

St. Louis Bike Share Study

Public Engagement Appendix

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Appendix 1 – Engagement Summaries



St. Louis Bike Share

Public and Stakeholder Engagement Summary

May 2014

Background

Great Rivers Greenway is investigating the operational and financial feasibility of implementing a bike share program in St. Louis. The study, led by Alta Planning + Design, includes a feasibility study, business plan and implementation strategy, which will:

- Identify target areas and station locations suited to supporting the successful implementation of a bike share program;
- Estimate the potential size and scope of a bike share system;
- Recommend the optimal business model (system technology, ownership structure, operating conditions and funding options); and
- Recommend a blueprint and timeline for a possible launch and operations of bike share in St. Louis.

The Engagement Schedule

During the week of May 12, Great Rivers Greenway formally introduced the St. Louis Bike Share Study to the public and the project's Technical Advisory and Citizen and Business Advisory Committees. The public website, (www.stlbikeshare.org) was launched which included information on the project scope and basic information on bike share programs, an online survey and a map for identifying possible bike share stations.

On May 14, the first public open house was conducted at the Judith and Dennis Jones Visitor and Education Center in Forest Park from 4:00 to 7:00 pm. The next day, at Webster University's Downtown Campus, Great Rivers Greenway hosted a Downtown Briefing from 7:30 to 8:30 am, followed by a Technical Advisory Committee (TAC) meeting from 10 to 11:30 am. That evening, the Citizen and Business Advisory Committee (C/BAC) met at the Central Library from 6:30 to 8:30 pm.

Finally on Friday, May 16 – National Bike to Work Day, Great Rivers Greenway and Alta representatives met cyclists at the Missouri History Museum refueling station in Forest Park to acquaint them with the bike share study.



Open House Attendee Identifying Potential Bike Share Station Location

Meeting Objectives

At each event, the objectives were to:

- Familiarize the audiences with:
 - Bike share and how it differs from bike rental;
 - Potential economic, environmental and connectivity benefits associated with bike share programs;
 - Growth of bike share in cities across North America;

- Comparable North American bike share systems;
- Potential user profiles (residents, commuters, students and tourists);
- Safety and ridership strategies;
- Performance measurements used to determine target areas and station locations; and
- Funding options.
- Solicit input about system goals, priorities and station locations; and
- Address questions and concerns.

Presentation Highlights

For each event (excluding the Bike to Work appearance), Phil Goff, project manager with Alta Planning + Design, presented the following highlights regarding bike share systems:

- Bike share is a fleet of bikes, locked in docking stations until used by registered users for short point-to-point trips. Riders pay (via a credit card) for use by obtaining an annual membership or a daily pass. In some cities, low-income and/or unbanked riders are eligible for subsidized memberships. The term “unbanked” refers to residents who do not have a bank checking account or a credit card.
- Bike share systems improve connectivity by extending the reach of public transit services for the first or last mile of a trip. Economically, bike share programs can positively influence tourism and job creation; provide access to neighborhood businesses and brand a city as one that promotes healthy living through active transportation.
- Data collected from more than 30 North American programs shows that residents, business district commuters, college students, tourists and people without a car would likely use a bike share system. Two comparable systems discussed were the Denver B-cycle program and the Columbus (OH) CoGo program.
 - Denver’s program, launched in 2010, is a mix of hard-wired and solar powered stations using B-Cycle equipment. Receiving both public and private funding, it operates from April to December.
 - The Columbus program, just launched in 2013, uses Bixi equipment and it is 100% funded through the city’s capital budget.
- A review of 30 North American programs and 20 million bike share trips revealed there have been few injuries and one fatality. The cycle design minimizes speeds above 15/mph; provides extensive visibility with its upright position; minimizes tire repair with wide puncture proof tires; uses disc brakes for all weather stopping; and has built-in lights powered by pedaling. Bike safety and rules of the road instructions are posted on the racks and bicycles. In some cities, inexpensive helmets are available for purchase.
- When developing a feasibility plan, demand and equity maps are used to inform the process. Demand maps identify residential, employment and other high target densities, such as business districts and tourist attractions. Equity maps help to identify populations historically underserved, such as low-income residents and English as a Second Language households. Bike share is feasible anywhere with the right system, business model and implementation strategy.
- Stations are normally located in highly visible areas, along key bicycle routes; close to transit stops, tourist attractions and high density retail or business districts. Siting and design considerations are sensitive to historic districts.
- The typical user pays \$50 to \$100 for an annual membership. Daily 24-hour passes range between \$5 and \$10. Expected for short trips, usually the first 30-45 minutes is included in the fee. However, additional usage time accrues much higher fees, such as \$6/minute or \$20/hour to encourage bicycle return.



Example of bike share bicycle

- A 50-station/500-bike system would cost roughly \$2 to 2.5 million in the first year for docks, kiosks, stations and marketing and promotions. Annual bike maintenance is ~\$2K/year and the average bicycle is in operation for about 5 years, depending on environmental conditions and usage. Stations/docks can have a 10-15 year life expectancy.
- Bike share systems have been funded using varied sources. Existing systems range from 100% private (Miami and New York City) to 100% public (Washington, DC and Columbus, Ohio). While capital costs are supported by federal grants, local and state funding, operational costs are supported by corporate sponsorships, advertising revenue and user fees (annual memberships and day passes).

Presentation Questions & Answers

(Compiled from all engagement events and meetings)

Study Focus and Purpose

Q: What is the consulting team's focus?

A: Great Rivers Greenway contracted with Alta to assess infrastructure and policy issues and determine how bike share can be successful in St. Louis. The firm is completing a business plan, researching possible revenue sources, as well as looking at demand and equity issues. A system plan will be completed to determine the service area for an initial launch and subsequent expansions.

Q: Are we looking at the feasibility of Alta-style bike share or others that are not station-based?

A: Alta will be neutral and look at all types of bike share systems to determine the system that is best suited for St. Louis.

Q: Is it fair to decide if we want bike share then decide on a vendor?

A: We will look at different types of bikes from multiple vendors.

Q: How are heat maps determined for actual routes?

A: Issues such as topography are considered but actual routes are not determined.

Q: Have you ever completed a feasibility study and informed the city it shouldn't implement a bike share system?

A: With enough funding, bike share is always technically feasible, but the question is what are the goals and the measures for gauging success? Depending on the answer to that question, it's theoretically possible that a feasibility study would conclude that a bike share program couldn't meet the City or region's goals or benchmarks for success.

Operations and Implementation

Q: Would it make sense to start small and then build as interest is shown?

A: Bike Share programs have shown that those who are most successful have a large distribution. Critical mass is imperative. Smaller systems tend to not get the necessary ridership. If your goal is only to provide limited access in a confined area (such as a downtown or college campus), then a smaller system could work. Usually the systems that start out large like Denver and Minneapolis with a 50 to 60-station range and a relatively complete network do better. The systems that start small don't build the same level of media interest or demand. Systems that start large have grown quickly, typically doubling in 2-3 years.

Q: Any idea of what critical mass would be for St. Louis?

A: A 30 to 50-station system at launch, 10 bikes per station would probably be a good start. (300-500 bikes) The key is not to spread it out too thin. We could probably hit all the main areas with 50 stations. Ideal is a 1,000 feet to quarter mile station separation. Isolated stations tend not to have high usage, but are sometimes included in system plans for various reasons.

Q: What target area is being considered?

A: Initially, the target area includes the City of St. Louis and St. Louis County.

Q: Does the system shut down sometimes?

A: Yes, they can be seasonal systems where all equipment goes into a warehouse for the winter. People have clamored for year-round service in a few places, so some northern cities kept a few stations operational over the winter as a trial. Some cities like Boston put bikes into storage during winter months. Other systems like New York and Chicago run all year. In addition to seasonal closures, there is the capacity to lock systems during major storms, such as Hurricane Sandy.

Q: Does solar power make station placement tricky?

A: Yes...typically 5-6 hours of direct sun is needed, but snow is a greater operational impediment.

Q: What are the commuter age and height restrictions? What about shorter people and youth?

A: The design of the bikes fits the range of a 5-foot-tall to 6-foot-tall person. Age restrictions, in most states, are based on helmet laws. Most local and/or state regulations require riders under 16 to wear a helmet, so most bike share systems are restricted to 16 and over.

Q: Is there a good way to promote helmet use?

A: There are a number of strategies to promote helmet use. Some cities have mandatory helmet laws for children and adults. Helmet vending machines are being tested. Cities like Boston provide a map where you can locate where to get a helmet. Besides the availability issue, because the bikes are slower, some people don't think they need a helmet.

Q: Is the implementation timeframe based on funding?

A: Planning and permitting require about 12 to 18 months. Securing funding requires additional time, sometime a year or more.

Q: How many bike share studies have gone through to implementation?

A: About half. Very rarely does a feasibility study sit on a shelf. Usually if funding comes up for study, then funding will be raised for implementation. Cities that have started big have been the most successful. Most that started two years ago have doubled in size.

Q: Is there a correlation between the success of car sharing influencing or predicting the success of bike sharing?

A: Probably, but we don't have data to support it. We do know bike share is successful in cities with strong transit options. I would think an indirect correlation is there.

Possible Implementation Barriers

Q: How do you deal with taking away metered parking for a station?

A: City leaders are normally involved in bike share planning. Their recommendations for station locations will be considered, especially as it impacts parking capacity.

Q: What resistance does bike share get from taxicabs?

A: In Boston and Pittsburgh, resistance from taxi companies has not been an issue. Most resistance stems from the funding structure and/or station planning and locations.

Funding, Costs and Partnerships

Q: Is it correct that St. Louis could have a system for three and a half million dollars?

A: A lot depends on what the recommended technology is and what the region needs. Phoenix is launching a program with smart locking bikes that can be half the cost, but this system has not been tested on a large scale.

Q: How do universities come into play?

A: MIT and Harvard are the most involved universities in the bike share movement. As a part of an overall network, some universities are funding the stations/docks on their campuses.

Q: Do bike share systems run a profit or a deficit?

A: Bike share programs rarely pay for themselves, relying heavily on sponsorships or grants to cover the gap between revenues and operating costs. Nearly 100% of the operating cost of Capital Bikeshare (Washington, DC) is recovered by user fees, especially tourists' one-day passes and overtime fees.

Q: What is the average fare recovery?

A: Fare recovery ranges from 30 to 100%, with most cities at roughly 50-60%.

Q: Is the equipment manufactured in the US?

A: Similar to cars, some component parts are manufactured in the United States.

Q: How do you get so many bike share trips with so few injuries?

A: Two factors have positively influenced safety even with increased ridership. An increase in the number of cyclists increases driver awareness and means more drivers are aware of sharing the road. Also, bike share bicycles are limited to less than 10 mph and the slow speeds ensure safer riding.

Additional Comments (compiled from all engagement events)

- Include schools, universities and colleges on demand map.
- Hub and station system may not aid with the first and last mile connectivity because it is likely that stations will be placed in areas that are already bike-friendly.
- Successful bike share may reduce public transit revenue (learned at APBP webinar, **though unconfirmed**).
- Bike share could aid in downtown travel because most buses don't travel further than 12th street.

Goal Ranking and Rationale

In addition to hosting advisory committee and public meetings, Great Rivers Greenway also collected feedback from April 27 to May 31 via an online survey on the project's website. The survey, answered by more than 300 residents, asked respondents to:

St. Louis Bike Share Study – Public Engagement Appendix

- Rate the importance of ten potential bike share system goals;
- Indicate their interest in using a bike share system; and
- Suggest how much they would be willing to pay for an annual membership and a daily pass.

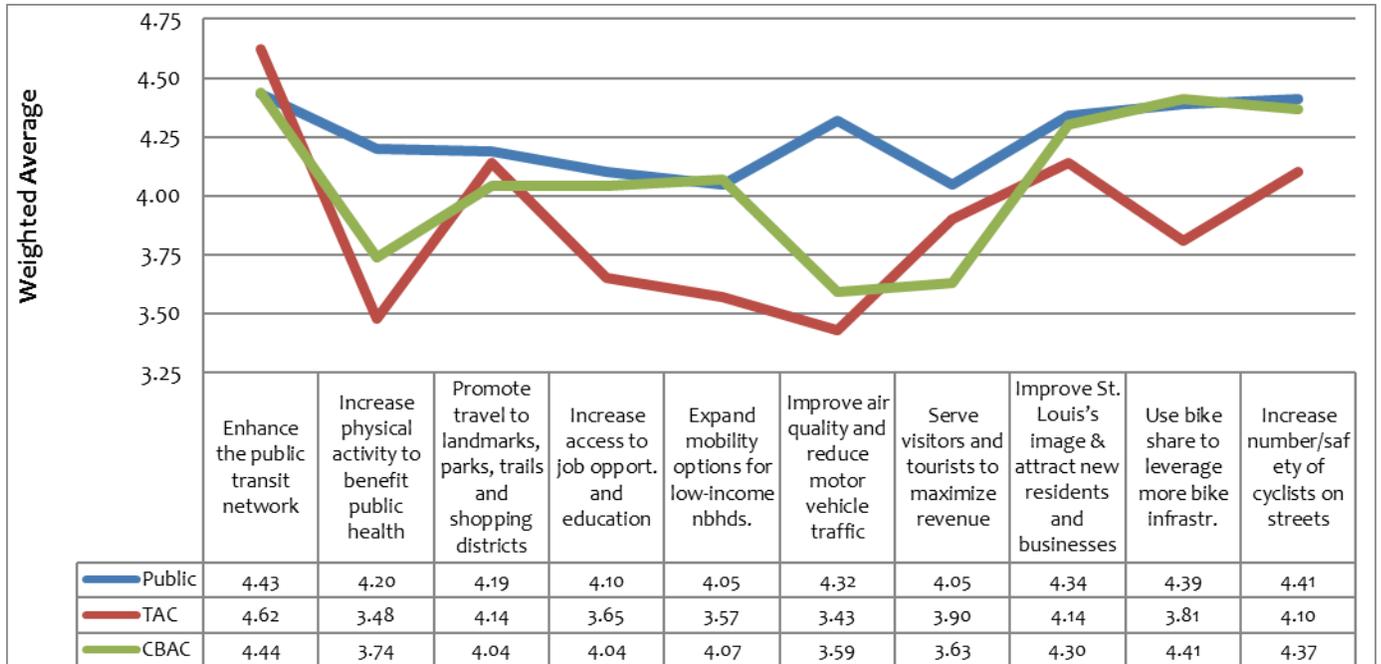
The ten goals that were developed for consideration are:

- Enhance the public transit network
- Increase physical activity to benefit public health
- Promote travel to landmarks, parks, trails and shopping districts
- Increase access to job opportunities and education
- Expand mobility options for low-income neighborhoods
- Improve air quality and reduce motor vehicle traffic
- Serve visitors and tourists to maximize revenue
- Improve St. Louis' image and attract new residents and businesses
- Use bike share to leverage more bike infrastructure
- Increase number/ safety of cyclists on streets

The goal ranking results from all three audiences – the public (via an online survey and paper surveying at community events) and both advisory committees – can be found in Chart 1. Using a scale of one to five, with five being “very important”, respondents were asked to rate the importance of the potential bike share goals. The goals rated high consistently (≥ 4.0) by all audiences were:

- Enhancing the public transit network;
- Increasing number/safety of cyclists on streets;
- Improving St. Louis' image and attracting new residents and businesses; and
- Promoting travel to landmarks, parks, trails and shopping districts.

