

ANNUAL REPORT 2021



LETTER FROM THE CEO

In 2021, we were able to return to in-person interactions, from community engagement around new infrastructure to bike rides to education events.

Trailnet's strength is creating connections. Connecting people to jobs, schools and opportunities. Connecting people and community groups with each other. Connecting with members, riders, volunteers, advocates, and passionate supporters.

We were able to pivot and adapt over the last few years by going virtual, but we thrive on the irreplaceable experience of genuine, in-person connections. While we are proud of the progress we made during that time, we are happy to be coming together again, in person.



Coming together is powerful. This report represents some of the major ways that we came together to improve walking, biking and transit in St. Louis in 2021, but it can't cover everything. A lot of our day-to-day work is occupying a seat at the table, ensuring that our issues are a part of the conversation. In addition to advancing the specific projects outlined in this report, Trailnet staff use their technical expertise to ensure that active, core transportation continues to be top of mind for local leaders and decision-makers at regular neighborhood meetings, community engagement events, and government and advisory committees.

Know this: we ARE making progress. Sometimes that progress feels slow, but together, we are building momentum and public will. We will all need to continue to work together until our streets are for people, not just cars.

Thank you for being in this fight with us. Together, we are making St. Louis a better, safer place for people to walk, bike and use transit to get to the places they love and need to go.

Cindy Mense
TRAILNET CEO

www.trailnet.org

MISSION, VISION & PROGRAM AREAS

Trailnet's MISSION is to lead in fostering healthy, active, and vibrant communities where walking, bicycling, and the use of public transit are a way of life.

Our VISION is for everyone to have access to safe low-stress walking and biking connections where we live, work, and play in our communities.

We pursue our mission and vision through three PROGRAM AREAS:



Community Planning

Together with partners, city officials and community members, we help create plans for streets that reflect best practices for encouraging safe connections for biking and walking.



Advocacy & Policy

We advocate for better walking and biking for everyone. We occupy a unique place at the table to foster change at local, state, and federal levels. We are building public and political will to support affordable, accessible active transportation options.



Education & Encouragement

We teach adults and youth practical skills that make walking and biking easier. We are working to educate the public about active transportation options that are affordable and provide access for everyone.

COMMUNITY PLANNING

Connecting St. Louis

The Connecting St. Louis plan is a vision for a network of low-stress connections for people walking and biking in St. Louis.

Over a two-year period, Trailnet engaged more than 4,000 individuals and 60 partner groups across the community to identify the areas with the greatest need for on-street bike improvements. Three years after its completion, this plan has helped shaped the planning and construction of biking and walking improvements across the city.

With continued implementation of Connecting St. Louis, Trailnet will help increase equitable access to walking and biking infrastructure for people of all ages and abilities. This is grounded in the goal to reduce transportation's negative contributions to personal health outcomes, local environmental impacts and global climate change.



2021 progress:

TOWER GROVE CONNECTOR

Trailnet served on the project team for the Tower Grove Connector by leading community engagement efforts, recruiting community champions and hosting open houses to collect input on the design.

TUCKER BIKE-WALK-BUS

The Tucker Bike-Walk-Bus improvement project received a \$1.1M federal construction grant clearing the way for construction. It includes a .9 mile cycle track (protected bike lane), bus stop upgrades, and crosswalk improvements.

COMPTON AVENUE BRIDGE

Funding was secured to replace the Compton Avenue Bridge to include a protected cycle track and improved sidewalks.



COMMUNITY PLANNING

Traffic Calming & Pop Up Demonstrations

Trailnet continues to advance safe streets for all through traffic calming demonstrations where we partner with communities to creatively reimagine streets for ease of movement and safety.

These efforts use temporary, low-cost methods to demonstrate ways to help residents test potential solutions, re-imagine their neighborhoods, take ownership of their public spaces, and explore their visions for safer, more joyful streets.



Partnering with local communities, Trailnet recognizes the continued responsibility to support the Connecting St. Louis network with neighborhood-level efforts for traffic calming. Incorporating simple tools like curb bump-outs, cones, and street art, neighborhoods can better imagine a significant reduction in traffic speeds and the ability to get around seamlessly. A multi-faceted vision helps push Trailnet's mission forward to make streets safer for all.



4theVille hosted a pop-up park on Martin Luther King and North Sarah to celebrate the Ville's heritage. Trailnet helped out with a traffic calming demonstration with brightly colored tires, traffic cones, and tape to create bump-outs on MLK & North Sarah and MLK & Whittier in the Ville.

Trailnet also demonstrated traffic calming solutions with the Hyde Park neighborhood in partnership with the Hyde Park Farmer's Market

Trailnet's Traffic Calming Lending Library, "Slow Your Streets" Guide and professional planning staff continue to be a community resource to address concerns about traffic violence.

ADVOCACY & POLICY

Policy Principles

During the first meeting of 2021, Trailnet's board of directors approved seven principles to guide the organization's advocacy and policy work. The purpose of the principles are to: 1) frame and communicate the organization's motivating beliefs on legislation and regulations, as well as 2) lay out criteria to ensure consistent advocacy within the scope of our mission.

