
<td>Implement enhanced Share-the-Road markings (&quot;Sharrows&quot;) and signage; safety programming; traffic and safety enforcement; no parking on raised shoulders; and right-of-way clearing and enforcement.</td>
<td>Priority Level 1</td>
</tr>
<tr>
<td>Stage 2</td>
<td>Implement streetscape improvements with sidewalks; vertical curbs; tree lawns; street trees; signature street lighting; and OPTIONAL underground utilities.</td>
<td>Priority Level 2</td>
</tr>
<tr>
<td>General</td>
<td>Address all intersections and crosswalks for universal accessibility, safety, and pedestrian comfort &amp; walk-ability.</td>
<td>Priority Level 1</td>
</tr>
</tbody>
</table>

## Florissant Road, Section 02

<table>
<thead>
<tr>
<th>Stage</th>
<th>Description</th>
<th>Priority Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stage 1</td>
<td>Implement enhanced Share-the-Road markings (&quot;Sharrows&quot;) and signage; safety programming; traffic and safety enforcement; no parking on raised shoulders; and right-of-way clearing and enforcement.</td>
<td>Priority Level 2</td>
</tr>
<tr>
<td>Stage 2</td>
<td>Replace rolled curbs with vertical curbs; re-stripe with Two (2) striped Bike Lanes (BL) within existing curb-to-curb right-of-way.</td>
<td>Priority Level 3</td>
</tr>
<tr>
<td>Stage 3</td>
<td>Implement streetscape improvements with sidewalks; landscape strips; signature street lighting; and OPTIONAL underground utilities.</td>
<td>Priority Level 3</td>
</tr>
<tr>
<td>General</td>
<td>Address all intersections and crosswalks for universal accessibility, safety, and pedestrian comfort &amp; walk-ability.</td>
<td>Priority Level 2</td>
</tr>
</tbody>
</table>
## PROJECT LIST

<table>
<thead>
<tr>
<th>Florissant Road, Section 03</th>
<th>Stage 1</th>
<th>Re-stripe with One (1) Center Turn Lane (TL); Two (2) Travel Lanes (TR); and Two (2) striped Bike Lanes (BL) within existing curb-to-curb right-of-way; enhanced &quot;Sharrows&quot; and signage; safety programming; and traffic and safety enforcement.</th>
<th>Priority Level 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stage 3</td>
<td>Implement streetscape improvements with tree lawns; street trees; signature street lighting; and OPTIONAL underground utilities.</td>
<td>Priority Level 3</td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>Address all intersections and crosswalks for universal accessibility, safety, and pedestrian comfort &amp; walk-ability.</td>
<td>Priority Level 2</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Robert-Superior Greenway &amp; Hudson Road Connector</th>
<th>Stage 1</th>
<th>Implement &quot;sharrows;&quot; signage; safety programming; and traffic and safety enforcement on Hudson Road.</th>
<th>Priority Level 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stage 2</td>
<td>Acquire property and/or right-of-way agreements for the Hudson Off-Street Trail and/or Hudson Greenway.</td>
<td>Priority Level 3</td>
<td></td>
</tr>
<tr>
<td>Stage 3</td>
<td>Construct the Robert-Superior Greenway and Missouri Department of Conservation trail.</td>
<td>Priority Level 3</td>
<td></td>
</tr>
<tr>
<td>Stage 4 (OPTIONAL)</td>
<td>Construct sidewalks along Hudson Road, to be coordinated with sewer and/or utility improvements</td>
<td>Priority Level 3</td>
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<tr>
<td>Stage 5</td>
<td>Plan and construct the Hudson Off-Street Trail and/or Hudson Greenway.</td>
<td>Priority Level 3</td>
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<table>
<thead>
<tr>
<th>West Florissant Avenue</th>
<th>Stage 1</th>
<th>Implement enhanced Share-the-Road markings (&quot;Sharrows&quot;) and signage; safety programming; traffic and safety enforcement; and speed limit and road-sharing enforcement.</th>
<th>Priority Level 2</th>
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<tbody>
<tr>
<td>Stage 2</td>
<td>Conduct a public planning process and develop a Form-Based Code (FBC) for sustainable, walk-able development; right-of-way design standards.</td>
<td>Priority Level 2</td>
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**PRIORITY LEVEL 1** *(SHORT-TERM; 1-5 Years)*

**PRIORITY LEVEL 2** *(MEDIUM-TERM; 5-15 Years)*

**PRIORITY LEVEL 3** *(LONG-TERM; 10-20 Years)*
<table>
<thead>
<tr>
<th>PROJECT LIST</th>
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<tr>
<td><strong>West Florissant Avenue (cont.)</strong></td>
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<tr>
<td><strong>Ted Jones Trail Extension</strong></td>
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<tr>
<td><strong>Maline Greenway</strong></td>
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**Priority Levels**

- **Priority Level 1** *(SHORT-TERM; 1-5 Years)*
- **Priority Level 2** *(MEDIUM-TERM; 5-15 Years)*
- **Priority Level 3** *(LONG-TERM; 10-20 Years)*
**FERGUSSON BICYCLE & PEDESTRIAN PLAN**

**PROJECTS**

**Chambers Road Corridor**

**STAGE 1**
- Enhanced Share-the-Road markings ("Sharrows")
- Share-the-Road signage
- Safety programming
- Traffic and safety enforcement

**STAGE 2**
- One (1) Center Turn-Lane (TL)
- Two (2) Travel Lanes (TR)
- Two (2) striped Bike Lanes (BL)
- Lane widths as shown
- All improvements within existing curb-to-curb right-of-way

**STAGE 3**
- Tree lawns
- Street trees
- Signature street lighting
- Underground utilities (OPTIONAL)
PROJECTS
Florissant Road, Section 01

STAGE 2A
- Two (2) Traffic Lanes (TR)
- Two (2) Parallel Parking Lanes (P)
- Enhanced Share-the-Road markings (“Sharrows”) & signage
- Traffic and safety enforcement

STAGE 2B
- One (1) Center Turn Lane (TL)
- Two (2) Traffic Lanes (TR)
- Two (2) striped Bike Lanes (BL)
- Enhanced Share-the-Road markings (“Sharrows”) & signage
- Traffic and safety enforcement

STAGE 3
- Street trees
- Signature street lighting
- Bicycle racks
- Benches
- Waste receptacles
- Underground utilities (OPTIONAL)
PROJECTS

Elizabeth Avenue

STAGE 1
• Enhanced Share-the-Road markings (“Sharrows”)
• Share-the-Road signage
• Safety programming
• Traffic and safety enforcement
• Right-of-way clearing and enforcement

STAGE 2
• Two- (2) year amenity study (baseline data)
• Five- (5) year amenity study (outcome measurement reporting)
• Determine if Elizabeth Avenue has adequate pedestrian and bike capacity

STAGE 3 (OPTIONAL)
• Two (2) striped Bike Lanes (BL)
• Vertical curbs
• Sidewalks
• Signature street lighting
• Underground utilities (OPTIONAL)
• Lane widths as shown
PROJECTS