Chart 1: Comparison of Goal Weighted Averages Across Audiences



Note: Although the exact number or percentage is unknown, the responses of a few committee members are also included in the public's weighted averages because they took the survey before attending the first meeting.

Rationale

While the survey did not ask respondents to share their rationale for selecting the top goals, this information was gleaned from public meeting participants, as well as C/BAC and TAC members. For each of the high priority goals, the selection rationale is below.

Goal: Enhancing the public transit network

Low-income residents benefit most from having cost efficient transportation options, especially if employment isn't located within walking distance. Bike share will take advantage of St. Louis' investment in public transit by connecting people to the "first and last mile" of public transit, and reducing auto dependency.

Goal: Increasing number/safety of cyclists on streets and using bike share to leverage cycling infrastructure

Bike share increases the number of cyclists on the road and heightens driver awareness for sharing the road. As non-cyclists see more riders, they perceive cycling as a safe transportation and active living option. With more cyclists on the road, cycling infrastructure investments, such as bike lanes, racks and signalized lights, will increase to support ridership.

Goal: Improving St. Louis' image and attracting new residents and businesses

Many corporations and residents looking to relocate desire locations with the world-class amenities and connected transportation. Bike share allows St. Louis to compete with other municipalities that have extensive multi-modal transportation options.

Goal: Promoting travel to landmarks, parks, trails and shopping districts

Cycling, next to walking, is one of the best ways to explore a city because it brings people closer to key landmarks. Bike share will promote travel between neighborhoods and tourist attractions, especially when parking is limited.

Bike Share Interest and Fee Threshold

If St. Louis had a bike share program, more than nine of ten (93%) of the goal survey respondents said they would use it. Fifty-five percent would consider an annual membership of \$50 or less per year; and for a daily pass, 64% would consider paying \$6 or less per day. Charts 2 and 3 detail the fee threshold distribution.

Chart 2: Fee Threshold – Annual Pass

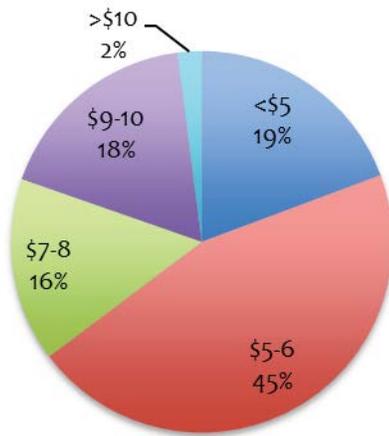
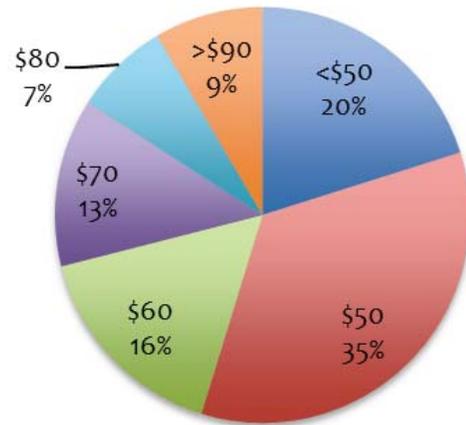


Chart 3: Fee Threshold – Daily Pass



Conclusion

From March to May, approximately 350 to 400 residents and organizational representatives have provided feedback on bike share interest, goals, station locations and potential fees. Most feedback came from on-line sources with much coming from the TAC and C/BAC meetings and the open houses as well. This feedback provides a foundation for completing the feasibility study, implementation and business plans.

Additional online surveys and public outreach activities will be identified and publicized throughout the year for completing the St. Louis Bike Share study.



**St. Louis Bike Share
Stakeholder Engagement
Committee Summaries
June 2014**

Background

Continuing its engagement effort, on June 19, Great Rivers Greenway and the bike share consulting team conducted two committee meetings – for the Technical Advisory Committee, held from 8:30 to 10:00 am at the Visitor and Education Center in Forest Park; and for the Citizen and Business Advisory Committee, held from 6:30 to 8:00 pm at the St. Louis Public Library’s Central Branch.

For each meeting, Jessica Perkins of Vector Communications provided a brief status update of the engagement process and Phil Goff of Alta Planning + Design presented (remotely) an overview of the feasibility study via a 17-slide PowerPoint presentation.

Presentation Highlights

- In May, five engagement events were held, which included morning briefings, advisory committee meetings, and a public meeting. Additionally, the online goal survey was available for input from April 27 to May 31. As indicated by a rating of 4.05 on a five-point scale, all ten potential goal statements were viewed as important. With more than 300 people responding, the top five bike share program goals from the list of ten were:
 - Enhancing the public transit network;
 - Increasing number/safety of cyclists on streets;
 - Using bike share to leverage more bike infrastructure;
 - Improving St. Louis’s image & attract new residents and businesses; and
 - Improving air quality and reduce motor vehicle traffic.
- Technical Memorandum #1 represents the first project deliverable. Its purpose is to assess existing conditions to determine if St. Louis is ready for a bike share program. Over the next six months, the consulting team will submit the system plan in July; the business plan in August; the site plan in October and the final report by late December. Securing financial support and finalizing implementation is projected to occur between 2015 and 2017. The system plan will be discussed at the August 21 TAC and CBAC meetings.
- Bike share programs create full-time and part-time employment. Staff is needed for planning and permitting, station and bicycle maintenance, program marketing, bike redistribution and daily customer service. A network’s size, seasonal operations and technology will determine the number of positions created. St. Louis’ system could create up to 10 to 15 positions at launch.
- In the feasibility study, eight bike share systems, such as Divvy (Chicago), Hubway (Boston), Madison B-Cycle (Madison, WI) and Grid (Phoenix) were provided as comparison models. The outliers, like New York City, were not included because of relevancy. NYC was funded by a \$45 million sponsorship. Seven of the eight systems are operational. Phoenix is not an existing system, but was included because of its use of station-lite technology. A large number of comparison systems, such as Boston and Chicago, have expanded since the initial launch. There is no contemporary bike share system that has shrunk or disappeared based on lack of success.

- Program goals help to gauge success with performance measures, secure funding with compatibility with donor objectives and develop strategies to determine service area, density and station placement.
- Qualitative and quantitative measurements are used to determine demand. Quantitatively, the GIS-based heat maps provide residential and employment densities and transit usage – three key components of successful bike share systems. Also included are recreational destinations.
- There are a number of characteristics that can lead to a successful system in St. Louis. Those include political support; policy changes to establish momentum for cycling infrastructure; central corridor development; large concentrations of early adopters (25 to 34 year olds, low to mid level professionals); high-density employment centers; flat topography; well-used transit system and a fast growing bikeway network. Early adopters are important in the launch year, however, the demographic changes as the system gathers interest and additional patronage.
- The challenges include gaps between areas of high demand; highway barriers; and on-going development of bike infrastructure.

Presentation Questions & Answers

Compiled from both TAC and CBAC meetings and grouped by category

Legend – Q: Question; A: Answer; C: Comment; R: Response

System Planning

Q: Regarding system planning, to what extent will public, business and stakeholders feedback be used?

A: Stakeholder, committee and public feedback is integrated into all deliverables. For example, preferred goals and station locations, along with the quantitative data from the demand and equity maps will be considered as the team develops the system plan.

Q: When it comes to systems planning for pedestrian and cycling modality there is a section of the City that seems to be left out (specifically City limits on the west, Martin Luther King on the south; river on the north and downtown on the east). There is very little that GRG, St. Louis or Trailnet have done to develop those communities. How will this be included in systems planning?

A: One critical component of system planning is the equity maps. This becomes a layer used to make the recommendations. We will look at income levels, home ownership rates, access to motor vehicles, and English-as-a-Second Language households as the bases of the equity map. It is a critical component to mapping. Providing bike share to low-income and communities of color is on the forefront of Great Rivers Greenway's focus because in the Request for Proposal it was stated that GRG wanted to ensure engagement of individuals who could benefit most from bike share, but who do not necessarily fit the profile of the average bike share user. The majority of existing bike share systems did not include equity as a requirement during planning. In the business planning, we will look at opportunities for potential programs to attract a more diverse range of bike share users.

C: To engage low-income communities, consider conducting presentations at low-income housing credit development workshops.

Q: I think you have answered my question. But I read that 50% of existing bike share users make \$100K or more. How do we get a broader range of input to ensure that our system is used by a more diverse group of users?

A: Mostly, we have to be deliberate about our engagement tactics by arranging or attending meetings where a more diverse group of people is available. Also, we are looking at pop-up events at festivals and heavily traveled transit stations.

Job Creation

Q: Are there any cities that currently contract the work or is all work completed by full and part-time employees?

A: Yes, but it depends on the business model and whether it is a non-profit or corporate entity. Non-profits may have employees for operations, but may contract bike maintenance to local bike shops.

Q: Is there a way to develop a youth corps for part time work during the summer?

A: Yes, Chicago has done that where youth are able to get jobs working for the bike share system.

Q: Can the users be monitored or tracked to see if bike share is increasing job access? That measurement could be an outcome used to secure funding.

A: Yes, that could be a performance measurement.

System Comparison Matrix

Q: I'm just wondering why Washington, DC did not make the comparison list?

A: There are more regional and Midwest cities with similar technologies and operators (such as Chicago, Boston and Columbus) and we thought these were more relevant to St. Louis. Also, Alta's experience with Boston and its outreach to low-income and minority communities makes it a good model for comparison. Boston is a step beyond Washington in its outreach to low-income and minority communities.

Q: Is it correct that we are looking at 30 stations and 300 bikes?

A: That is probably low. Given the high demand and destinations, 30 will be stretched too thin; my sense is more like 40-60 stations to accommodate areas such as Forest Park. If you look at Columbus, the 30 stations are concentrated in one contiguous area of downtown.

Q: For all these station models, I'm seeing 2-4 annual members for each bike. That seems rather low. Can you explain the usage?

A: It varies in different cities. A metric that is used more frequently with bike share is how many trips per day per bike, which varies greatly but gives you a better sense of use. In Barcelona, each bike on this large-scale system is used 10 or more times per day. With mid level systems, such as Denver, Minneapolis, DC or Boston, each bike is used maybe 3-5 times daily. With smaller systems, such as Columbus and Kansas City, bikes are used once or less per day.

Q: What percentage of bikes is inoperable over any given period?

A: From my experience maybe 10-15% of the bikes are offline for different reasons, mostly routine maintenance.

Q: How many trips per day per bike would you estimate in St. Louis?

A: It will likely be lower than Boston or Washington DC, whose bikes average roughly four trips per day, but higher than Columbus or Chattanooga's at only one trip per day per bike average. Alta's subsequent analysis during the business planning stage will determine an estimate that is likely to be between two and three.

Q: Which cities or systems are most analogous to St. Louis regarding bike infrastructure?

A: Columbus OH, Kansas City and Charlotte NC all have small-to-medium size bike share systems within a city context that features a modest, but growing, network of bike lanes, paths, shared lanes and marked routes. The bike infrastructure network in KC and Columbus is a few years ahead of St. Louis, which is quickly catching up as GRG,

the City of St Louis, Clayton and other communities in St. Louis County expand their off-road and on-street facilities for bicyclists.

Memorandum's Purpose and Intent

C: I got to the end where it said “Feasibility Conclusions” and I still don't know how many bikes or how many trips we could expect in St. Louis. I still don't know if it's feasible for St. Louis. I sense that we are all looking for what the numbers (stations, locations, etc.) could be. When I got to the end, I just saw a list of challenges. Frankly, I don't know how you go from this information to system planning without knowing the feasibility. You may want to look at three feasibility options.

R: What we probably need to do is take the existing conditions information in this memo and look at the actual feasibility. Also, our tasks are divided due to the scope of service and many tasks, such as the system plan and business plan, which will be conducted simultaneously.

C: We need to understand the goal of the feasibility study. The definition is critical for committee members to feel comfortable with the information and to provide meaningful feedback. A number of questions were asked regarding funding. The feasibility of a possible bike share system is independent of funding. While this is a bit of a chicken and egg situation, only what is feasible should be considered, and only what can be afforded should be investigated. We can't go too far without knowing what we can afford, but first we do need to know what will and will not work. My take is that the first order of the feasibility study is to determine the potential market that bike share can serve. Much of this is literally to be mapped out. The feasibility of bike share also depends on what must be done by way of infrastructure to make bike share possible. (This comment represents key components of an email sent by a CBAC member.)

Funding and Sponsorships

Q: Who is paying for it?

A: That is part of the business plan. The system will be laid out further in future months.

Q: What are the sources of operating funds and how reliable are these sources over time?

A: Federal grants are typically for capital expenses only. There are three sources for operating funds: 1) user fees (annual and 24 hour memberships and overtime charges); 2) sponsorships; and 3) advertising. Sponsorships depend on bike share system perception, safety and how well it is managed. Sponsorships tend to be more lucrative than advertising.

Q: Is bike share advertising lost revenue for Metro?

A: Possibly, but not necessarily because bike share can be considered as an extension to public transit with stations located close to highly used transit stops. Advertisers are typically looking for space on high traffic thoroughfares.

Q: Who pays for it if there is not enough money generated by sponsorships and users? Also, if extra revenue is generated, who receives it?

A: In some cities, gap funding is provided by additional sponsors, advertising revenue (ads on bikes and at kiosks) or potentially from a city's general fund. If extra revenue is generated, the business plan would outline how those funds would be allocated based on a handful of factors such as any partnership agreements (in the event of bike share in multiple jurisdictions) and/or the contract the equipment owner(s) has with the non-profit or for-profit system operators. Only in a few discreet cases – Boston is one – the City has brought in a small amount of revenue from a successful bike share system.