Trailnet's guiding policy principles and priorities for city, county and state policy are to:

1. Improve safety for people using core transportation: biking, walking, and public transit
2. Prioritize financially sustainable funding that supports core transportation
3. Advance racially-equitable transportation practices and increase equitable access to core transportation
4. Reduce transportation's negative contribution to personal health outcomes, local environmental impacts and global climate change
5. Increase public and neighborhood-level engagement in transportation projects and policy decisions
6. Support fair enforcement of traffic laws that protect vulnerable road users
7. Support affordable, sustainable, and maintainable transportation-focused housing and economic development

NOTE: We use the term "walking" to encompass anyone who is primarily using the sidewalk to get around. By this, we mean people: on foot, in manual wheelchairs, in powerchairs, and using other mobility aids.

Read more about our policy principles, including detailed explanations of each, at trailnet.org/2021/01/26/trailnets-policy-principles



ADVOCACY & POLICY

Distracted Driving

Dangerous, distracted driving poses one of the biggest threats to people walking and biking in our community. In Missouri more than 2,500 crashes a year involve people using their phones while driving.

Trailnet is working with partners across the state to curb distracted driving and pass legislation that limits phone use by people driving. This bi-partisan coalition, Hands Free Missouri, is pushing for driving rules that limit people from using their phones while driving to only, push-button voice activated, or hands free modes.

These hands-free cell phone rules have been shown to save lives in other states and are working to pass life-saving legislation here.



Trailnet is helping organize and plan these efforts for the upcoming legislative session. In 2021, Trailnet staff visited the Missouri Capitol to meet with state legislative staff and statewide partners with the goal of passing legislation to curb distracted driving.



Trailnet also participated in the Buckle Up Phone Down campaign, including encouraging people to take the Buckle Up Phone Down Pledge and to participate in a day of advocacy and public education. You can take MODOT's Buckle Up Phone Down pledge at <https://www2.modot.org/BuckleUpPhoneDown/>

It is vital that Missouri lawmakers pass meaningful distracted driving legislation and each of us realize the real, human risk that comes from distracted driving.

Trailnet continues to fight to ban distracted driving.

ADVOCACY & POLICY

Crash Report

In early 2021, Trailnet published a detailed report of every crash in St. Louis City that resulted in a pedestrian or cyclist injury or fatality. The 2020 Crash Report highlights areas of major concern for the safety of people walking and biking.

Overall 5,672 people were injured or killed in crashes in the city last year. Of those, 19 people were killed and 205 were injured while walking, and 51 people were injured while biking.

These crashes are not evenly distributed. Traffic violence follows many of the ongoing patterns of systemic racism and segregation with 74% of pedestrian deaths and 64% of fatal car crashes occurring on the north side. In St. Louis it is more dangerous to walk or drive in predominantly Black neighborhoods.

The speed and type of road plays a major role in these crashes. More than one-third all crashes affecting people on foot took place on only six streets, all of which have posted speeds above 30mph.

Along with examining the problem of traffic violence, the report lays out solutions. These solutions, when used by elected officials and governmental leaders, have the potential to save lives.

The Crash Report proved to be a valuable tool for education and advocacy, so in 2021, Trailnet expanded it's analysis to include St. Louis County. Trailnet published quarterly reports for both St. Louis City and St. Louis County.

2020 ST. LOUIS CITY CRASH REPORT

- 2 Introduction
- 3 Methodology
- 4 2020 At-a-glance | Top Crash Corridors
- 5 Walking
- 6 Biking
- 7 Driving
- 8 Solutions

5,672

PEOPLE WERE INJURED OR KILLED BY TRAFFIC VIOLENCE WHILE WALKING, BIKING, AND DRIVING IN ST. LOUIS CITY IN 2020

IT IS MORE DANGEROUS TO WALK AND DRIVE IN ST. LOUIS' PREDOMINANTLY BLACK NEIGHBORHOODS.

74% OF ALL PEDESTRIAN FATALITIES

64% OF ALL FATAL CAR CRASHES

47% OF ALL PEDESTRIAN CRASHES



TOP CRASH CORRIDORS



ALL OF THESE STREETS ARE CLASSIFIED AS ARTERIALS WITH POSTED SPEED LIMITS OF:



37% OF ALL PEDESTRIAN CRASHES OCCURRED ON THESE STREETS

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ADVOCACY & POLICY

City of Clayton Complete Streets Policy

A new set of rules governing how the City of Clayton builds and maintains its streets to accommodate people walking, using mobility devices, biking and using transit is now law.

Trailnet began working with city leaders to update its Complete Streets Policies last year and the policies were approved by the Clayton Board of Aldermen in June 2021.



Complete Streets Policies are a collection of rules that communities adopt to govern how they build and maintain their streets. These policies are passed in order to prioritize the safety of people walking, biking, using wheelchairs, and other non-car transportation, as well as improve safety for people driving.



Clayton's reformed policies are a result of Trailnet and the city working to:

- Improve rules governing equity
- Update design standards
- Modernize how the success of these projects is measured
- Clarify when exceptions to these rules can be applied
- Improve how street projects are selected

Clayton's original complete streets ordinance was adopted in 2012, but over the years, national standards for complete streets evolved to further prioritize the needs of people outside of cars. With that shift, Clayton's policies required this important update.