Pershall Road

STAGE 1
- Enhanced Share-the-Road markings ("Sharrows")
- Share-the-Road signage
- Safety programming
- Traffic and safety enforcement

STAGE 2
- Two (2) striped Bike Lanes (BL) at the intersection of Pershall Road and West Florissant Avenue
- "Bike Box" or intersection bicycle zone markings at the intersection of Pershall Road and West Florissant Avenue

KEY MAP
STAGE 1
- Enhanced Share-the-Road markings ("Sharrows") & signage
- Traffic and safety enforcement
- Enforcement of no parking on raised shoulders
- Right-of-way clearing and enforcement

STAGE 2
- Sidewalks
- Vertical curbs
- Tree lawns
- Street trees
- Signature street lighting
- Underground utilities (OPTIONAL)
PROJECTS
Florissant Road, Section 02

STAGE 1
• Enhanced Share-the-Road markings ("Sharrows") & signage
• Traffic and safety enforcement
• Enforcement of no parking on raised shoulders
• Right-of-way clearing and enforcement

STAGE 2
• Replacement of rolled curbs with vertical curbs
• Two (2) striped Bike Lanes (BL)

STAGE 3
• Landscape strips
• Sidewalks
• Signature street lighting
• Underground utilities (OPTIONAL)
PROJECTS

Florissant Road, Section 03

STAGE 1
- One (1) Center Turn Lane (TL)
- Two (2) Parallel Parking Lanes (P)
- Two (2) striped Bike Lanes (BL)
- Enhanced Share-the-Road markings (“Sharrows”) & signage
- Traffic and safety enforcement

STAGE 2
- Tree lawns
- Street trees
- Signature street lighting
- Underground utilities (OPTIONAL)
STAGE 1
• “Sharrows;” signage; safety programming; and traffic and safety enforcement on Hudson Road

STAGE 2
• Acquire property and/or right-of-way agreements for the Hudson Off-Street Trail (A) and/or Hudson Greenway (B)

STAGE 3
• Construct the Robert-Superior Greenway (C) and Missouri Department of Conservation trail (D)

STAGE 4 (OPTIONAL)
• Construct sidewalks along Hudson Road, to be coordinated with sewer and/or utility improvements

STAGE 5
• Plan and construct the Hudson Off-Street Trail (A) and/or Hudson Greenway (B) as shown
**PROJECTS**

**West Florissant Avenue**

**STAGE 1**
- Enhanced Share-the-Road markings ("Sharrows")
- Share-the-Road signage
- Safety programming
- Traffic; safety; speed limit; and road-sharing enforcement

**STAGE 2**
- Public planning process and Form-Based Code (FBC) for sustainable, walk-able development
- West Florissant Avenue right-of-way design standards

**STAGE 3**
- Bicycle Zone Lane Markings (also known as “Super Sharrows” or the “Big Green Stripe”) as shown

**KEY MAP**

**Commuter Routes**
STAGE 4
• Streetscape improvements and right-of-way design standards, as established in Stage 2
• Underground utilities (OPTIONAL)

STAGE 5
• Support continued build-out of West Florissant Avenue as a walk-able and bike-able commercial corridor


**PROJECTS**

**Ted Jones Trail Extension**

**STAGE 1**
- Enhanced way-finding signage
- Enhanced Share-the-Road markings ("Sharrows")
- Informational maps
- Highlight the existing route (A) from Victorian Plaza to the Ted Jones Trailhead

**STAGE 2**
- Dedicated off-street, multi-use extension (B) of the Ted Jones Trail
- Connect the existing Ted Jones Trailhead to a redesigned Victorian Plaza (C) trailhead and parking lot
PROJECTS

Maline Greenway

STAGE 1
• Buy-out and assemble distressed properties in the Maline Creek floodplain to expand Dade Park (B) and create a new Maline Park (A) as shown.

STAGE 2
• Acquire property and/or right-of-way agreements for potential Ameren/UE (D) and Emerson Electric (E) alignments, as shown.

STAGE 3
• Create a public-private funding plan
• Construct Maline Park (A) and expand Dade (B) and Forestwood (C) Parks as shown.

STAGE 4
• Coordinate local connections and planning efforts
• Support ongoing implementation of the Maline Greenway.
Policies, Operations & Maintenance

In addition to the Projects previously listed, the Bicycle and Pedestrian Plan includes several policy, operations, and maintenance recommendations. These City-wide initiatives include enhancing universal accessibility; Complete Streets enhancements; clearing and maintenance of existing public right-of-ways; and programming and operations for enforcement, education, and data-collection.

COMPLETE STREETS

The City of Ferguson was one of the first cities in Missouri to adopt a Complete Streets ordinance in 2008. Bicycle and pedestrian facilities proposed in the Plan have been designed to achieve the Ferguson Complete Streets ordinance. In addition, the Plan recommends the continued implementation of Complete Streets on all Ferguson-owned streets, including the construction of new vertical curbs along existing streets, the replacement of roll-curbs with vertical curbs, and the construction of sidewalks along streets where sidewalks do not currently exist.

UNIVERSAL ACCESSIBILITY

Through the planning process, the City of Ferguson learned that, while streets and streetscapes may be A.D.A.-accessible, they do not necessarily provide a high level of service to many users with disabilities. The Plan recommends a City-wide program to provide enhanced universal accessibility through intersection, sidewalk, and crosswalk design, including:

1) Curb cuts oriented perpendicular to the street;
2) Tactile surface changes at curb cuts and crosswalks;
3) Traffic and walk signals countdown timers, audible signals, and protected crossing modes where necessary;
4) Repair or replacement of rough or damaged sidewalk pavement.

RIGHT-OF-WAY MAINTENANCE

A major barrier to walk-ability and bike-ability throughout the City of Ferguson is obstruction of pedestrian right-of-ways. Specific issues include parked cars on raised shoulders; damaged, missing,
or non-continuous sidewalks; and sidewalks obstructed by utility poles, shrubs, and landscaping. The Plan recommends an ongoing pedestrian right-of-way maintenance program including:

1) Creation and enforcement of no-parking ordinances on raised shoulders;
2) Widening or relocation of sidewalks and/or obstacles including sign and utility poles;
3) Trimming and/or clearing of municipally-owned landscaping;
4) Creation and enforcement of obstruction ordinances for property owners

PROGRAMMING & OPERATIONS

The Bicycle and Pedestrian Plan recommends continued recreational, education, and public outreach activities and events. In addition, the Plan recommends specific programming and operational initiatives help fulfill the goals of the Plan and provide ongoing management, including:

CREATION OF A BICYCLE AND PEDESTRIAN PROGRAM MANAGER: In order to maintain long-term momentum and accountability for the Plan and to provide a clearing house for all bicycle- and pedestrian-oriented improvements, the Plan recommends the creation of a bicycle and pedestrian Program Manager to serve as a cheerleader and single point of contact for implementation of the Plan and other bicycle and pedestrian amenities and enhancements.