Q: Are there any instances where public funding has covered operations?

A: Expansions sometimes use public funds depending on bike share system popularity and political issues. Using public funds to pay employees and maintenance is always a possibility. The St. Louis bike share business plan will almost certainly show a gap between operations costs and user fees. The project team will have to reach out to sponsors to cover this gap. The average bike share fare box recovery rate is over 50%, and for smaller systems it is about 30%.

C: I think who is going to pay for it is very important. If the City is going to pay for it, it should serve the whole city equally. If it is privately funded, then it can serve specific areas such as the downtown region for tourists. The feasibility study should include who will pay for it and whom it will serve.

R: Lots of entities (Metro and City, etc.) are interested, but this is still such a new thing that we are in the conversation phase with potential partners. I think it will be a collaborative effort, with private entities and some public funding. We just aren't ready to discuss who will financially support it. Also, keep in mind that the goals indicate likely partners, such as BJC or other healthcare systems, if improving public health through active living is a critical goal.

Q: Are any of the systems expected to be profit generators?

A: Some systems, such as in Boston, are profit generators. Unfortunately, Alta does not have financial information on all systems. If a system is able to secure adequate sponsorships to cover operations and maintenance, then user fees can supplement. User fees cannot cover all operational expenses.

Q: An important aspect is the number of stations and bikes. How does size influence sponsorships? Does that come first, or does the size of the network come first?

A: I think there needs to be some base level of funding before an RFP is sent out for bid, because to start without any money some operators would not bother submitting a proposal. But in some cases, the selected operator's tasks included securing funding, such as Portland. Alta Bike Share was teamed with an equipment vendor and they were told that the operations contract would be awarded after funds were secured. The City had a grant of approximately \$1.2 million and the system costs approximately \$3 million.

Program Goals

Q: My impression is that the goal prioritization has been established. How fluid are these goals?

A: The responses that we have received, especially where people rated the ten goals and identified the top two critical goals, are very important. Enhancing the public transit network tells us that we want to connect MetroLink Stations as a key goal. There is some fluidity with other less importantly ranked goals. For example, even though expanding mobility to low income neighborhoods is low on the list, that doesn't mean we ignore it.

Q: How does it enhance the public transit network if we have over 100 bus stations, but only 50 bike share stations?

A: Phasing is a critical aspect here. If the goal is to serve all of St. Louis, then we need to secure money to expand the number of stations. We are trying to reach as many communities as possible. It probably won't be possible to cover the entire region in the initial launch, even with large funders. It's also about connecting MetroLink stations to retail areas, or high-density neighborhoods where people can't walk to the MetroLink. It is not a system that covers an entire city.

Quantitative Demand Analysis

Q: At what point do you drill down into the comparison chart where you are able to decide which city is more analogous to St. Louis with regard to stations, density, etc.? As you develop the maps and get a better understanding, are we going to then go back to the systems with the best comparison for demand and equity, especially for the launch phase?

A: That's a tough question. Alta doesn't have access to the demand maps for all the systems, only the ones our firm has done. We don't have a demand map for DC, but we have one for Boston, so we are referencing that. We also have maps for New York, San Francisco and Pittsburgh (launching in 2015) and we can use those. It will be hard to get an "apples to apples" comparison, due to data availability.

Q: Why aren't we seeing high concentration of potential users around the college campus areas and around BJC?

A: They may not be listed in census data. There are some pockets of density in the college areas. In the northwest corner of Forest Park, housing is shown as a high residential area. Also, at the last meeting, someone mentioned to include a demand map that includes the college campuses.

Q: Why don't the demand maps include high-density hotel locations, especially if we are considering tourists as potential users?

A: Large hotels, indeed, play a role in creating demand for bike share. They also contain a large number of employees. The relative demand created by the staff at large hotels is used as a proxy for the number of rooms within the hotel. Therefore, Alta's demand model includes large hotels as a factor.

C: Ensure that you are using the most up-to-date residential data. Also, look more closely at areas experiencing transition, such as the Grove and Cherokee. Early adopters (25 to 34 year olds) typically live and work in these areas. In some of these areas, bike loan programs exist and they can indicate existing bike share demand.

C: This is a great existing conditions analysis, but we are looking for that last piece, which says what this big picture means. An overlay map of all the variables would be beneficial with the conclusions that can be drawn from the map layers. We are looking for the "so what".

R: When GRG received the report, we agreed that all the maps needed to be overlaid. However, we wanted all the committees to see the maps separately. Then, over the next few weeks, we will receive a refinement of the maps with an overlay and share it with the committees.

Q: When the color maps are combined, will it be summary data for the region or just colors on a map? Will there be a break out for each region with detail as to density?

A: That will require a deeper level of research to provide that detail.

Q: Are any of the barriers or challenges to cycling being considered and mapped?

A: Yes, mapping interstates, industrial areas and rail yards would be helpful visuals.

C: Perception of safety should be addressed as a barrier.

R: That barrier is difficult to map, but it can be discussed internally.

C: This is only necessary if we are looking at a station-based model. If we look at a smart bike system, we don't have to put in this type of infrastructure.

C: The business plan should include coordinating fares with Metro. For example, employer subsidies for Metro day passes could include bike share, at a fee from \$7 to \$15.

C: Like New York's city pass, St. Louis could also include tourist venue admission with Metro and bike share.

Q: What cities have done a good job of integrating their bike share systems with other transit programs? Of those, what have been most successful?

A: Most of the large systems in the US have integrated bike shares systems at major transit stations (bus and subways). Most of the cities are experiencing a high level of success and synergy. Survey results we've seen from DC and Boston both say that people are beginning and ending their bike trips at transit stations. The annual members are looking to incorporate bike share into their daily travel pattern. The day users are local people trying it out or tourists, and they are less likely to use the other public transit. The main portals into downtown areas are the most used.

C: In the future, I think it would be beneficial to see how ridership has changed with the integration of bike share, especially because this is a priority for St. Louis. One example would be sufficient.

Q: How does bike share integrate with bus stations?

A: Some bike shares integrate with transit systems that have no light rail, only buses, such as Madison, WI. In St. Louis, we need to consider the bus stops that have high ridership and these would be logical additions to a bike share system.

Q: Is there a way to look at where Metro wants to expand?

A: Yes, it's part of their long-range plan; and we can secure that information.

Helmet Use

Q: I noticed that some municipalities in St. Louis County require a bike helmet. Is that required in other areas, such as the inner ring suburbs (University City and Richmond Heights)?

A: All of St. Louis County requires cyclists under 17 years old to wear a helmet. Helmets are required for all ages in only a few municipalities in St. Louis County. Vancouver requires everyone to wear helmets.

Question Submittal

Q: All the questions that have been submitted, will they be answered by email?

A: Yes, all questions from the TAC and the CBAC will be summarized and sent out.

Additional Engagement

Q: We have found the pop-up events are more beneficial to creating awareness and collecting data. What events should we consider to reach a broader audience?

- Fair St. Louis
- Whitaker Music Series (Missouri Botanical Garden, O'Fallon Park and Ivory Perry Park)
- Tower Grove, Maplewood and Clayton Farmers Markets
- Races (Pedal a Cause, Naked Race, Moonlight Ramble)
- Cardinals games
- St. Louis Attractions Association – a presentation
- Tourists by the Arch

Q: What is our role (CBAC)? I feel like we are getting a lot of information, but not giving you any data.

A: So far that is true. The first meeting was designed to ensure all members understood bike share before moving forward. Your questions are certainly a form of engagement because that provides feedback about other facets to consider. We will be gathering additional information from the committee and the public throughout the summer.

Next Steps

The next meeting for both committees will take place on Thursday, August 21. The TAC will meet from 8:30 to 10:00 am at the Forest Park Visitor Center and the CBAC will meet from 6:30 to 8:00 pm at the Center of Clayton. The topic of discussion will be the Systems Plan and portions of the Business Plan.



**St. Louis Bike Share
Stakeholder Engagement
Committee Summaries
August 2014**

Background

On August 21, meeting with its bike share advisory committees for the third time, Great Rivers Greenway and its bike share consulting team hosted the Technical Advisory Committee from 8:30 to 10 am at the Forest Park Visitor and Education Center; and hosted the Citizen and Business Advisory Committee meeting at the Center of Clayton.

The meeting's purpose was to provide an update about the project's progress; present briefly the contents of the Technical Memorandum #2, which details the bike share business plan; and address questions and comments about the business plan.

Presentation Highlights

- Over the past month, engagement strategies have been expanded to include more appearances at community events, such as bike races, music festivals and farmers' markets. Additionally, one focus group was conducted with the residents from the McCormack Baron Renaissance Grand development; and another one is planned for the North Sarah development. At the community events, people are encouraged to complete the bike share usage survey onsite or via the survey online. Since launched in early July, almost 800 respondents have taken the survey, with the following outcomes:
 - Sixty-two percent are "likely or very likely" to use bike share.
 - Key target areas for use are: Central City, South City and downtown St. Louis.
 - Three of ten are likely to use bike share on a weekly basis for traveling to entertainment venues and special events.
 - The major barriers to more frequent usage are: lack of bike infrastructure and distances requiring an auto rather than cycle due to mileage.
 - At the focus group:
 - Eighty percent are "likely or very likely" to use bike share.
 - Key target areas for use include North City, in addition to those mentioned in the survey.
 - Six of ten are likely to use bike share on a weekly or daily basis for exercising, traveling to entertainment venues and commuting to work or school.
 - The major barriers to more frequent usage are: lack of use by children; lack of knowledge about "rules of the road"; credit card requirement for bike checkouts; and more pass choice options (annual, monthly and daily).
- System planning, which includes the recommended system size, service area and phasing, is determined by bike share demand analysis, equity analysis (ethnicity, income levels, automobile dependency and non-English speaking residents) and station location suggestions from the public. Since the St. Louis system will take the citywide public transit system into consideration, the recommended launch size is comparable to Minneapolis; Boston; Washington, DC; or Columbus, OH.
- Ensuring implementation aligns with funding and organizational capacity, Alta Planning + Design recommends a three-phase plan, which includes the following:

- Phase 1 (45 stations with 360 to 450 bikes) – covers approximately seven square miles in downtown St. Louis, Midtown/Grand Center and the Central West End. A smaller number of stations may be located in the Grove, Lafayette Square, Carr Square, Vandeventer, Academy and West End neighborhoods
- Phase 2 (25 stations with 200 to 250 bikes) – expands the initial phase by expanding bike share services to the west and includes Forest Park, areas immediately north, the Delmar Loop, University City and downtown Clayton.
- Phase 3 (possibly 30 stations with 240 to 300 bikes) – suggests bike share being expanded by small clusters along the south MetroLink extension, into south city and mid-city neighborhoods, such as Tower Grove, Soulard, Old North St. Louis, Jeff Vanderlou and The Ville.
- Four primary business or governance models (ownership and operations) are currently being employed with US-based bike share systems. The optimal model for St. Louis should consider unique market needs, partner capacity and interest and funding. The following table details the primary business models (shaded cells) and the cities using that model.

		Operations		
		Public	Non-Profit	Private
Ownership	Public	X Boise ID (2015 launch)	X Madison	X Chicago, Columbus
	Non-Profit		X Denver, Kansas City	X Seattle, Pittsburgh
	Private			X Miami

- Financial projections include both system costs and revenues. Costs, which include expenditures for launching, purchasing, administering and operating the system, will range between \$3.3 and 4.2 million for the first full season of the 45-station Phase I program. For phase II, the launch and administration costs will be substantially less. It is anticipated that the additional costs for a 25-station Phase II expansion would add between \$1.7 and 2.5 million onto the operational costs of the first phase in its 3rd year.
- Revenues include access and user fees; public and foundation grants; and advertising and sponsorships. Alta Planning + Design recommends a four-level pricing structure, which includes annual membership for \$75; monthly membership for \$25; 3-day pass for \$15 and a day pass for \$7. As with most grant processes, securing public, foundation and private funding is extremely competitive and if secured, it should represent a steady stream of income to ensure system viability and sustainability.
- System equity, providing bike share access to lower income and traditionally under-served communities, is considered a critical goal for St. Louis’ system, especially as it enhances the public transit system. Ensuring equitable access requires that strategies site stations in high demand locations; encourage cycling; and promote bike share membership and use among those residents who may benefit most from a bike share system. Cities, such as Boston, Washington, DC and Minneapolis have tested several practices that may be useful for St. Louis to consider.

Presentation Questions and Answers

The TAC and CBAC had different meeting processes. Therefore, the question and answer session for each committee are separated in this document.

Technical Advisory Committee

Legend – Q: Question; A: Answer; C: Comment; R: Response

Systems Planning

Q: In regards to the demand and equity map, is there enough demand for a successful bike share compared to other bike share systems?

A: Yes, St. Louis is on par with other mid-sized cities, such as Minneapolis, Denver and Boston.

Q: This demand map includes cultural institutions and tourist areas, why is there a void in Forest Park?

A: The wrong map is in the Technical Memo and the revised map includes pockets of demand at the museums and the zoo.

Q: Have we determined a process to successfully index all of our high interest areas based on public need and locations of tourist areas?

A: This demand map is a reflection of where people live, work, ride metro and a few other key destinations.

Q: I fear that we will be behind in technology once our system is implemented. Is there anybody looking at future technology for bike share? Perhaps we could tap into the tech community here in St. Louis.

A: To the best of our knowledge, we are considering newer technologies, such as the hybrid system being introduced by SoBi bikes and using a transit/bike share combo pass.

C: If we decide to provide/rent helmets, I would like to consider a solar powered helmet dispenser.

Q: Forest Park is not included in Phase 1, why not?

A: Forest Park is included in Phase 2 because those stations will work better with an established network around it. There is a demand gap east of Forest Park, which impacts ridership and connectivity. Of course, capital costs will be higher for Phase I, but we also must consider that Forest Park stations may require more rebalancing than other stations.

C: I would like to advocate for Forest Park to be included in Phase 1 for the following reasons: 1) We are trying to promote travel to and from downtown and Forest Park; and 2) Securing funds for this project may suffer without the inclusion of Forest Park.

C: Bike share in Forest Park could provide internal circulation, especially when the trolley ceases operation for the season.

C: I am a strong advocate for including Forest Park in Phase I. From the surveys and station recommendations, there seems to be demand for this area. East of Forest Park, we have the BJC campus and entertainment venues.

C: We need to focus on our target audience for Forest Park –it is either the person who wants to make short trips through the park and/or the person who wants to travel between midtown and the park.