These changes were vital to create streets that balance the safety and needs of everyone using the street.

ADVOCACY & PLANNING IN ACTION

Neighborhood Traffic Calming: From Pop-Up To Permanent in the Jeff-Vander-Lou Neighborhood

Often, Trailnet's Community Planning and Advocacy efforts come together to create change. That is what happened in the Jeff-Vander-Lou (JVL) neighborhood.

Why JVL?

The JVL neighborhood has some of the highest rates of transit use and adverse health effects from car use, yet it lacks safe walking connections to many bus stops. Grand, between Natural Bridge and Delmar, borders the JVL neighborhood and was identified as a high-crash corridor in Trailnet's Crash Reports.

Trailnet & JVL Partnership

Since 2015, Trailnet has worked alongside residents, elected officials, and organizations within the Jeff-Vander-Lou (JVL) neighborhood in North St. Louis to host pop-up demonstrations and plan for several neighborhood improvements. Years of listening, community engagement, pop-up demonstrations, data collection, and coordinated advocacy are leading to improvements.

Progress in 2021



Trailnet developed a Traffic Calming Guidebook as a tool to educate people on the different types of traffic calming devices the City of St. Louis implements on City streets. Traffic calming is the use of measures to encourage safer and more responsible driving by slowing vehicular traffic and improving road safety. The guidebook includes information on the price of specific traffic calming devices, which streets and the context in which those devices should be implemented, and the pros and cons of each device.

In 2021, Trailnet staff attended several JVL neighborhood meetings and met with residents and elected officials to determine which locations were of high priority. Using the Traffic Calming Guidebook, they worked together to identify what types of infrastructure residents preferred to slow down traffic.



ADVOCACY & PLANNING IN ACTION

Through these conversations, an initial plan was developed to implement a roundabout at the corner of Dayton and Glasgow. Trailnet and residents began an intense advocacy push to fund the roundabout project and other traffic calming solutions.

During this advocacy push, Trailnet worked with other partners in the JVL neighborhood to implement small-scale projects and identify gaps in the current sidewalk network. Trailnet partnered with the City of St. Louis Health Department and Columbia Elementary to purchase 20 new trees, “Stop for Pedestrian” signage to be placed in front of the school, and supplies to beautify two planter pots near the school.

JVL Sidewalk Audit

Legend

1 foot wide

Missing 60° Roundabout Ramp

Missing 45° Ramp

Blockage or Obstruction

Blockage or Obstruction

Blockage or Obstruction

Blockage or Obstruction

Blockage or Obstruction

Blockage or Obstruction

Blockage or Obstruction

Blockage or Obstruction

Blockage or Obstruction

Blockage or Obstruction



Thanks to funding from Ameren Missouri, Trailnet staff also began an analysis of the existing sidewalk conditions in the JVL neighborhood to identify areas for sidewalk improvement. Trailnet community planners assessed and mapped every sidewalk from Natural Bridge Avenue to St. Louis Avenue (along Vandeventer to Glasgow Ave). The resulting data will be used to push for sidewalk improvements in 2022.

At the end of 2021, funding was secured for a roundabout at Dayton and Glasgow.

Trailnet's work to support JVL residents is not done. We will continue to listen, partner with residents, and advocate for safer streets for all.



EDUCATION & ENCOURAGEMENT

Bike Education

Trailnet continues to host bicycling education classes for kids and adults.

For Kids

Trailnet hosted bike safety rodeos to teach kids bike handling skills at the Bike Swap Meet and Safety Rodeo in Tower Grove Park in April and in the West End in August.

For Adults

Trailnet also invited adults to a Bike Skills Education Night to learn essential bike maintenance skills and a special winter class All About Winter Riding covered winter clothing suggestions, bike maintenance, riding conditions and how to choose the proper gear and routes for those snowy days.



EDUCATION & ENCOURAGEMENT

The Return of Trailnet Rides!

After a year and a half of virtual events, we were so excited to be able to offer in-person Trailnet rides again in 2021! Trailnet rides bring people together to celebrate the joy of biking, encourage a healthy, active lifestyle, and build a community around cycling. When Trailnet riders take to the streets, they deliver a powerful message: streets are for people, not just cars!



Classics

Between 6 rides across the region, we were able to offer riders unique, supported, and community-focused rides.

Community Rides

The LGBTQIA+ History Community Ride was hosted as a virtual scavenger hunt during Pride Month. Riders met up in-person for the Kirkwood Community Ride and fourth annual Juneteenth Community Ride celebrating Black musicians and artists. The latter was our largest community ride!

Moonlight Ramble

We were excited to see this great St. Louis tradition return this year! As the non-profit partner of this ride, the riders and organizers donated \$15,000 to support our work!



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*Thank you to those whose
board service ended in 2021!
Your leadership has left an
indelible mark on Trailnet.

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Thank you to the committed support of our Peloton Society members, who's annual gifts of \$1,000 or more enable us to pursue greater improvement in our community

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