SAFETY OUTREACH, PROGRAMMING, AND ENFORCEMENT: The Plan recommends safety education and outreach programming. These programs can be coordinated through the Ferguson Police and Fire Departments and should utilize public safety professionals and local experts. These programs can be implemented through Ferguson schools and City events and through community groups including Scout troops, churches, and civic organizations. In addition, the Plan recommends a comprehensive, city-wide speed-limit, traffic signal, and pedestrian safety enforcement regime.

DATA COLLECTION, BENCHMARKING, AND MEASUREMENT: In order to establish achievable goals and evaluate the success of the Plan, it is recommended that an ongoing data collection and measurement program be implemented. This program would consist of initial data collection to establish baseline conditions for increasing safety, awareness, and daily instances of walking and biking. An annual data collection program to measure actual increases in safety, awareness, and daily instances of walking and biking should be conducted for a recommended minimum of five years.
Opinion Of Probable Cost

An Opinion of Probable Cost has been assembled for each project in the Bicycle and Pedestrian Plan. Based on similar projects in the St. Louis Region and on national figures, this Opinion will assist the City of Ferguson in developing capital improvements programming, departmental budgeting, grant writing, and fund-raising for bicycle and pedestrian projects. Cost Opinions provided in this section include options that may not be necessary for all projects, and as such, actual costs may be lower than the averages used here. The Opinion of Probable Cost is presented in the tables on the following pages.

DISCLAIMERS

The Opinion of Probable Cost contained within this document has been prepared by the City of Ferguson and represents a good-faith effort by the City of Ferguson that is supported by the most current information (as available on the date of this document) that has been provided to the City of Ferguson or is publicly available. All proposals contained herein are understood by the City of Ferguson to: 1) be representative of public consensus from the Bicycle and Pedestrian Plan, and; 2) have the expressed approval of the City of Ferguson.

This Opinion of Probable Cost is limited only to the conditions and factors expressly enumerated herein. All other conditions and factors that have not been expressly enumerated herein are excluded from this Opinion of Probable Cost, including but not limited to:

PLANNING, DESIGN & ENGINEERING

No required planning, design, and engineering is included in this Opinion of Probable Cost.

LAND ACQUISITION

Unless otherwise noted, all potential costs associated with land acquisition are deemed to be indeterminate and are not included in this Opinion of Probable Cost.
**DEMOLITION**
Unless otherwise noted, all potential costs associated with demolition of existing buildings, roads, sidewalks, and infrastructure, are deemed to be indeterminate and are not included in this *Opinion of Probable Cost*.

**ENVIRONMENTAL REMEDIATION**
Unless otherwise noted, all potential costs associated with environmental remediation are deemed to be indeterminate and are not included in this *Opinion of Probable Cost*.

**SITE PREPARATION**
Unless otherwise noted, all potential costs associated with site preparation are deemed to be indeterminate and are not included in this *Opinion of Probable Cost*.

**UTILITIES & PUBLIC INFRASTRUCTURE**
Unless otherwise noted, all potential costs associated with the installation, repair, upgrade, or augmentation of utilities and infrastructure within public right-of-ways (excluding Street, Streetscape, and Bicycle & Pedestrian Improvements as enumerated herein) are deemed to be indeterminate and are not included in this *Opinion of Probable Cost*.

This *Opinion of Probable Cost* is completely and totally non-binding and is provided for purposes of comparison only. It is not intended or authorized to serve as a cost estimate for the purpose of contracts, construction cost determinations, or soliciting bids. All lengths, areas, quantities, facility types, and projects provided for in this *Opinion of Probable Cost* are based upon the Bicycle and Pedestrian Plan with the expressed approval of the City of Ferguson.

The figures presented in the *Opinion of Probable Cost* are expressed in 2011 U.S. dollars and do not account for future inflation.
CONDITIONS OF USE

This Opinion of Probable Cost is recognized and acknowledged to be a non-binding document. The City of Ferguson offers no guarantee or warranty, expressed or implied, for the information contained herein. Any individual or entity using this Opinion of Probable Cost for any purpose agrees to save and hold harmless the City of Ferguson, Local Agency Trailnet, and Design Sub-consultant H3 Studio, Inc. from any and all costs or damages, direct or otherwise, that may arise subsequent from said use of this Opinion of Probable Cost.
<table>
<thead>
<tr>
<th>Facility</th>
<th>R.O.W. Width (Feet)</th>
<th>Stage</th>
<th>Included Amenities</th>
<th>Cost/Linear Foot (Typical)</th>
<th>Facility Length (Feet)</th>
<th>Cost</th>
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<tbody>
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## BICYCLE & PEDESTRIAN PLAN
### OPINION OF PROBABLE COST

<table>
<thead>
<tr>
<th>Facility</th>
<th>R.O.W. Width (Feet)</th>
<th>Stage</th>
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<th>Cost/Linear Foot (Typical)</th>
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### BICYCLE & PEDESTRIAN PLAN

#### OPINION OF PROBABLE COST

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</table>
Funding Sources

Creative Funding Sources, both internal and external, are necessary for the development of a bicycle- and pedestrian-friendly community. Funding programs for bicycle and pedestrian improvements vary significantly with regard to type of improvement, total allowable project cost, required local match, competitiveness, and other important characteristics. The City of Ferguson should seek to draw from the diverse range of federal, state, local, and private-sector funding programs available to fund both infrastructure improvements and programs. Local funds should be leveraged as match for external funding in order to maximize the City’s investment. When possible, the City should integrate bicycle and pedestrian improvements with planned and scheduled capital improvement projects.

The extensive list of Funding Sources presented below should be referenced throughout plan implementation.

FEDERAL FUNDING SOURCES

It is important to note that a number of federal programs are tied to the current federal transportation bill, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Originally set to expire in 2009, a series of short-term Surface Transportation Extension Acts have kept SAFETEA-LU and its many programs funded through September 30, 2011. The Surface Transportation, Transportation Enhancements, Highway Safety Improvement, Section 402, Safe Routes to School, Job Access Reverse Commute, and New Freedom Programs are all funded through SAFETEA-LU. The future of these programs is largely dependent on the priorities, scope and funding amounts set forth in the next federal transportation bill.

• Surface Transportation Program (STP)
The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any Federal-aid Highway, including the NHS, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities. On-street bicycle facilities, off-street trails, ADA-compliant sidewalks, crosswalks, bicycle and pedestrian signals, and bicycle parking facilities are eligible for funding. While the program is
intended only for Federal-aid Highways, bicycle and pedestrian projects may be located on local roadways. In addition to physical improvements, STP funds may support coordinator positions, encouragement programs, and bicycle and/or pedestrian maps. The STP is administered by MoDOT through the East West Gateway Council of Governments on an annual basis.

More information:
http://www.ewgateway.org/

- **Highway Safety Improvement Program (HSIP)**
  Developed to reduce traffic fatalities and serious injuries on all public roads, the HSIP provides a funding source for local entities to improve bicyclist and pedestrian safety. Eligible projects include safety improvements for cyclists and pedestrians both on-road and on publicly owned bicycle and pedestrian pathways or trails.