Accommodating Children and Shorter Adults

Q: In other cities, is there interest in providing child bike seats or trailers?

A: It comes up often, but no other cities them. There are legal and operational issues, such as providing helmets for children and maintaining child seats and/or trailers.

Q: Could bike share partnerships with bike shops offer kid bike rentals that are located nearby bike stations?

A: No other cities offer that currently. As an option, we could show videos or maps of nearby shops and bike rental vendors displayed on the kiosks.

Q: Has anyone included “ride alongs”, such as bike rack that could support the weight of another human) on bike share bikes?

A: That would be too dangerous, especially if it was carrying the weight of another adult instead of a child.

Q: Are smaller bikes available for bike share?

A: No US bike shares offer smaller bikes. Paris has special kiosks with smaller bikes for 8 to 12 year olds.

C: We are a family friendly city. I think offering child seats and helmets are important. This could be a unique factor of St. Louis’ bike share.

Business Model and Governance

C: Having an endowment type organization front the capital costs would be necessary for an advocacy organization to operate the system. Without that early revenue infusion, a non-profit would be unable to operate the system.

C: One business entity should not be responsible for the whole system since there are so many businesses with employees that would benefit from the system.

TAC Representation and Participation

Q: Has St. Louis University been involved in this planning process?

A: Two representatives attended the second meeting and Peter Pierotti was scheduled to attend today. It appears that SLU is creating their own private bike share for their students in the next six to eight months

Q: We have been talking quite a bit about including Forest Park in Phase 2, who is representing Forest Park on the TAC?

A: Dave Lenczycki from Forest Park Forever is on the committee and he has attended TAC meetings in the past.

C: In addition to Forest Park Forever, Parks AND Recreation should be included, as well.

Citizen and Business Advisory Committee

Legend – Q: Question; A: Answer; C: Comment; R: Response

Instead of a large group Q & A session similar to the TAC meeting process, the CBAC listened to the presentation and asked clarifying questions during their presentation. The CBAC held their comments for the small group discussion session (five to six members per facilitated group) that included the following questions:

1. What are your thoughts about the service area recommendations, phasing strategy and stations per sub-area?

2. Which equity program ideas from other cities are the most optimal for the St. Louis region? Any ideas for programs that haven't been tried before?

General Question & Answer Session

Q: Why is the surveying closing on Friday before Labor Day and there are several bike races that weekend.

A: That date is the 4-week mark for access and we will be exhibiting at some of those races with the paper survey and the FAQ.

Q: How does smart locking work?

A: You can either be a member, or buy a daily or monthly pass. You can use your smart phone to access a bike and a code will unlock the bike. The system uses pricing mechanisms to create a more versatile system.

Q: Is it necessary to have the quarter mile spacing?

A: This is a reality everywhere. In New York and large spots of Chicago there are exceptions, but all the successful systems will go beyond the quarter mile in some places. There are disruptions in the land use patterns. Infrastructure is improving so some of those barriers will be removed.

Q: Would you be able to incorporate any areas from Phase 2 in Phase 1 if you space the stations further apart to include more geographical area?

A: No, density is key. The square mileage of an area needs to be served by a dense network of stations, especially the core of the system. That impacts ridership and revenue.

Q: What is the timing of Phase 2?

A: Year zero is 2015. Once Phase 1 ends, then we want to give it two years to expand and create excitement before Phase 2. It could be one to five years before Phase 3.

Q: What are the safe guards against theft?

A: With station-based systems, the bikes lock into the docks. It is possible to steal a bike with a stolen credit card, but you have to pay to get it unlocked from the station. There has not been a problem with theft in other systems. The bikes are clunky, heavy, look different than regular bikes, and are not easy to maintain without special tools.

Small Group Discussion Session

Thoughts about service area recommendations

- Convenient for residents that live, work and play in the City; it seems reasonable to initiate bike share in the central core.
- Consider placing stations 1/3 mile apart instead of 1/4 mile, if it allows more stations across the service area.
- Provide neighborhoods and businesses opportunities and incentives to fund stations in their areas and create community "buy in". Washington University could also invest in stations on its campus. Creativity and expanded ownership can help to expand the initial phase to west of Kingshighway.
- Include Webster University, just as St. Louis University and Washington University are being considered.
- Bring mobile stations into Forest Park to cover that area for big events such as Fair St. Louis.
- Consider including Shrewsbury and the MetroLink station.
- Once areas are determined, involve neighborhood residents in the station siting process to increase ownership.

Thoughts about phasing strategy

- Include Forest Park in Phase 1 because it is impactful and will serve both residents and tourists; the trolley serves the area, but not throughout the entire day or year; may reduce traffic congestion along Skinker and Forest Park Parkway; suggested by approximately 80 to 90% of the attending members.
- Consider extending Phase 1 boundary to include the Botanical Garden, which is currently in Phase 3. This is another major tourist attraction that may not be included for two to five years.
- Consider including Tower Grove and South Grand Avenue in Phase 2, rather than 3; this areas seems to have more 20 to 30 year olds.
- Delay Clayton until Phase 3 because the area is walkable and slight hills may present a barrier to usage; survey number of lawyers that use MetroLink to travel from Clayton to downtown St. Louis to determine if there would be high usage among them.
- Expand into Lafayette Square and Dogtown earlier than expected. These areas are close to downtown and Forest Park, respectively.
- Like that Phase 1 includes housing developments in Lafayette Square and Renaissance Grand.
- Regarding north side Phase 3 stations
 - Equity driven stations may be less profitable; therefore, it is critical that the stations are placed where they will be most used; it seems as though equity is being addressed in Phase 3 with token stations.
 - Consider integrating Wellston station into Phase 2 and rethink Phase 3 boundaries.
 - Be sensitive to all cultural institutions; consider including churches.

Thoughts about stations per sub-area

- Balance density of stations with distance between stations; with St. Louis being linear, there is a possibility of increasing station distance and adding stations to Forest Park.
- Number of stations seems reasonable and well aligned with other bike share programs.
- Agree that most users would be willing to travel ¼ mile to another station, if bikes aren't available at preferred station.

Thoughts about equity programs

- Agree with subsidized monthly passes; ensure that passes aren't free because they may not be valued.
- Consider longer grace period for residents satisfying equity targets.
- Partner with health clinics for prescription passes because that helps to align bike share usage with healthy outcomes.
- Develop promotional materials in Spanish, Bosnian and Croatian to ensure that we include the growing foreign-born residents.
- Combine public transit pass with bike share pass.
- Be receptive to providing access for youth with discount passes and helmets (either rental or free); partner with Bicycle Works to ensure safe riding of younger riders.
- Ensure that promotional materials show "people like me" using bike share; videos could tell stories of prototypical users.
- Prioritize equity strategies in this order: station location, credit card usage, promotions and cost.
- Address the barrier of required smartphone use for registration and information; not all people have a smartphone.
- Partner with organizations (neighborhood, community and health) that likely serve this target audience to promote bike share usage.

Next Steps

The next CBAC meeting will take place on Wednesday, September 17 at the Old North Restoration Group office, located at 2700 North 14th Street from 6:30 to 8:00 pm. The following morning, September 18, the TAC meeting will take place at the Forest Park Visitor and Education Center from 8:30 to 10:00 am. An October meeting for the committees is being considered, but not finalized. If held, the meetings will take place on the 16th, the third Thursday of the month.

On November 13, Great Rivers Greenway will host an open house at the Schafly library branch from 4:30 to 7:00 pm.



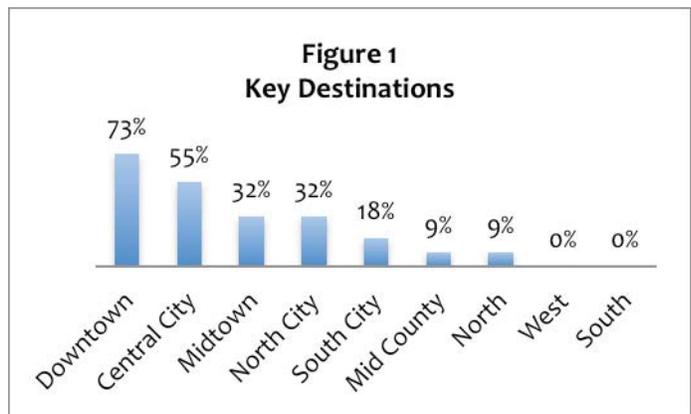
**St. Louis Bike Share Plan
Focus Group Summary
August 2014**

Overview

Many existing U.S. based bike share programs have struggled with equity access issues – ensuring low-income, transit dependent people of color have equal access and use of bike share systems. During many feasibility and implementation studies, equity has been addressed as an afterthought. However, Great Rivers Greenway desired to address equity proactively during the feasibility study. Therefore, the study team conducted two focus groups with residents living in two McCormack Baron properties – Renaissance Grand and North Sarah.

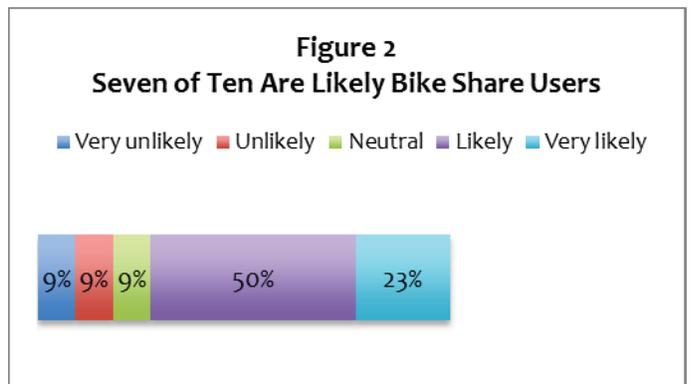
Demographics

Each focus group was comprised of eleven participants and all were African Americans with 64% identifying as female and 36% identifying as male. With most living between five and twenty miles from work or school, fifty-five percent use public transportation daily or weekly; and almost half (45%) have not used a bicycle in a decade or two. Throughout the region, they most likely travel to Downtown St. Louis and Central City, which includes Central West End, Forest Park and the Delmar Loop.



Likelihood of Bike Share Usage

While reasons for bike share usage and their barriers to usage differ from other potential users, the twenty-two participants are just as likely to use bike share as other residents, as evidenced from the bike share usage survey. With 73% being “likely or very likely” to use bike share, the overall likelihood of using bike share was 3.7 on a 5-point scale for focus group participants and 3.6 on a 5-point scale for all survey respondents. About six of ten participants (57%) believe they would bike share either daily or weekly.



These residents are more likely to use bike share for exercising (63%), traveling to entertainment venues (50%), commuting to work or school and running errands (both 38%). Interestingly, only 19% would use bike share to access public transportation. This statistic may have resulted because 55% of attendees live between five and twenty miles to work and/or school.

Addressing Barriers

The bike usage survey data and comments from the discussion sessions partly informed the recommended bike share equity strategies. Specifically, the barriers mentioned by the participants are divided into three categories: outreach and marketing, financial, and cycling behavior.

- Outreach and Marketing – Promoting cycling as another means of transportation is critical to this audience because cycling is viewed as a recreational activity, rather than a transportation mode. Participants in both sessions mentioned including “people like them” in promotional materials to ensure inclusivity and promote usage to all St. Louis residents. Additionally, they mentioned promoting usage at transit centers and/or MetroLink, so that riders would see the value of using bike share for last mile commuting.
- Financial – While the annual and daily pass fee estimates were not mentioned as barriers, the credit card requirement for securing the cycle’s value if not returned was definitely a barrier. Most focus group participants mentioned using a debit card, a “gift” card, or an integrated transit/bike share card to pay for their pass. Additionally, some members suggested having a monthly pass, in addition to the annual or daily pass options because this would allow them to budget more effectively.
- Cycling Behavior – Most participants, about 80%, haven’t ridden a bicycle since their teens, and at that time, they were riding on the sidewalk. Therefore, providing education about the “rules of the road” and suggesting travel along bike friendly streets should be key components of an education campaign. Additionally, it is possible that some potential users may benefit from bike riding instruction.



St. Louis Bike Share Stakeholder Engagement

Committee Meeting Summaries

September 2014

Background

On September 17 and 18, Great Rivers Greenway and its bike share consulting team met with the Citizen and Business Advisory Committee (C/BAC) and the Technical Advisory Committee (TAC), respectively. The C/BAC convened at the Old North Restoration Group office from 6:30 to 8:00 pm; and the following morning, the TAC met at the Forest Park Visitor and Education Center from 8:30 to 10:00 am.

Both committees heard an update about the project's progress, the bike share usage survey and the system phasing strategy and reviewed the projected cost estimates. In addition to the Q & A session, feedback was captured via electronic polling, where attendees shared their preferences regarding the system's operation, transaction kiosk availability, bicycle features, and helmet availability.

Presentation Highlights

- The consulting team is approximately 75% complete with the study. Alta Planning + Design will revise the financial forecast and finalize site planning in October. A public open house will be held on November 13 at the Schlafly Library; and the team is scheduled to submit the feasibility study and business plan by year-end.
- Since the August meeting, the number of survey respondents increased by almost 50%. When the survey closed in early September, more than 1,100 residents completed the survey. Even with roughly 400 more respondents, the results were very similar to those provided at the August committee meetings. Approximately two of three respondents are "likely or very likely" to use bike share in St. Louis.
- With the committees' feedback in August, several changes were made to the system map and phasing scheme. The specific changes were:
 - Expanding Phase 1 to include Forest Park, Washington University's Danforth campus and the Delmar Loop, resulting in 60 stations with 480-600 bikes;
 - Reorienting Phase 2 expansion to include 30 additional stations in downtown Clayton and north and south city neighborhoods;
 - Revising Phase 1 cost estimate to reflect the most current costs of a hybrid 'smart lock' bike share system (\$30K/station rather than \$35K/station) and the larger Phase 1 service area; and
 - Including new information to user costs for parking 'smart lock' systems.

Presentation Q & A and Discussion

The summary of questions and comments are from both the TAC and the C/BAC.

Note: Legend – Q: Question; A: Answer; C: Comment; R: Response

System Phasing

Q: What is the rationale for omitting UMSL, Ferguson, Normandy, Lambert Airport, Berkley and areas east of the river?

A: For the Missouri locations mentioned, they lack the requisite residential, employment and recreational densities for a successful system. Illinois wasn't included in the scope of services.

Q: I noticed Maplewood is considered in Phase 3. Why is that? It is important to connect Maplewood residents to the MetroLink and the greenway.

A: Phase 3 is hypothetical and may not be added for three to five years. If there is a need for a station/hub at an earlier time, the municipality could consider a satellite station, which would just serve the Maplewood area.

C: UMSL isn't included until Phase 3. I think this should be re-considered because students have a need for bike share on campus, plus there are two MetroLink stations.

R: Again, Phase 3 is hypothetical. The University may see the need to add a satellite station on campus.

C: The CVC's wayfinding funding model may be useful to look at as a way for municipalities to secure stations.

Q: I understand that Phase 1 is based on density, but I believe equity is missing. Is there any talk about having bike share at North County Transit Center?

A: Yes, you are correct about density being important. It is imperative that the first phase is designed for success because that will impact future expansion. The transit center is not being considered, at this time.

Cost Estimating

Q: What do you mean by the number of docks/racks and hubs/stations? How is it calculated?

A: A hub or station is at each location and each hub or station includes 14 to 18 racks for bicycles. Normally, there are more racks at a station than the average number of bicycles because there must be space available for docking. The prevailing method for cost comparisons across systems is based on docks.

Q: Is it possible for costs to decrease when more systems are available?

A: No, it is more likely that cost will increase due to inflation. Smart-locking systems may cost less to capture the market.

Q: What are administrative fees and why do they increase over time?

A: Administrative fees include the equipment procurement, shipment and storage, as well as marketing the program to increase usage.

Q: Will bike share be included in the 2016 CMAQ (Congestion Mitigation and Air Quality Improvement) application?

A: That hasn't been decided. Additional analysis may be required for a thorough application.

Equipment Life Expectancy and Design

Q: When considering a system to purchase, will it consider a system upgrade in five years?

A: That will depend on the warranties and contracts with the operator. Assuming it is a 5-year contract, there certainly may be a need to upgrade at contract end/renewal.

Q: Have any municipalities changed from the smart docking system to a smart locking system?

A: The only one I am aware of is Ottawa (Canada). The equipment was sold to Capital Bikeshare. It seems as though smart locking systems are better suited for smaller cities. However, we are still awaiting performance measures to compare the two systems.

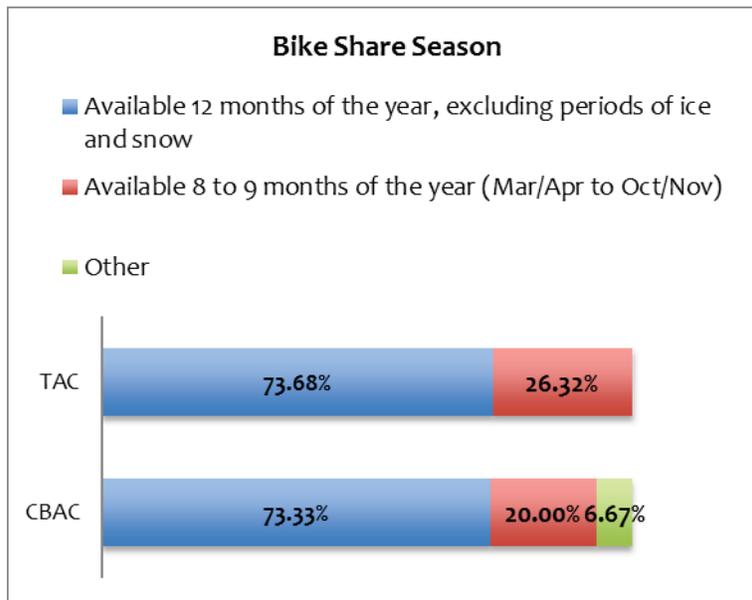
Q: What is the customer preference, smart locking or smart docking systems?

A: Not sure, some people have strong preferences for each system.

Polling and Rationale

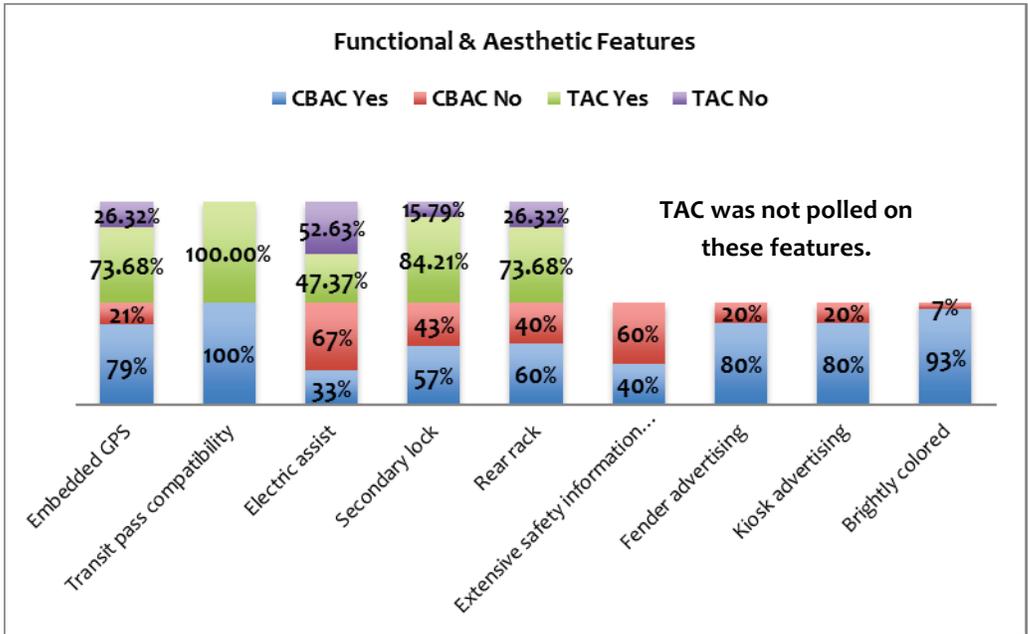
Following the presentation and Q & A, attendees participated in a polling exercise. Most questions related to system and bicycle amenities. Some of the questions, as noted, were excluded at the TAC meeting because they were more relevant to CBAC members.

Seasonal Operations – Most members of both committees prefer a system that is operated all 12 months, but closed during inclement weather.



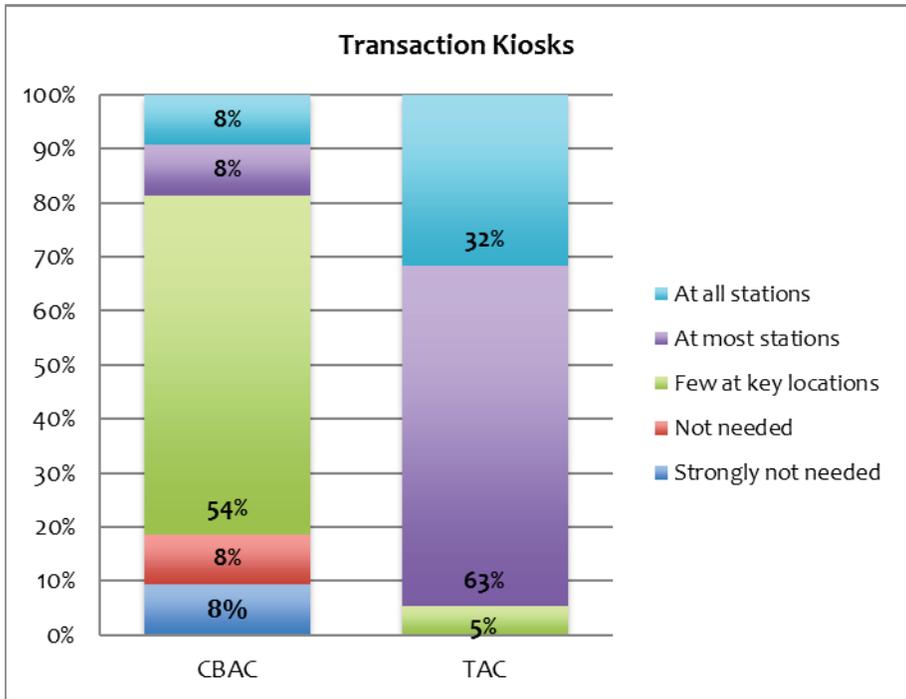
Functional and Aesthetic Features – TAC and C/BAC members were in consistent agreement that the bike share system should have embedded GPS, transit pass compatibility, secondary locks and rear racks; and most felt bicycles didn't require electric assist.

Safety information on handlebars was not desired by six of ten C/BAC members and most had no concerns about fender and kiosk advertising. More than nine of ten C/BAC members prefer brightly colored bicycles instead of muted-colored bicycles.



Helmet Provision – With respect to providing helmets, the responses were varied between the two committees. The C/BAC mostly favored (-46%) helmet provision at select stations, particularly those servicing tourists; and the TAC mostly favored (-37%) helmet provision at all stations.

Transaction Kiosk Locations – Like helmet provision, the location of transaction kiosks is varied across both committees. C/BAC members mostly favored (-54%) transaction kiosks at a few key locations while TAC members mostly favored transaction kiosks (-63%) at most stations. Additionally, a significant number of TAC members (about a third) favored transaction kiosks at all stations.



Promotions to Increase Bike Share Usage – C/BAC members were asked if several proposed promotional offerings would encourage more bike share usage. Almost nine of ten (-87%) felt that discounted bike share passes and transit passes could encourage usage; more than six of ten (-67%) felt that gift cards for miles traveled or days used could encourage usage; and almost five of ten (-47%) felt that restaurant coupons could encourage usage.

Rationale for Polling Responses

Q: For those who said “no” to advertisement on the map display’s back, what was your reasoning?

A: Cheesy; that isn’t the purpose of a bike share system.

Q: For those who answered “yes” to advertisement on the map display’s back, what was your reasoning?

A: Advertising provides another source of income to support the system, especially when the fare box recovery rate is less than 100%.

Clarification Questions Regarding Polling Topics

Q: Who will be making the decisions, such as if there are advertisements on the back of mapping boards or on the bikes?

A: Typically, a bike share governing board is formed and that body makes those decisions.

Q: How will the helmet dispenser operate?

A: Some require deposits or payment prior to being dispensed. Seattle Children’s Hospital subsidizes by putting their advertisement on the helmets.

Additional Committee Member Comments Following Meetings

As an avid cyclist, who rides regularly on the road, I would never consider riding my bike without a helmet. However, with the known safety record of bike share and knowing what the intent of the bike share program really is – short, slow speed trips – not requiring a helmet, will make the program more successful.

I think the best solution is to implement a system with a variety of both [transaction and non-transaction kiosks sites] and here is why. I believe kiosks will make it easier for more people to access bike share, particularly tourists, therefore I suggest implementing them at locations where we feel confident the station will be successful, i.e. near the Arch.

Next Steps

Throughout the remainder of September and October, Alta will finalize the cost projections. On November 13, Great Rivers Greenway will host an open house at the Schafly library branch from 4:30 to 7:00 pm. This will be the last opportunity for public feedback before the feasibility study and business plan are submitted to Great Rivers Greenway.

No other advisory committee meetings are planned at this time.



St. Louis Bike Share Plan

Partners' Briefing

October 2014

Overview

On Thursday, October 8, Great Rivers Greenway and its study team hosted a briefing for potential partners to learn about bike share feasibility, costs and potential governance models (ownership and operations). Twenty-four attendees represented the following entities:

- Citizens for Modern Transit
- City of Clayton
- City of St. Louis (5)
- East-West Gateway COG (2)
- Forest Park Forever (2)
- Metro (2)
- MoDOT
- St. Louis University
- St. Louis Convention and Visitors Commission
- St. Louis County (4)
- Downtown STL
- Trailnet
- Washington University
- University City

Presentation Highlights

Mia Birk, President of Alta Planning + Design, conducted the 30-minute presentation which covered:

- An introduction to bike sharing;
- Public engagement results to-date;
- System planning strategy;
- Projected system costs and revenues;
- Facilitators and barriers to successful implementation;
- Governance models; and
- Case studies of systems in Indianapolis, Boston and Seattle.

Q & A Session

- Do the cost estimates include the equity programs?
 - Conceptually rolled into operations cost; often times other cities receive grants for the programs.
- Are revenues deducted from expenses?
 - No
- What are the stations with potentially the greatest use and how many stations will be in these areas?
 - Downtown, with 18 stations; Midtown, with 9 stations; Forest Park, with 8 stations; and the Delmar Loop with 10 stations.
- How wide in miles will the launch occur?
 - The initial launch is approximately 2 square miles, which includes the central corridor and Forest Park.
- Have sponsors ever pulled funding? If so, what occurred?

- Contracts end with sponsors but have never been terminated. The focus should be selling sponsorships, appropriately and marketing to an engaging sponsor, such as BlueCross Blue Shield. In Columbus, the city received government funding, initially and attracted corporate sponsors later.
- Is there an existing model where sponsors have paid for a station at their location, such as at Ballpark Village or Union Station? Can we ask entities to purchase or sponsor stations by location?
 - Individually sponsored stations should be pursued as a follow-up strategy. For example, Portland attempted that strategy and many sponsors questioned why there was government support for some stations and not for others.
- Who secures sponsorships, owners or operators?
 - That depends on what you want to achieve. Individual stations are easy sells for sponsorship, but large scale funding needs political leadership to encourage potential partners to chip in. Regardless of who is responsible, a committed staff must be dedicated to the effort.
- If funding was already secured, how fast could St. Louis implement a bike share program?
 - Six months. However a more feasible implementation schedule is 24 months, like Seattle.

Stakeholder Feedback Session

Following the presentation and Q & A, Jessica Perkins with Vector Communications asked participants to indicate how interested they were with pursuing a bike share system. Almost all participants were receptive and enthusiastic about moving forward.

When asked if any entities would like to co-champion the effort with Great Rivers Greenway, no one entity was ready to commit. However, Washington University and Forest Park Forever stated they were strong supporters and would be willing to discuss an action plan for progress. Trailnet, while interested, isn't in a position to commit due to its current search for an executive director.

One participant remarked that local municipalities could demonstrate support by developing new bike infrastructure.

Perkins asked participants what the attributes of a co-champion were and participants provided the following answers:

- Regional entity with cross jurisdictional influence and exposure;
- Regular governmental funding base;
- Aligned with values and purposes;
- Experience in attracting diverse funding sources; and
- Ability to dedicate staff time to the effort.

Regarding station funding, the CVC representative suggested looking at the applicability of the CVC's funding of the regional wayfinding program.

Conclusion

Based on the audience's interest, Great Rivers Green staff will begin to meet individually with potential partners to learn more about their ideas and commitments for bike share implementation.