More information:
http://safety.fhwa.dot.gov/hsip/

- **Transportation Enhancements Program (TE)**
  A significant portion of Missouri’s Surface Transportation Program funds is required to be set aside projects that increase transportation options, enhance the transportation experience, and provide a sense of place. TE projects must meet at least one of the twelve eligible categories, including trail and greenway development, landscaping and beautification, provision of safety and education programs for pedestrians and bicyclists, and historic preservation. A local match of 20 percent is required. The program is administered by Missouri Department of Transportation (MoDOT) in cooperation with East-West Gateway Council of Governments.

More information:
http://www.ewgateway.org/
http://www.enhancements.org/
http://www.fhwa.dot.gov/environment/te/
• **Congestion Mitigation and Air Quality Program (CMAQ)**
  The CMAQ Program funds projects and programs that improve air quality by reducing automobile emissions. Potential projects include bicycle and pedestrian facilities, encouragement and education programs, traffic flow improvements, diesel engine retrofits, and shared ride services.

  More information:

• **State and Community Highway Safety Grant Program (Section 402)**
  Section 402 Highway Safety Funds can be used to develop and support programs that aim to reduce traffic crashes and increase pedestrian safety. While these funds are more commonly used to increase law enforcement activities and develop statewide data systems, they can be utilized to develop safety education programs and community-wide pedestrian safety campaigns.

  More information:

• **Safe Routes to School (SR2S)**
  Funding is available annually through the Missouri Department of Transportation through federal highway safety funds to provide for safe biking and walking infrastructure and behavior programs for children in grades K-8, including children with disabilities.

  More information:

• **Transportation, Community and System Preservation Program (TCSP)**
  The Federal Highway Administration's TCSP program provides funding for planning grants, implementation grants, and research that investigates the links between transportation, community, and system preservation. The implementation grants have been used to fund pedestrian
improvements, bike paths, multi-use paths, complete streets implementation, and other non-motorized transportation initiatives.

More information:
http://www.fhwa.dot.gov/tcsp/projects.html

• **Job Access Reverse Commute Program (JARC)**
  The *JARC Program* was developed to improve transportation facilities and operations to assist low income persons access job opportunities and employment destinations. While most funds have been allocated to extend transit services and operations, there have been a number of bicycle-related projects funded through JARC. In Portland Oregon, the Community Cycling Center’s Create A Commuter Program uses JARC funds to teach low-income residents on-road bicycle training and provide participants with fully equipped commuter bicycles. Since 2001, the program has supported over 1,500 area residents in accessing job opportunities.

More information:
http://www.communitycyclingcenter.org/?page_id=11

• **New Freedom Program (NFP)**
  The *New Freedom Program* was developed to address barriers that prevent Americans with disabilities from integrating into the workforce and fully participating in society. The program provides financial assistance for capital and operating expenses for public transportation services beyond those required by the Americans with Disabilities Act of 1990 (ADA). The program can be used to fund pedestrian improvements like sidewalks, curb ramps and accessible pedestrian signals.

More information:
• **Recreational Trails Program**
Grants are available for motorized and non-motorized trail development, renovation, and preservation for cities, counties, schools, and all business types. Projects require a 20% minimum match. The application period ends in August and is administered by the Missouri Department of Natural Resources-Division of State Parks. The funding is provided through the Federal Highway Administration.

More information:
http://www.mostateparks.com/grantinfo.htm
http://www.fhwa.dot.gov/environment/rectrails/

• **Rivers, Trails and Conservation Assistance Program (RTCA)**
Administered by the National Parks Service, the RTCA works nationwide to assist community-led natural resource conservation and outdoor recreation projects. While the RTCA does not provide direct funding for projects, they do provide valuable technical assistance for conceptual planning, capacity building, and organizational development.

More information:
http://www.nps.gov/ncrc/programs/rtca/

• **Land & Water Conservation Fund**
Grants are available to cities, counties and school districts for outdoor recreation facilities, including trails. Projects require a 55% match. Funded facilities must remain for the purpose of public outdoor recreation in perpetuity. LWCF grants are funded by the US Department of Interior, National Park Service and administered by the Missouri Department of Natural Resources-Division of State Parks.

More information:
http://www.mostateparks.com/grantinfo.htm
http://www.nps.gov/lwcf/
• **Community Development Block Grant (CDBG) Program**
  Funded by the Department of Housing and Urban Development and administered by the St. Louis County Office of Community Development, CDBG funds are provided to entitlement communities to address a variety of community development issues, including property acquisition, residential and non-residential property rehabilitation, historic preservation, and construction of public facilities. Sidewalks, streets, parks and park improvements are all eligible activities under the CDBG Program.

  More information:

**LOCAL FUNDING SOURCES**

• **St. Louis County Municipal Park Grant**
  This program provides roughly $3 million annually for the 91 municipalities throughout St. Louis County to fund regional and local parks initiatives. The Funds are administered through the St. Louis County Municipal League.

  More information:
  [http://www.muniparkgrants.org/](http://www.muniparkgrants.org/)

• **Great Rivers Greenway District (GRG)**
  GRG, the local parks and recreation tax district for City of St. Louis, St. Louis County, and St. Charles County, has partnered with municipalities and counties in the St. Louis Metropolitan Area to develop an interconnected system of trails and greenways. While GRG does not directly provide funds to local municipalities, GRG collaborates with local government agencies to develop construction and maintenance agreements. The Maline Greenway is a GRG project that is currently in development.

  More information:
  [http://www.greatrivers.info/](http://www.greatrivers.info/)
PRIVATE SECTOR FUNDING SOURCES

- **The Kodak American Greenways Program**
  Funded by The Conservation Fund, Eastman Kodak Company, and the National Geographic Society, the program provides “seed” grants for the planning and design of greenways and other open space systems. Since 1989, the program has granted over $800,000 to nearly 700 organizations across the country.

  More information:
  [http://www.conservationfund.org/kodak_awards](http://www.conservationfund.org/kodak_awards)

- **Bikes Belong Grant Program**
  *Bikes Belong* is a national organization dedicated to putting more people on bikes more often. The organization funds multi-use trails, BMX facilities, mountain bike trails, and advocacy efforts, with a strong desire to leverage federal funding. Bikes Belong has awarded over 200 grants since 1999, investing $1.7 million and leveraging close to $650 million in federal, state, and private funding.

  More information:

- **Missouri Foundation for Health’s Healthy and Active Communities Program**
  MFH, the state’s largest healthcare foundation, works to improve health in the communities it serves. Through the H&AC program, MFH funds organizations to combat obesity through changes in policy, environment, and social networks. Funded projects include community-wide intervention strategies, bike-to-school programs, increasing multi-use trail accessibility, efforts to adopt complete streets policies, bike check-out programs, and other innovative programs and infrastructure improvements to increase physical activity.

  More information:
Robert Wood Johnson Foundation
The Robert Wood Johnson Foundation (RWJF) offers a wide range of funding opportunities dealing with healthy and active living. Anyone is eligible to apply, but check the website to make sure that you meet requirements per grant. For more information, check the website periodically for new calls for proposals.

More information:
http://www.rwjf.org/applications/solicited/cfplist.jsp

OTHER FUNDING SOURCES

Local Option Sales Taxes
In 1995, the Missouri State Legislature approved enabling legislation that allowed cities to levy a sales tax for park improvements and/or stormwater control purposes. Since 1995, over 100 municipalities in the state have voted to levy such a tax. In November 2004, voters in the City of Ferguson approved a ½ cent sales tax on all retail sales in the City of Ferguson’s corporate boundaries to fund construction, maintenance and repair of park infrastructure. These funds can be used to provide a local match for external funding sources, thus maximizing the impact of local investment.

System Development Charges/Developer Impact Fees
As new development occurs, the municipality may charge developers to fund the additional service capacity required by the development. These development charges, or impact fees, can be used to construct transportation infrastructure, including roads, transit stations or stops, and bicycle and pedestrian facilities.

More information:
http://www.impactfees.com/index.php
http://www.mdt.mt.gov/research/toolkit/m1/ftools/dei/if.shtml
### Community Improvement Districts (CIDs)
A CID is a defined area in which property owners pay an additional tax or fee to finance capital improvements, additional security, or marketing the district as a commercial destination. Potential capital improvements include sidewalks, street lighting, benches, trash receptacles, information kiosks, public art projects, and other pedestrian-oriented features.

More information:
http://www.moga.mo.gov/const/a03038c.htm
http://www.stlrcga.org/Documents/Incentives/MO_CID%20Detail.pdf
http://www.missouridevelopment.org/community%20services/Local%20Finance%20Initiatives/Community%20Improvement%20District.html

### Neighborhood Improvement Districts (NIDs)
Similar to CIDs, NIDs are created to finance public-use improvements through special tax assessments to property owners in which the improvements are made. Typical improvements in NIDs include sidewalk and crosswalk improvements, street lighting systems, and recreational facilities.

More information:
http://www.moga.mo.gov/

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<tr>
<th>Federal Funding Sources</th>
<th>DADE AVENUE</th>
<th>ELIZABETH AVENUE</th>
<th>HUDSON ROAD</th>
<th>CHAMBERS ROAD CORRIDOR</th>
<th>FLORISSANT (01) (Assumes Tree Wells/Street Trees Only)</th>
<th>FLORISSANT (02)</th>
<th>FLORISSANT (03)</th>
<th>WEST FLORISSANT ROAD</th>
<th>LOCAL CONNECTOR STREETS</th>
<th>WAYSIDE/FORESTWOOD</th>
<th>HUDSON PARK LOOP TRAIL</th>
<th>JANUARY-WABASH PARK LOOP TRAIL</th>
<th>JESKE PARK LOOP TRAIL</th>
<th>FORESTWOOD PARK LOOP TRAIL</th>
<th>DADE PARK LOOP TRAIL</th>
<th>PERSHALL ROAD</th>
<th>ROBERT-SUPERIOR GREENWAY (On-Street)</th>
<th>ROBERT-SUPERIOR GREENWAY (Off-Street)</th>
<th>HUDSON/SLCC GREENWAY (On-Street)</th>
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</table>
- **Adopt a Bikeway/Sidewalk/Trail Program**

Local organizations, businesses and community groups often engage in civic projects, including Adopt-A-Highway programs and other landscaping and beautification projects. The City could develop an “Adopt-A-Trail” or “Adopt-A-Sidewalk” program to assist in the routine maintenance or landscaping of the City’s bicycle and pedestrian network.
Appendix
Public Workshop 01: Analysis of Existing Data & Conditions

July 8, 2010
City Hall, Council Chambers
6:30 PM - 8:30 PM

Approximately 25 residents attended the first Public Workshop for the Bicycle and Pedestrian Plan. The Workshop consisted of a presentation of the Analysis of Existing Data and Conditions followed by small-group work sessions to collect Issues and Ideas from Workshop attendees. A summary of the Issues and Ideas given appear below.

ISSUES
• Incomplete sidewalks on Darst Rd, Barat Ave, and Elizabeth Ave
• Vegetation overgrowth on Derinda Ave
• Lack of or incomplete sidewalks on Suburban Ave and Ferguson Ave
• Barat Ave – damaged sidewalk, overgrowth of vegetation
• Christian Care Home – sidewalk construction in progress – is it built to standards?
• Sidewalks/raised curb…has cars parked on it frequently (near January-Wabash Park)
• Chambers Rd has poor visibility, is too wide, and has too much traffic for cycling
• No sidewalks on Pershall Rd
• No crosswalk at West Florissant Rd
• Improved walk-ability near Walmart and St. Louis Community College
• Accessibility non-existent between Walmart and community college
• Accessibility issues in neighborhood west of Community college and South of I-270
• Poor walk-ability on Hudson Rd
• Improved signage for Ted Jones Trail
• Improved bike-ability on Florissant Rd
• Improve pathway to North Park
• No sidewalks
• Bushes overhanging sidewalks
• Cars parked on sidewalks
• Sidewalks are too close to traffic
• No sidewalks or shoulder or connection to St. Louis Community College
• Shoulder not kept clean on connection to St. Louis Community College
• Sidewalks are sometimes on alternate sides of the street
• St. Louis Community College difficult to get to and from
• Hudson Rd is dangerous
• Elizabeth Ave not bike friendly
• Need crosswalk signage and marking on Elizabeth Ave
• Lack of bicycle parking along city walk
• Can’t find Ted Jones Trail from downtown
• Florissant Rd is unsafe for biking and walking
• Lack of bike racks
• Walking and crossing Hereford Ave/Florissant Rd
• Stoplight @ Church St/Florissant Rd not bike responsive
• Florissant Rd in the CBD could be changed to 2 lanes in the fashion of Delmar Loop
• More bicycling parking
• Better signage from DowntownFerguson to the Ted Jones Trail and Metrolink
• Sidewalks need repair
• Sidewalks need repair
• Walkways under bridges need upkeep
IDEAS

- Need a bike-friendly business program
- Wider sidewalk on Hudson Rd
- Access to schools by walking and biking
- Dedicated sidewalk watch for overbrush and mudslides
- Two-sided walks
- Education of issues for city, public works, etc
- Outlining connections from park to park
- Work with county/state on road, connections
- Add bike lanes to Florissant Road – connect UMSL/Ted Jones Trail, MetroLink and Florissant on Florissant Rd. Use JARC funding because Florissant Rd connects to Metrolink. This is already on MODOT’s project list so we can work with them
- Better signage to Ted Jones Trail from Downtown Ferguson and Suburban Ave. Add bike lanes on those roads
- Bicyclists should submit map to city where bicycle racks would be useful. Meeting planned with Mike Lonero and local bicyclists
- Walk/bike trail through Hudson Park and MDC tract will work to bypass part of Hudson Rd. Use properties between St. Louis Community College/Hudson/Pershall for paths and trails. The land is undeveloped
- Connect Ted Jones to farmers market
- Connect UMSL and tell students
- Street trees, on street parking, bike racks, and zoning
- Ordinance amendments to trim bushes next to sidewalks
- Map with path intensity level (easy – difficult)
- Connect all parks with trails and paths
- Add Bike STL signs
- Widen trail – Connect to Hudson Hills
- UMSL/St. Louis Community College – promote existing infrastructure and Ferguson
- Open bathroom and water fountains on trails
- Code enforcement to better utilize existing infrastructure
- Develop connectors
- Improve signage for Ted Jones Trail
- Add sidewalks and crosswalks @ Pershall Rd and West Florissant Ave
- Increased enforcement of tree-trimming away from sidewalks
- Basic sidewalk repairs
- Roundabout on Florissant Rd at Airport Rd
APPENDIX

Public Workshop 02: Plan Design Options

December 9, 2010
Johnson Wabash School, Roundhouse
6:30 PM - 8:30 PM

Approximately 30 residents attended the second Public Workshop for the Bicycle and Pedestrian Plan. The Workshop consisted of a presentation of Plan Design Options followed by small-group work sessions where attendees provided feedback and indicated their preferred option. A summary of attendee feedback organized by table appears below.