St. Louis Bike Share Plan Bike Shop Owners Briefing November 2014

Overview

On Thursday, November 13 at 8:30 am, Great Rivers Greenway and its study team hosted a briefing for bike shop owners to learn about bike share feasibility, costs, governance models and potential business impact. The ten bicycle related business representatives were from:

- Trek Bicycle Store of St. Louis
- Trek Bicycle Corporation
- Trailblazer Bikes
- The Touring Cyclist
- Sunset Cyclery
- LaBerta and Sons Cycles
- Ferguson Bicycle Shop
- City Cycling Tours
- BikeWorks
- Big Shark Bicycle Company

Presentation Highlights

Phil Goff of Alta Planning + Design conducted the 30-minute presentation which covered:

- An introduction to bike sharing;
- Public engagement results to-date;
- System planning strategy;
- Projected system costs and revenues;
- Facilitators and barriers to successful implementation;
- Governance models; and
- Business impact of bike share.

The presentation's specific points related to bicycle retailers were:

- In many bike share cities, bike share has contributed to increase bicycling enthusiasm. The heightened interest and confidence from bike sharing has prompted users to invest in their own personal bicycles.
- In Boston, bicycle retailers are promoted on the bike share's website for accessory purchases, such as helmets and biking gear.
- In New York, sales of accessories have increased, but sales of commuter-style bicycles have decreased at some stores.

Q & A Session

Q: With memberships, is there an opportunity to use bike share in other cities, such as Boston or Washington, DC?

A: With most systems, that is not possible. However, with B-cycle, membership can transfer. A few cities with B-cycle are San Antonio, Denver, Austin and Madison, WI.

C: St. Louis City government is somewhat siloed and I'm concerned about how they will work together to implement bike share. The most recent example with the Downtown Bike Station has not been favorable.

R: We are still addressing issues of ownership and operations. The City has been involved and there is general interest on its behalf. While the City may not have financial ability to fully support bike share, they have been involved in the planning effort, with several representatives attending the Technical Advisory Committee meetings. Also, rather than to have the government as the owner, Seattle chose a non-profit, comprised of public and private representatives.

C: Now I see that the service area is much larger than Downtown St. Louis. That will expand the user base and make it more accessible.

R: That is correct. Kansas City began in the downtown area and it may be difficult for them to expand.

Q: Indianapolis, Chattanooga and Omaha's systems recently launched. How are they doing?

A: Indianapolis is doing well because of the Cultural Trail and the system's density. They have exceeded their goal of 700 annual memberships.

Q: For bike share, what does success and failure look like?

A: Of course, New York and DC have reached capacity. But ridership is not the only measure of success. The number of trips per bike should be measured, as well as the demographics of riders. Boston has a great demographic mix, due to its density, transit system, tourism and college population. However, students aren't major users on college campuses, employees are.

Additional Feedback

Towards the session's end, the participants were asked what other barriers to use should be considered, excluding the continually expansion of bike infrastructure. Attendees remarked:

- Bike share systems are not kid-friendly and this may limit family participation.
- St. Louis needs to be reprogrammed from being an auto-centric city because that will help both cyclists and motorists to exist together on streets.
- Two major actions need to take place over the next two years – increasing access with additional bike infrastructure and shifting the culture to more active living. While the culture is changing, the volume of bicycles sold remains flat. This could be because of the past economic downturn and the lack of infrastructure.
- My belief is that the situation will improve in the next few years because 2014 is a key year for Great Rivers Greenway with Bike St. Louis Phase 3 improvements.



St. Louis Bike Share Public Open House Summary November 2014

Background

On Thursday, November 13, Great Rivers Greenway and its bike share study team hosted the public’s final open house at the Schlafly library branch from 4:30 to 7:00 pm. Structured as an informational open house, attendees had the opportunity to visit four stations covering project information, public engagement results, station planning and community feedback. Additionally, Phil Goff with Alta Planning + Design conducted duplicate presentations and answered questions at 5:00 and 6:15 pm.

Nearly seventy residents attended the open house and slightly two-thirds (45) completed the comment form either via iPad or paper.



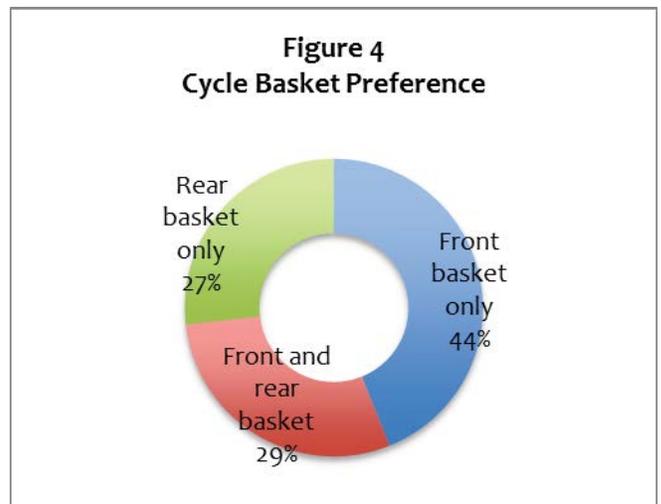
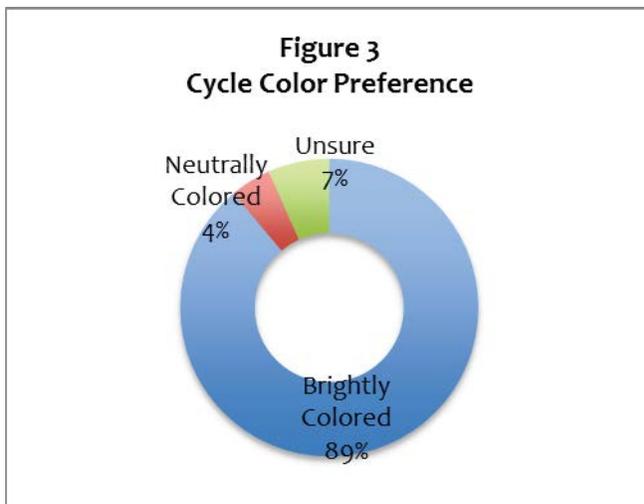
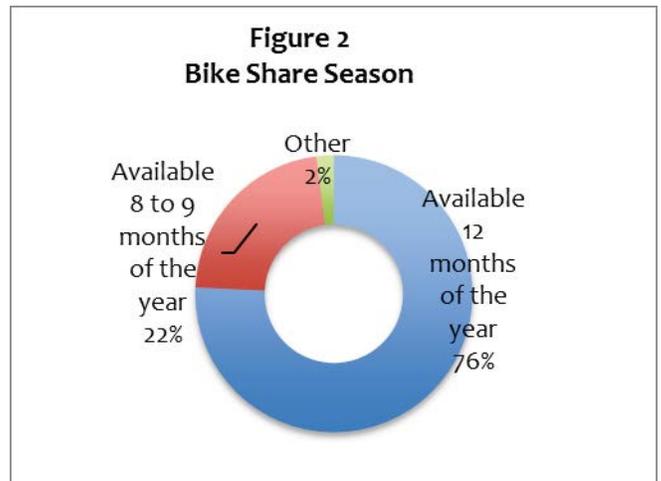
Figure 1: Attendees completing the comment form

Comment Form Feedback Results

Although the bike share feasibility study analysis is nearing completion, the consulting team felt this final meeting was an opportunity to solicit feedback regarding seasonal operations, as well as bicycle and station amenities.

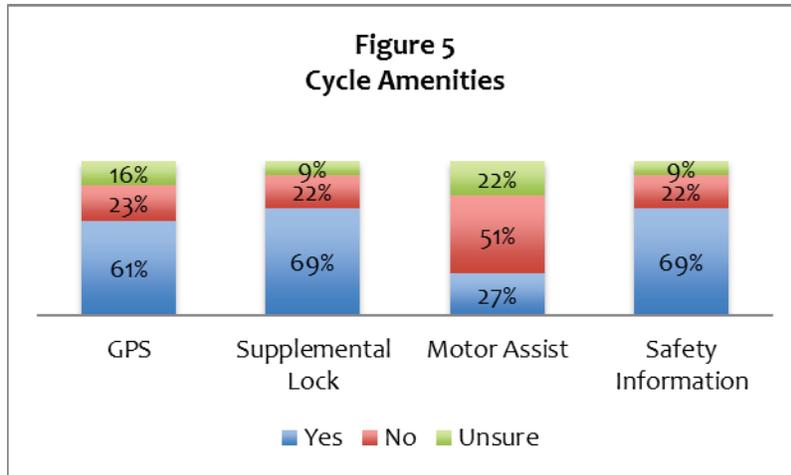
Seasonal Operations – Most attendees (76%) prefer a system that is operated all 12 months, but closed during inclement weather.

Bicycle Amenities – For convenience and visibility, most attendees desire the system’s bicycles to be colored brightly (89%), with either a front basket only (44%) or front/rear

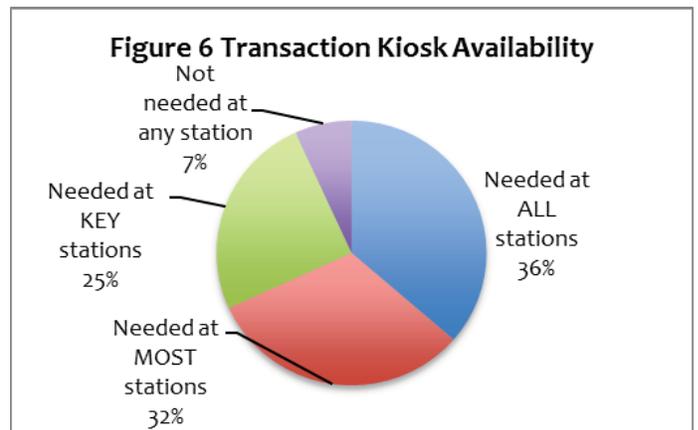


basket combination (29%).

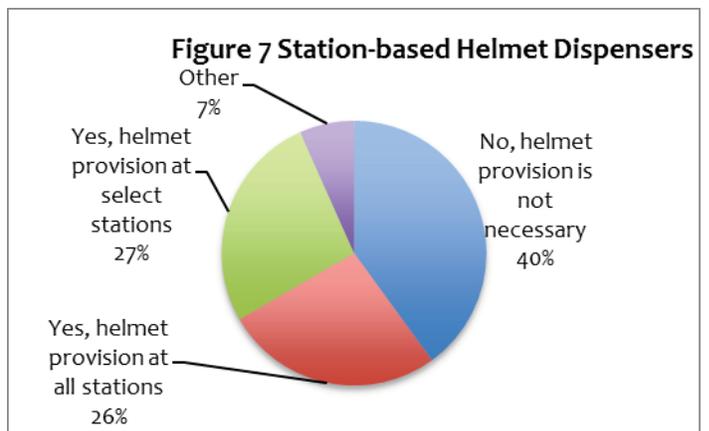
Additionally, attendees desire bicycles to have GPS (61%), a supplemental lock (69%) and additional cycling safety information on handlebars (69%). Most attendees (51%) felt it wasn't necessary to include electric motor assist bicycles in the fleet.



Station Amenities – Attendees were asked about placing transaction kiosks, as well as helmet dispensers throughout the system. Regarding transaction kiosks, used to check out and pay for a bicycle, attendees' responses were somewhat mixed. Thirty-six percent felt that every station required a transaction kiosk, 32% felt a transaction kiosk was needed at most stations, and 25% felt kiosks were needed at key locations, possibly serving more tourists. While 40% responded that helmet provision was unnecessary, slightly more than 50% stated that the system should provide helmets at all (27%) or at some key stations (27%).



The final comment form question asked attendees to share other thoughts they had about the information presented during the evening. Nearly 50% or 21 respondents provided additional information. All comments are listed in the appendix. At least 9 respondents provided supportive comments, such as “Great job! Look forward to the project being implemented” and “The study looks great, and I'm very hopeful for the program's success”.



Two respondents suggested alternatives to ensure the system is available for those without smart phones or

credit cards, such as possibly using ATMs for transactions. Regarding the system plan and phasing, two respondents would like to see south city included in Phase I.

What's in a Name?

Although it may seem premature to consider the name of St. Louis' proposed bike share system, attendees were asked to suggest possible names. The name, which should be marketable and easy-to-remember, will support building the system's brand and subsequently, its popularity.

Many suggested names, as shown below, include references to Missouri or St. Louis' unique aspects, such as its sports teams, rivers, music and the Arch.

- A.R.C.H. (Area or Arch Region Cycling Hub)
- Arch Cycles (2)
- Arch Glides
- Arch Rides
- Blue Bikes
- Blue Cycle
- Blues City Bikes
- Brick City Bikes
- Bud Bikes
- Cyclefluence
- E. J. Bikes
- EZ Go (with the Arch in logo)
- Gateway Bike Link
- Gateway Bike Share
- Gateway Go (3)
- Lou Bike
- Louie
- Metro Bike (3)
- Mound City Bikes
- Next Ride StL
- Re-Cycle
- Redbird Riders (2)
- Redbird Rides
- River Rides (3)
- River Rollers (2)
- Show-Me Bikes

Responses to Final Open House Comment Form Question

Please share other thoughts you may have about the information presented this evening.

Cost

- Keep it cheap

Station Siting and Phasing

- I think linking the system with MetroLink would be idealistic.
- I think since St. Louis is such a car-centric city, it's best to have the most stations in areas where parking is constrained and near major attractions, i.e. Ball Park and zoo
- It would be cool if we could focus on Phase II options, alongside Phase I development. Want to see bikeshare making connections our current transit has not.
- Move South City to Phase I because we need better north/south connections.
- Chicago has terrible winters and they have a full year system. We should have one, too
- South City should be included in Phase I. If Chicago and NYC can have a 12-month system, so can we!
- Like option of "one time" (or occasional use) share; use solar, if possible.

System Amenities

- Could nearby ATMs function as transaction kiosks? GPS May deter people from using bikes for fear of privacy invasion or fees for leaving the area. St. Louis is flat enough that electric motors are probably not necessary. Would one member be able to check out more than one bike at a time, to take a friend along?
- Use docks, not locks to tell when bikes are in need of servicing and more tamper proof quicker for customer. They can also tell if there are free bikes.
- I think it is important for users to be able to rent the bikes even if they do not have a smart phone or easy access to the Internet. It should be an intuitive interface at each station, with clear rules on how the bike can be used and paid for on each trip. Apps are great and I agree they should be incorporated, but they should be supplemental (not a necessity). I fully support bike share in St Louis! Thanks for your hard work!
- If possible, have a card swipe or code for existing members. This will eliminate the need for a transaction kiosk at every station. Having a GPS system would be nice, but it depends on cost.