Table 1

- Florissant Road doesn’t need to be a four lane road
- Make all of Florissant Road two lanes with a center turn lane, parallel parking lanes, and bike lanes
- Put bike lanes on both sides of the road – Don’t put two-way bike lanes on one side of the road only
- We like the most comprehensive options – “These would be great, but they seem expensive!”
- Develop the Hudson Greenway as an off-street alternative to Hudson Road
- Develop a new park along Maline Creek for the Maline Greenway
- Extend the Ted Jones Trail north to Victorian Plaza – This is very important!

Table 2

- Locate dedicated bike lanes between the parking lane and the sidewalk (i.e. a “bicycle track”)
- Hudson Road is too dangerous for bicycles
Public Workshop 02: Plan Design Options

- Develop the Hudson Off-Street Trail alternative to Hudson Road
- Put dedicated bike lanes along Florissant Road through Downtown Ferguson – No parallel parking
- Develop a new park along Maline Creek for the Maline Greenway
- Don’t use the Ameren/UE right-of-way for the Maline Greenway
- Extend the Ted Jones Trail north to Victorian Plaza
- Implement dedicated bike lanes wherever possible

Table 3
- Extend the Ted Jones Trail north to Victorian Plaza – “Do it NOW!”
- Make the outside lanes of Florissant Road through Downtown Ferguson parallel parking lanes
- Locate dedicated bike lanes between the parking lane and the sidewalk (i.e. a “bicycle track”)
- Hudson Road is too dangerous for bicycles
- Develop the Hudson Greenway as an off-street alternative to Hudson Road
- Develop a new park along Maline Creek for the Maline Greenway
- Don’t use the Ameren/UE right-of-way for the Maline Greenway
- Underground utilities are nice, but may be too expensive
- Make sure that facility designs are consistent along routes and roadways
- Do the cheap and easy items first, even it means...
APPENDIX

Public Workshop 02: Plan Design Options

just paint or striping

Table 4
• Locate dedicated bike lanes between the parking lane and traffic lane
• Provide x-hatching or striping between the parking lane and bicycle lane to alert cyclists and motorists to the door zone
• Bike lanes located between parallel parking and the sidewalk are extremely dangerous
• Two-way bike lanes along side roads are extremely dangerous because of conflicts between cyclists and turning cars and should not be allowed
• Hudson Road should not have dedicated bicycle facilities
• Extend the Ted Jones Trail north to Victorian Plaza

Table 5
• Develop a two-way, separated bike path along the south side of Ferguson Avenue
• Develop Forestwood Avenue as a bike/ped connection linking Ferguson Avenue to Chambers Road
• Create new way-finding signage for the Ted Jones Trail
• Extend the Ted Jones Trail north and design a new trailhead at Victorian Plaza
• Explore underground utilities as an option along bike/ped routes
• Develop the Hudson Greenway as an off-street alternative to Hudson Road
APPENDIX
Case Studies

BICYCLE TRANSPORTATION PLAN 2000
Madison, Wisconsin

CASE STUDY OVERVIEW

OBJECTIVES
• Increase bicycle storage and parking
• The “5 E’s”
• Bicycle-friendly development and street design

DESIGN ELEMENT
• Bicycle parking/storage facilities

OUTCOMES
• Bicycle parking and storage for both trip origin and destination points now included in Transportation Master Plans (TMPs)
• Comprehensive design criteria successfully implemented
• 7.6% increase in new bicycle commuters
• Decrease in annual bike crashes

IMPLEMENTATION TOOLS

WisDOT SMIP (State)
• “Statewide Multi-Modal Improvement Program”
• Funds allocated to bicycle and pedestrian paths and maintenance

STP (Federal)
• “Surface Transportation Program”
• Used for:
  • bicycle/pedestrian facilities
  • planning
  • education programs

CITY OF FERGUSON FEASIBILITY

MO STIP (State)
• “Missouri Statewide Transportation Improvement Program”
• Funding for non-motorized transportation

MARC STP (State)
• “Mid-America Regional Council’s Surface Transportation Program”
• Example: Vivion Road Enhancement (U.S. 69), Riverside, MO: Connecting residential areas to nearby parks
• Includes bicycle and pedestrian paths and wide medians
APPENDIX

Case Studies

BICYCLE PLAN 2030
Portland, Oregon

CASE STUDY OVERVIEW

OBJECTIVES
- Equity Analysis: Residents within ¼ mile of a bikeway
- Bicycle Network: ~400 miles of developed bicycle trails and boulevards
- Support local economy

DESIGN ELEMENT
- Bicycle Boulevards

OUTCOMES
- More than 50% of residents within ¼ mile of a bikeway after build-out
- Nearly 300 miles of bike network developed
- 2007: Bicycle network contributed $90 million to local economy and employed 1,150 people

IMPLEMENTATION TOOLS

JARC Program (Federal Program)
- “Job Access and Reverse Commute”
- Portland’s “Create a Commuter”
- Bicycle availability
- Bicycle infrastructure
- 10% of funds used for planning
- Eligible Recipients: states and public bodies, private non-profit organizations, and local governments.