Bicycle Amenities

- Bigger seats because I have a fat a__
- Baskets should be open; safety information can be either on the bike or at the station

Supportive

- Let's get this rolling ASAP.
- Great idea! Let's do it!
- Consider micro lending or people lending to fund the system.
- Move this project as fast as possible
- Great idea for a premier city such as St. Louis---I will definitely be using this bike share system and so do my friends and tourist, out of town visitors!

- Can't wait for this to start!!!
- The study looks great, and I'm very hopeful for the success of the program. I'll do what I can to help it succeed.
- Pleased to see this project plan coming together. Would use Bike Share in connection with light rail to do business in the City. Think it would be fantastic for those that do work or live in the areas identified. Think this system will support an increase to population in the core City, which is important for the health of our City & region.
- Great job! Look forward to the project being implemented. First phase should definitely focus around college campuses and downtown St. Louis, the Loop, and Forest Park.
- Was really glad I was able to attend the session

Skeptical

- Difficult to get excited about something that probably won't launch until 2017. Seems a little premature to be asking people "What should we name our system?" Are the organizations actually serious about implementing a bike share system or just casually going through the motions?

Appendix 2 – Bike Share Surveys & Summaries

Two surveys were developed and answered by the Technical Advisory Committee, the Citizen/Business Advisory Committee, and the general public at the May Open House and at numerous outreach events throughout the region. Participants completed the surveys in one of two formats – online or paper.

Released in April 2014, the first survey solicited feedback regarding system goal prioritization; interest in using bike share; and daily and annual pass fee thresholds. The actual survey can be found on the next page and the survey's summary report begins on page 44 of this appendix.

The second survey, released in July 2014, solicited feedback about bike share interest, potential destinations, barriers to usage and experience with bike share in other cities. The actual survey can be found on pages 48 to 50 and the survey's summary report begins on page 51 of this appendix.

St. Louis Bike Share Study

April 2014



1. An important part of a bike share study is to determine the overall goals for a system before the planning process begins. Using a scale of one to five, please rate the importance of the potential system goals. Place an “X” in the appropriate box.

Potential Goals for a Bike Share System		1	2	3	4	5
		Not at all an Important Goal	Slightly Important Goal	Modestly Important Goal	Important Goal	Very Important Goal
A	Enhance the public transit network					
B	Increase physical activity to benefit public health					
C	Promote travel to landmarks, parks, trails and business districts					
D	Increase access to jobs and educational opportunities					
E	Expand mobility options for low-income neighborhoods					
F	Improve air quality and reduce motor vehicle traffic					
G	Serve visitors and tourists to maximize revenue to sustain the bike share system					
H	Improve St. Louis’s image and attract new residents and businesses					
I	Use bike share to leverage more bicycle infrastructure such as bike lanes					
J	Increase number/safety of bicyclists on the streets					

2. Of the goals above, which two are most important to you? _____ and _____

3. If St. Louis had a bike share, would you be interested in using it? Yes No

4. If so, how much might you pay for an annual membership? (in other cities, this ranges from \$50 - \$100/year) \$_____/year

5. How much might you be willing to pay for a day pass? (in other cities, this ranges from \$5 - \$10/day) \$_____/day

6. If you are interested in following this project, please provide your name and email address for future updates and notices. PLEASE PRINT.

Name: _____

Email Address: _____



St. Louis Bike Share Plan Summary of Online Goals Survey

June 2014

Overview

Great Rivers Greenway solicited feedback from residents using an online survey from April 27 to May 31. Answered by 318 respondents, the survey asked residents to:

- Rate the importance of ten potential bike share system goals;
- Indicate their interest in using a bike share system; and
- Suggest how much they would be willing to pay for an annual membership and a daily pass.

Goal Prioritization

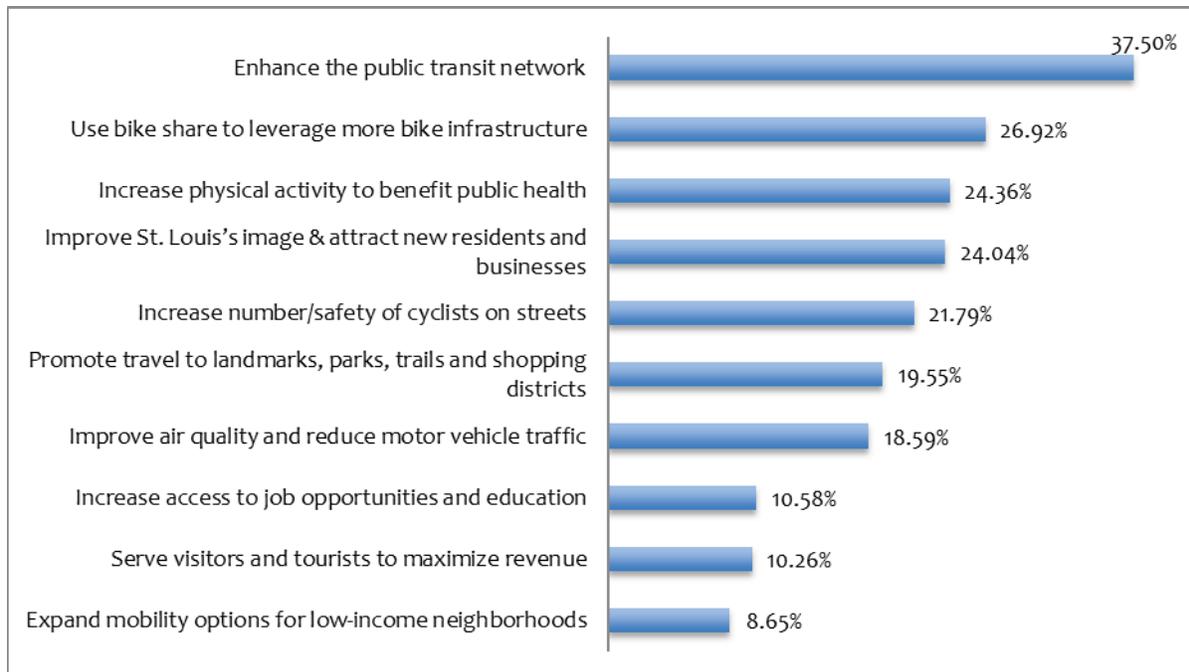
As demonstrated in Figure 1, with a weighted average of 4.05 (on a 5-point scale) or higher, respondents rated all potential bike share system goals as important. For the top five goals, more than 80% of the respondents rated the goals as being “important” (4) or “very important” (5). From their responses, a bike share system for St. Louis could enhance connectivity, improve cyclists’ safety through increased ridership, expand the cycling infrastructure, while supporting public health goals and showcasing the city as a bike-friendly community.

Figure 1: Bike Share Goals – Frequency Distribution and Weighted Averages

Potential Goals for Bike Share System (N=318)	1 Not at all Important Goal	2 Slightly Important Goal	3 Modestly Important Goal	4 Important Goal	5 Very Important Goal	Weighted Average
1. Enhance the public transit network	0.63%	4.43%	6.01%	28.80%	60.13%	4.43
2. Increase number/safety of cyclists on streets	0.33%	3.92%	9.80%	26.14%	59.80%	4.41
3. Use bike share to leverage more bike infrastructure	1.26%	4.10%	11.04%	21.77%	61.83%	4.39
4. Improve St. Louis’s image & attract new residents and businesses	0.64%	4.14%	11.78%	27.07%	56.37%	4.34
5. Improve air quality and reduce motor vehicle traffic	0.32%	5.11%	11.18%	29.39%	53.99%	4.32
6. Increase physical activity to benefit public health	0.96%	5.10%	17.52%	26.11%	50.32%	4.20
7. Promote travel to landmarks, parks, trails and shopping districts	0.95%	4.11%	16.14%	32.28%	46.52%	4.19
8. Increase access to job opportunities and education	0.96%	7.11%	14.97%	35.03%	42.04%	4.10
9. Expand mobility options for low-income neighborhoods	0.95%	9.18%	16.46%	30.38%	43.04%	4.05
10. Serve visitors & tourists to maximize revenue	2.55%	6.05%	18.47%	26.92%	43.31%	4.05

In addition to rating the goals' importance, respondents were also asked to select their top two goals. With 98% of respondents answering, the top two goals selected were “enhancing the public transit network” and “using bike share to leverage more bicycle infrastructure, such as bike lanes”. Figure 2 details the responses for all goal statements. Interestingly, the goal – “increasing physical activity to benefit public health” – was not included in the top five of weighted averages, but was included in the top five when respondents were forced to select only two goals; and “improving air quality and reducing motor vehicle traffic” was not included in the top five when respondents were required to select.

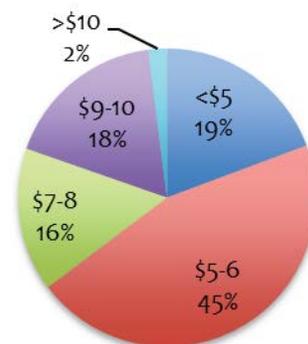
Figure 2: Bike Share Goals – Top Goals



Bike Share Interest and Fee Threshold

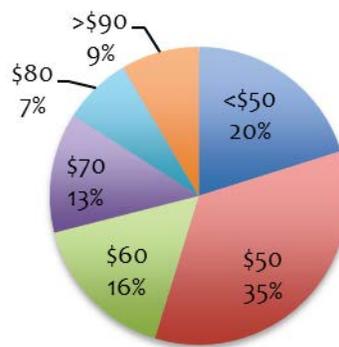
If St. Louis had a bike share program, more than nine of ten (93%) of respondents said they would use it. Fifty-five percent would consider an annual membership of \$50 or less per year; and for a daily pass, 65% would consider paying \$6 or less per day. Figure 3 and 4 detail the cost threshold distribution.

Figure 3: Fee Threshold – Daily Pass



Note: For the “interest” question, 97% of respondents answered. For the fee threshold question, the percentage dropped to 89% and 93% for the annual pass and daily pass, respectively. The higher percent responding for the daily pass may suggest more respondents are willing to use the daily pass option than the annual option.

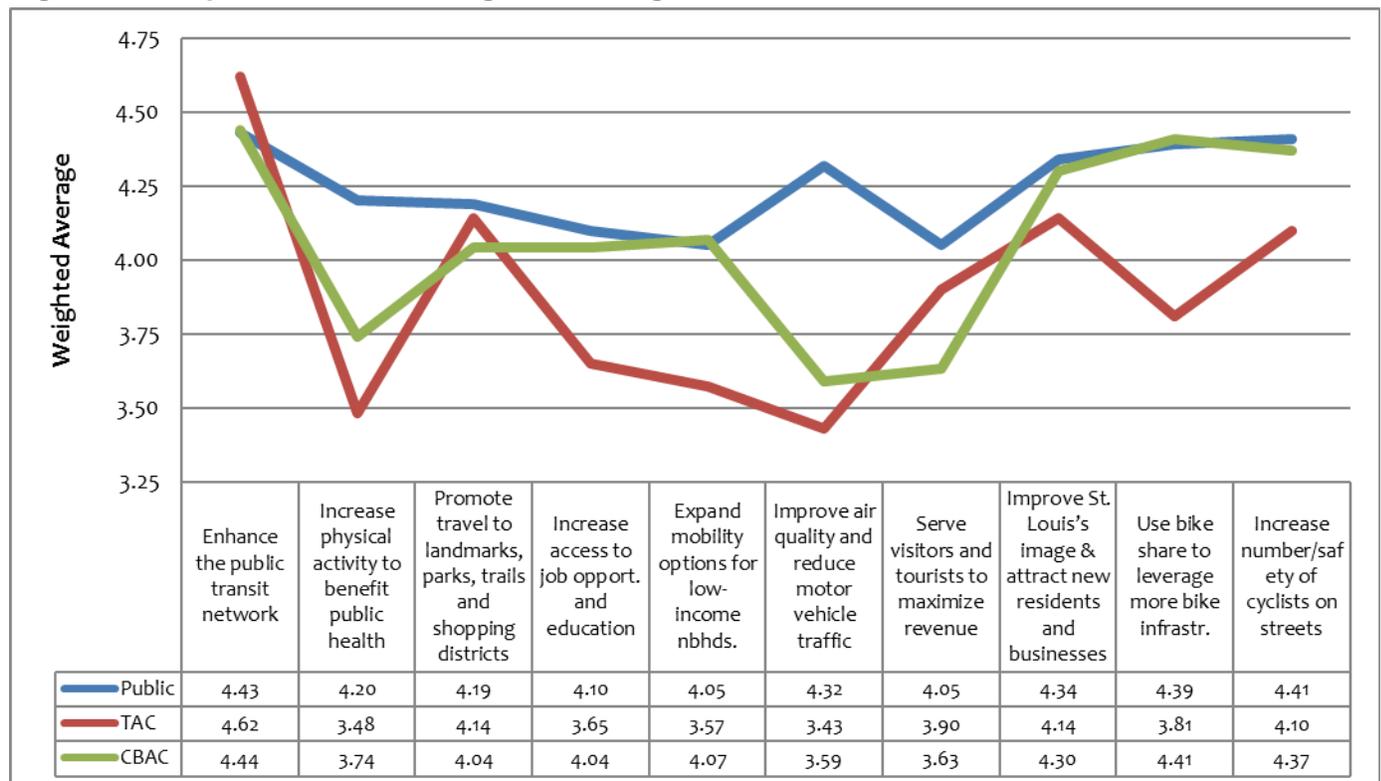
Figure 4: Fee Threshold – Annual Pass



Comparison of Goals Across Audiences

During the public survey period, the Technical Advisory Committee (TAC) and Citizen and Business Advisory Committees (C/BAC) met for their initial meetings. Each attending committee member was asked to complete a goals survey to compare and contrast the committees’ preferences with those of the members of the public who completed the survey. Figure 5 details the weighted averages for each goal by audience.

Figure 5: Comparison of Goal Weighted Averages Across Audiences



Note: Although the exact number or percentage is unknown, the responses of a few committee members are also included in the public’s weighted averages because they took the survey before attending the first meeting.

The weighted averages were fairly consistent across the three audiences for the following goals:

- Enhancing the public transit network (weighted averages ranged from 4.43 to 4.62);
- Promoting travel to landmarks, parks, trails and shopping districts (weighted averages ranged from 4.04 to 4.19);
- Improving St. Louis' image and attracting new residents and businesses (weighted averages ranged from 4.14 to 4.34); and
- Increasing the number/safety of cyclists on streets (weighted averages ranged from 4.10 to 4.41).