CMAQ (Federal Program)
- “Congestion Mitigation /Air Quality” Improvement Program
- Funds bicycle/pedestrian paths and facilities to reduce MV dependence

CITY OF FERGUSON FEASIBILITY

JARC Program (Federal/State)
- Match funding from U.S. Department of Labor Workforce Investment Act
- Creates opportunities for residents to safely get to work
- Example: Southeastern Missouri’s “Missouri Goes to Work” program
- Use funds to connect eligible areas to MetroBus & MetroLink

MFH (State)
- “Missouri Foundation for Health”
- Example: PedNet Coalition recipient of a $300,000 grant to construct accessible bicycle paths and improve existing conditions
APPENDIX

Case Studies

TRANSPORTATION MASTER PLAN
Boulder, Colorado

CASE STUDY OVERVIEW

OBJECTIVES
• Complete Streets implementation
• Safe Routes to School initiative
• Inviting and safe urban design

DESIGN ELEMENTS
• Complete Street design

OUTCOMES
• 23% of commuters bicycle to work
• 32 miles new sidewalks
• SOV decrease 19.2%
• 12 public and 4 private schools participate in Safe Routes To School (SRTS)
  • Award for involving 70% of students in biking and walking activities

IMPLEMENTATION TOOLS

CDOT (State)
• “Colorado Department Transportation”

SAFETEA-LU (Federal)
• “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users”

CITY OF FERGUSON FEASIBILITY

MoDOT (State)
• Contribute funds to Complete Streets

MFH (State)
• Missouri Foundation for Health
• Example: Jefferson County Health Department awarded $159,661 to fund Complete Streets

Grants (National)
• Example: Active Living by Design developed “Walking School Buses” in Columbia, MO
Programming Opportunities

Creating a bicycle and pedestrian-friendly community requires a holistic approach beyond physical improvements alone. A commitment to programs and activities that encourage walking and cycling and educate residents of all ages and abilities about safe and responsible use of the community’s non-motorized transportation network can foster a social environment that supports healthy and active living as a core community value. Through successful Sunday Parkways events in various city neighborhoods, 5K runs, numerous community bicycle rides, and other events and programs to increase awareness of and opportunities for walking and cycling, the City of Ferguson and its local and regional partners have begun to strengthen the community’s interest in and support for active living. In the years to come, Ferguson must continue to develop and deliver creative programs and events that weave walking and cycling into the social fabric of the community in order to build broad-based support for healthy and active living.

HISTORY

While the City’s Parks and Recreation Department has been programming traditional recreational activities within the City’s many public parks for years, the incorporation of more specialized events and activities focusing on the activation of public spaces for walking and cycling began in 2008, when Trailnet, a local non-profit dedicated to promoting healthy and active living, approached the City to partner on a pilot program to combat childhood obesity. With funding administered by the Missouri Foundation for Health, the Healthy and Active Communities Initiative sought to curb and reduce childhood obesity in communities throughout the state by affecting change in social, policy and built environments to increase opportunities for healthy and active living.

The initiative took shape as Trailnet and City of Ferguson Staff identified and invited community residents, stakeholders, and leaders to form a task force to further develop the community’s strategy to reduce childhood obesity. The task force created a recognizable and accessible brand, Live Well Ferguson around which these programs and activities would be developed. With facilitation, technical resources, and professional and leadership development from Trailnet, Live Well Ferguson has engaged community members through organized bicycle rides, multiple Sunday Parkways events, health fairs, local and national conferences, changes to city policy, healthier menu options for local restaurants, and a toolkit for creating healthy, active and vibrant communities. These efforts
Programming Opportunities

significantly influenced community interest in healthy eating and active living and have begun to position Ferguson as a regional leader in innovative approaches to improving individual and community health.

With the creation of a dedicated, full-time staff person to oversee Live Well Ferguson and its many efforts, the City of Ferguson has taken an important step to institutionalize healthy and active living programming as an essential component of the City’s services for years to come. With increased internal capacity to deliver these programs, it is important to explore and identify new programs and activities to complement and diversify the City’s current offerings.

PROGRAMMING FOR THE HEALTHY AND ACTIVE COMMUNITY: THE FIVE E’S

Efforts to increase bicycle and pedestrian activity for transportation and recreation have traditionally been categorized into “The Five E’s”. The Five E’s, listed below, constitute a comprehensive framework for creating a truly bicycle and pedestrian-friendly community.

EDUCATION programs provide information and increase awareness about a wide variety of topics, including youth and adult cycling skills, benefits of sidewalks, trails, and on-street bikeways, and professional development and training for engineers, planners, and public administrators.

ENCOURAGEMENT programs focus on directly increasing bicycling and walking through activities and events. Sample activities include Safe Routes to School events, Sunday Parkways, community bicycle rides, incentive programs for patrons that walk and bike to local businesses, commuter incentive programs, community biking and walking maps, and many others.

ENFORCEMENT programs foster safe and responsible usership of shared public spaces and most often focus on reducing crashes and conflicts between motorists and cyclists and/or pedestrians. Speed limit enforcement programs, distribution of local and state bicycle and pedestrian laws, and raising awareness of the rights and responsibilities of all road users are common themes of enforcement programs.
APPENDIX

Programming Opportunities

ENGINEERING activities focus on creating safe, accessible, and interconnected facilities for cyclists and pedestrians. The design, construction and ongoing maintenance of bicycle and pedestrian infrastructure are significant components of any community’s efforts to improve opportunities for walking and cycling, for both the cost of implementation and the impact they have on the community’s ability to support and increase walking and cycling.

EVALUATION programs focus on tracking plan implementation, measuring the effectiveness of programs, and performing bicycle and pedestrian counts on existing facilities. These programs ensure that success is quantified and measured, objectives are met, and goals are achieved. While these efforts may seem an afterthought, they provide vital information to promote the successes of the community, to procure outside funding and support, and to identify and make adjustments as necessary.

COMMUNITY SUPPORT

During the planning process, community members voiced their desire for a diverse range of programs, activities and events to increase walking and bicycling in Ferguson. Programs that received the most interest and support from members of the community included a Shop By Bike/Foot Program, Community-Wide Bicycle and Pedestrian Maps, a Bicycle Friendly Businesses Program, Safe Routes to School Programs, senior biking and walking events, youth and adult cycling skills courses, and training for bicycle and pedestrian-related law enforcement training for local police.

POTENTIAL PROGRAMMING OPPORTUNITIES

With a successful programming history, increased internal capacity, and support from local and regional partners, the City of Ferguson is well-positioned to expand its programming offerings to provide a more diverse range of events and activities to increase healthy and active living opportunities for all Ferguson residents. To date, the vast majority of programs delivered by Live Well Ferguson have been targeted to the general community. By targeting more specific social and demographic groups within Ferguson, such as youth, seniors, low-income residents, or families without private automobiles, Live Well Ferguson and its partners may have a greater impact relative to the amount of time and resources invested.
APPENDIX

Programming Opportunities

The programs listed below represent a sample of potential programming opportunities that can diversify Live Well Ferguson’s current offerings, reach out to new audiences, support new bicycle and pedestrian facilities as developed, and solidify bicycling and walking as safe, convenient, and viable modes of transportation.

• **SHOP BY BIKE/FOOT PROGRAM**: Shop by bike and Shop by foot programs encourage residents to walk and/or bike to local businesses for short daily trips. Forty percent of all travel trips in the United States are two miles or less, a distance that can be comfortably covered on foot or bicycle; yet 74 percent of these trips are made by automobile¹. Shop by bike programs can help to reduce automobile congestion, lower carbon emissions, improve individual health, and support local businesses. The City of Ferguson should work with area businesses and the North County Chamber of Commerce to develop a program that encourages residents of Ferguson and surrounding communities to walk and bike to local businesses.

• **COMMUNITY-WIDE BICYCLE AND PEDESTRIAN MAP**: Cyclists and pedestrians travel patterns differ from motorists and are influenced by a variety of factors, including perceived safety, comfort, efficiency, familiarity, and aesthetics. A map for cyclists and pedestrians can familiarize residents and visitors alike with the preferred routes to destinations throughout the community and encourage walking and cycling as viable transportation options. A community-wide map can have many benefits beyond simply encouraging cycling and walking activity. It can also help to highlight public and private destinations in and around the community, encourage patronage of local businesses, direct residents and visitors to newly developed bicycle and pedestrian infrastructure, and integrate other programming content and information, like bicycle safety tips, for electronic and print distribution.

• **BICYCLE FRIENDLY BUSINESSES PROGRAM**: Creating a bicycle-friendly community is not limited to actions of local government, residents and advocacy groups. Local businesses can take a number of steps to cater to and improve access for cyclists; however, most businesses are unaware of the resources available to increase conditions for cyclists. A Bicycle Friendly Businesses Program generally functions in two important ways. First and foremost, by providing the resources, information, best practices, and, in some cases, incen-

¹Federal Highway Administration, National Household Travel Survey, 2001.
APPENDIX

Programming Opportunities

tives, to help local businesses create an environment that supports cycling. This can be done by providing safe and secure bicycle parking for customers and employees, developing incentive programs to encourage employees to bike to work, and distributing commuter education materials to employees. By improving conditions in and around their businesses and incentivizing bicycle ridership, local businesses are not just creating opportunities for a greater diversity of customers, but also increasing cycling throughout the community, contributing to the community’s desire to weave walking and cycling into the fabric of the community.

In the St. Louis Region, Trailnet works with businesses and community groups through the TravelGreen program to encourage commuter cycling and help local businesses develop policies, environments, and social networks that embrace alternative transportation. This growing program incorporates Bike To Work Day events, Breakfast for Bikers events, and the Shift Your Commute website (www.shiftyourcommute.com) to support businesses and employees as they seek to incorporate bicycle commuting into their daily routines.

- **SAFE ROUTES TO SCHOOL ACTIVITIES:** In 1969, 42 percent of all students from grades 1 through 12 walked or biked to school, and 49 percent of all elementary school students walked or biked. By 2001, less than 15 percent of all trips to school were made on foot or bike, with more than half of all students arriving at school in a private automobile (up from 16 percent in 1969). In an effort to reverse this trend, the Federal Highway Administration initiated the Safe Routes to School Program (SR2S) in 2005. The objective of SR2S is twofold, focusing on infrastructure improvements in school areas and on behavioral programs to increase the number of children walking and biking to school.

The City has recognized the value of this program and has applied for funding twice. Both of these applications have focused on improving the safety of children currently walking and cycling to school. In 2008, the Ferguson Police Department applied for and was awarded SR2S funds to increase law enforcement presence and activity along Chambers Road near Griffith Elementary School. In April 2011, the City again applied

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2 Federal Highway Administration, National Household Travel Survey, 2001.
for funding to enhance pedestrian safety through infrastructure improvements at the intersection of Chambers Road and Day Drive. Although the second application was not funded, these efforts represent the City’s dedication to creating safe public spaces to support children walking and bicycling to school.

In addition to the SR2S infrastructure projects listed above, there have also been a number of efforts to develop programs focused on encouraging children to walk to school. Trailnet partnered with the Ferguson Florissant School District in 2007 to develop Walking School Bus Routes at Lee Hamilton Elementary in Ferguson, and at Wedgewood Elementary and New Halls Ferry Elementary in Florissant. Trailnet’s Safe Routes to School program works with school districts, parent-teacher organizations, and local communities to develop and deliver Safe Routes to School events and to build local capacity to sustain Safe Routes to School programs and activities for years to come.

• SENIOR BIKING AND WALKING PROGRAMS: In 2009, an estimated 14% (2,898 of 21,106) of the City’s population was 65 years or over. Walking and biking programs can help this segment of the population maintain healthy and active lifestyles and retain their transportation independence. Whether through weekly group walks, organized bicycle rides, placing walking and bicycling maps at senior centers, or targeted infrastructure improvements, these programs can have a lasting impact on the quality of life of the community’s senior population.

• YOUTH AND ADULT CYCLING SKILLS TRAINING COURSES: Many Ferguson residents have stated their desire to incorporate cycling into their daily routines, but cite high traffic volumes and traffic speeds on busier arterial roads as significant deterrents to cycling throughout Ferguson. Training courses can provide both youth and adult bicycle riders with the basic knowledge, skills and confidence necessary to safely and successfully navigate the variety of roadway conditions present throughout the City. There are currently a number of different bicycle shops and local organizations that teach on-road cycling classes, including the Alpine Shop, REI, Trailnet, and Cycling Savvy. The City of Ferguson should seek to partner with a local bicycle shop or an organization like Trailnet, whose new BikeSmart classes prepare area residents with the skills and confidence to bike in a variety of situations.
LAW ENFORCEMENT TRAINING: Law enforcement can play a significant role in creating safe public spaces for all road users through warnings, ticketing, and increasing public awareness of the rights and responsibilities for motorists, cyclists, and pedestrians. The City should seek additional training for law enforcement officers relating to cyclist, pedestrian, and motorist interactions and proper usage of the public rights-of-way.

CITY STAFF ROAD CYCLING SKILLS TRAINING: In the late 2000's City of Ferguson acquired a small fleet of eight fully equipped commuter bicycles. These bicycles can be used by city staff to run daily errands, attend meetings, and assist in performing job-related tasks in and around the City. Through a road-cycling skills training course, city staff can gain the knowledge and confidence necessary to responsibly use these bicycles for job-related purposes. The City should partner with an organization that can provide interested city staff with a free training course and other incentives to encourage employees to use these bicycles for transportation. In addition, the City should log miles traveled and other key indicators to evaluate the health, environmental, and transportation-related benefits and effectiveness of the program.

CREATE A COMMUTER PROGRAM: Many residents of the City of Ferguson rely on walking, cycling and public transportation to access employment, shopping, and other basic necessities on a daily basis. Census data shows that an estimated 2% of the City’s 2009 work force (age 16 and over) had no vehicle available. In addition, nearly 6% of the work force used public transportation or walked to get to work, even when some had a private vehicle available. For some, it is a choice. For others, it is a necessity. To ensure that all residents of Ferguson have access to employment opportunities, the City should consider establishing a create-a-commuter program to provide low-income residents with bicycle maintenance and on-road skills training, as well as a fully equipped commuter bicycle. Such a program would ensure that low-income residents have a reliable means of transportation to retain and/or find employment. Similar programs have been established in Portland, with funding provided in part by the Federal Highway Administration’s Job Access Reverse Commute Program, which focuses on improving job-related transportation for low-income members of the community.
APPENDIX
Programming Opportunities

The programs described above are just a starting point for the City of Ferguson. As Live Well Ferguson continues to improve access to and opportunities for active living throughout the City, other opportunities may arise to incorporate walking and bicycling into the City's social fabric. There are a number of resources available that describe successful programs undertaken by local government agencies and non-profits in North America. Resources like the Pedestrian and Bicycle Information Center’s Case Study Compendium and the League of American Bicyclists’ Bike Month Guide provide program descriptions and guidance for planning and implementing programs to fit a particular community’s needs.