Without conducting further statistical analysis across groups, it is difficult to determine if there is a significant difference among the averages. However, several goal differences (averages with a +/- 10% difference) between the public's responses and committees' responses are worth noting.

The public's rating for:

- "Increasing physical activity..." is significantly higher than the TAC and the CBAC's ratings;
- "Increasing access to job opportunities..." is significantly higher than the TAC's rating, but compares closely to the CBAC's rating;
- "Expanding mobility options for low-income..." is significantly higher than the TAC's rating, but compares closely to the CBAC's rating;
- "Improving air quality..." is significantly higher than the TAC and the CBAC's ratings;
- "Serving visitors and tourists..." is significantly higher than the TAC and the CBAC's ratings; and
- "Using bike share to leverage..." is significantly higher than the TAC's rating, but compares closely to the CBAC's rating.



St. Louis Bike Share Usage Survey

Great Rivers Greenway, with many public and non-profit partners, is leading the effort to study whether or not a bicycle sharing system is financially and operationally feasible in St. Louis. Your answers to this survey will help inform the planning process for the business and implementation plans. A bike share system is a network of shared bicycles available for short-term use, usually 30 to 45 minutes. Riders, with either a daily or annual pass, check out a bicycle from a network of stations. The stations are usually placed within a ¼ to ½ mile radius of each other. Currently, there are 30 North American cities with bike share programs.

Demographics

1. **What is your residential zip code?** _____
2. **What is your gender?**
 - Female
 - Male
 - Other
3. **What is your age?**
 - 15-19
 - 20-30
 - 31-39
 - 40-50
 - 51-59
 - 60+
4. **What is your ethnicity?**
 - African-American/ Black
 - American Indian/ Alaskan Native
 - Asian-American/ Asian
 - Hispanic-American/ Hispanic
 - White
 - Decline to answer

St. Louis Transportation Experience

5. **How far is a one-way trip from your home to your job (or school)?**
 - <2 miles
 - 2-5 miles
 - 5-10 miles
 - 10-20 miles
 - 20+ miles
6. **How often do you ride a bicycle? (Including leisure and commuting purposes)**
 - Daily
 - Weekly
 - At least once a month
 - Few times each year
 - I do not ride a bicycle
7. **How often to you use public transit (MetroBus or MetroLink)?**
 - Daily
 - Weekly
 - At least once a month
 - Few times each year
 - I do not use public transportation

8. **If St. Louis had a bike share, how likely are you to use it?**

Very Unlikely	Unlikely	Neutral	Likely	Very Likely
<input type="radio"/>				

Note, for Question #8 above:

- **If your answer was either “neutral”, “likely” or “very likely”, continue to page 2**
- **If your answer was either “very unlikely” or “unlikely”, continue to page 3**

9. **How would you use bike share in St. Louis?** Please select all that apply.
- Commuting to work or school
 - Accessing MetroLink or MetroBus
 - Running errands
 - Exercising
 - Traveling to entertainment locations (i.e. movies, shopping, eating, etc.)
 - Traveling to special events (i.e. Fair St. Louis, Cardinals' games, Mardi Gras, etc.)
 - Other _____
10. **How often do you predict you will use bike share?** Please select one of the following options.
- Daily
 - Weekly
 - Primarily on weekends
 - At least once a month
 - Occasionally throughout the year
11. **What barriers, if any, would restrict your regular use of bike share?** Please select all that apply.
- Certain destinations require a car due to the long distance/lack of bike route
 - Concerns about extreme weather
 - Traffic and congestion
 - Lack of biking infrastructure (i.e. bike lanes) in certain areas
 - Other _____
 - I don't know
12. **Excluding your home and work, what top three areas do you visit the most?** Please select only three options.
- Downtown St. Louis
 - Midtown (i.e. Grand Center, SLU, Harris-Stowe)
 - Central City (i.e. Central West End, Forest Park/ Skinker-DeBaliviere, Delmar Loop)
 - North City (i.e. Fairground Park, Hyde Park, Old North St. Louis)
 - South City (i.e. Tower Grove Park, Lafayette Square, the Hill)
 - Mid County (i.e. University City, Clayton, Kirkwood)
 - North County (i.e. Ferguson, Saint Ann, Black Jack)
 - West County (i.e. Maryland Heights, Creve Coeur, Des Peres)
 - South County (i.e. Sunset Hills, Webster Groves, Affton)
 - Other _____
13. **Have you used a bike share before in another city?**
- Yes (City, please _____)
 - No

14. **On a scale of one to five, with five being "very satisfied", rate your most recent bike share experience in the following areas.**

AREA	1	2	3	4	5	Not Applicable or Don't Remember
	Not Satisfied		Satisfied		Very Satisfied	
Day pass cost	<input type="radio"/>					
Station locations	<input type="radio"/>					
Bicycle design	<input type="radio"/>					
Perception of safe traveling	<input type="radio"/>					
Display/posting of cycling laws	<input type="radio"/>					

15. **Do you have any other comments about the potential development of a bike share in St. Louis?**

Thank you for your responses! Your input helps us to determine the feasibility of bike share in St. Louis.

NOTE: The questions below are for those who answered “very unlikely” or “unlikely” on question #8 on page 1.

16. What factors make you less likely to use bike share? Please select all that apply.

Safety

- Inexperience with bike riding on streets/or with traffic
- Difficulty of the bike route to primary destinations
- Helmet requirement for cyclists

Cost

- Cost of annual membership (>\$75) or day pass (≈\$8) without available discount programs
- Cost of annual membership (>\$75) or day pass (≈\$8), even with available discount program
- Bank account/credit card requirement to check out bikes

Distance and Travel Time by Bike

- The distance between job/school and home by bike
- The distance between errand destinations and home by bike
- The distance between major destinations of entertainment (i.e. shopping districts, restaurants, movies, etc.) and home by bike
- Travel time difference between commuting by car versus public transit/bike

Riding Experience

- Lack of biking infrastructure (i.e. bike lanes and paths)
- Level of physical fitness/physical ability
- Preference to ride with a group of cyclists, rather than alone

17. Of the factors mentioned in the previous question, which category concerns you most about using bike share?

- Safety
- Cost
- Distance and Travel Time by Bike
- Riding Experience
- Other _____

18. What would motivate or encourage you to use bike share? Please select one of the following options.

- Ongoing improvements to biking infrastructure (i.e. bike lanes and paths)
- Frequently occurring bike events or community rides hosted by bike share staff or a third party organization
- Bike share ambassadors available at various bike share stations that demonstrate how to use bike share
- Ability to join an informal group in your neighborhood that commutes together via bike share
- Receiving benefits or discounts from other businesses due to bike share membership
- Other _____
- I don't know

19. Excluding your home and work, what top three areas do you visit the most?

Please select only three options.

- Downtown St. Louis
- Midtown (i.e. Grand Center, SLU, Harris-Stowe)
- Central City (i.e. Central West End, Forest Park/Skinker-DeBaliviere, Delmar Loop)
- North City (i.e. Fairground Park, Hyde Park, Old North Saint Louis)
- South City (i.e. Tower Grove Park, Lafayette Square, the Hill)
- Mid County (i.e. University City, Clayton, Kirkwood)
- North County (i.e. Ferguson, Saint Ann, Black Jack)
- West County (i.e. Maryland Heights, Creve Coeur, Des Peres)
- South County (i.e. Sunset Hills, Webster Groves, Green Park)
- South County (i.e. Sunset Hills, Webster Groves, Affton)
- Other _____

Thank you for your responses! Your input helps us to determine the feasibility of bike share in St. Louis.



St. Louis Bike Share Plan Summary of Bike Share Usage Survey September 2014

Overview

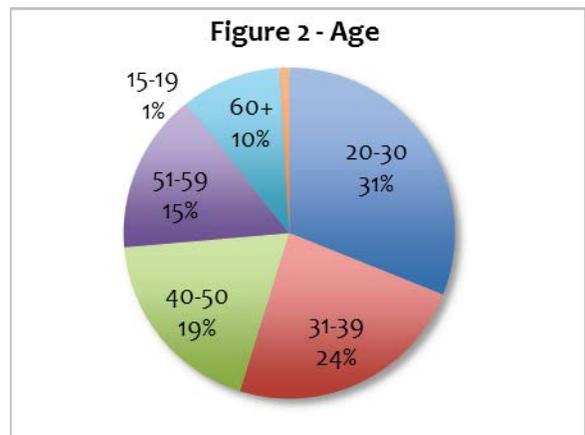
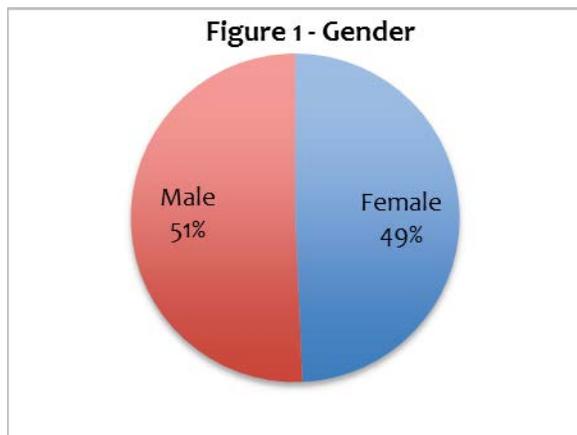
With two surveys, Great Rivers Greenway solicited feedback from St. Louis residents for the Bike Share Feasibility Study. This summary details the outcomes of the bike share usage survey, which was accessible for early July to early September. Answered by 1,156 respondents, the purpose of the Bike Share Usage Survey was to:

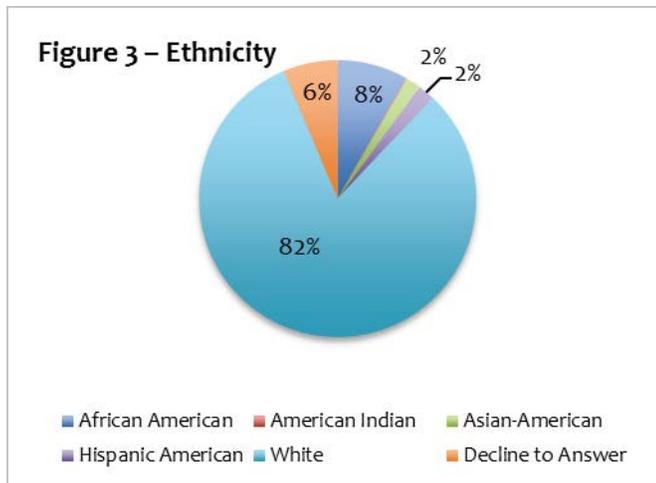
- Gauge the likelihood of St. Louis using bike share;
- Discover what barriers, if any, exist that restrict potential bike share use;
- Determine locations within the St. Louis regions residents visit the most outside of home and work/school; and
- Learn how residents plan to use bike share, if implemented.

The survey was available for residents to complete online at their leisure or as a hardcopy during scheduled community events around St. Louis City.

About the Respondents (Figures 1 to 3)

The respondents, almost equally divided by gender (Figure 1), reside mostly in the City of St. Louis (53%). The most reported age range was between 20 and 30 years of age (Figure 2), with almost three of ten selecting that choice. By race or ethnicity, eight of ten (82%) identified themselves as white and 8% identified as African-American (Figure 3)





Overall, 42 to 51% of respondents own a bicycle, as determined by the percent of people who selected “use of a personal bicycle” as a factor limiting their bike share usage and those who stated they ride a bicycle either daily (16%) or weekly (35%, Figure 4).

Approximately 45% of respondents live within five miles of home and work or school (Figure 6) and 15% ride public transportation either daily or weekly (Figure 5).

Excluding home and work, they are most likely to visit **Central City** (e.g., Central West End, Forest Park/Skinker-DeBaliviere, Delmar Loop), **South City** (e.g., Tower Grove Park, Lafayette Square, the Hill), **Downtown, and Mid-Town** (e.g., Grand Center, SLU, Harris-Stowe).

Figures 4 through 6 offer better insight about how likely the survey sample would adopt bike share as another travel modality option.

Bike Share Usage

Of all respondents, almost two of three (63%, Figure 7) are either “likely or very likely” to use bike share. Of these individuals, 40% have a personal bicycle. For the remaining third, who stated “very unlikely, unlikely or neutral”, 50% have a personal bicycle. Overall, there was no significant gender difference in the likelihood of using bike share. However, there may be a significant difference by age. For 20 to 40 year olds, roughly 67% are likely to use bike share; for 41 to 50 year olds, 58%; for 51 to 60 year olds, 65%; and for those older than 60, 48%.

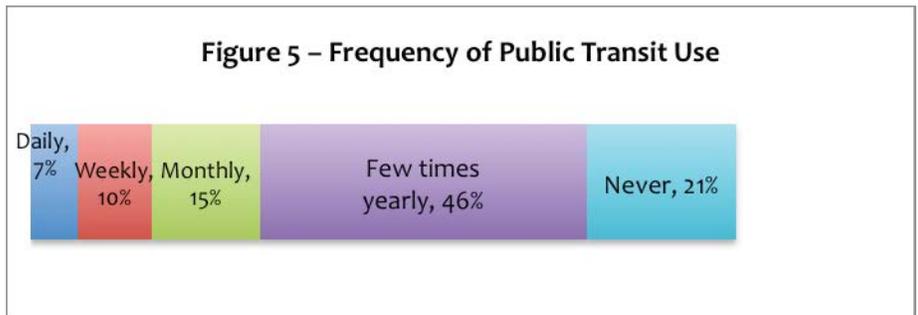
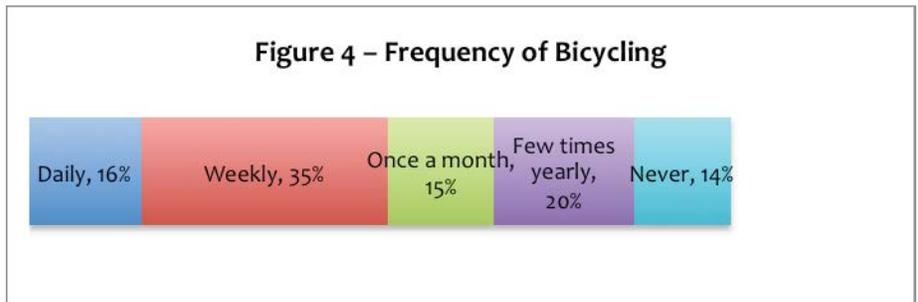


Figure 6 –Travel Distance from Home to Work/School



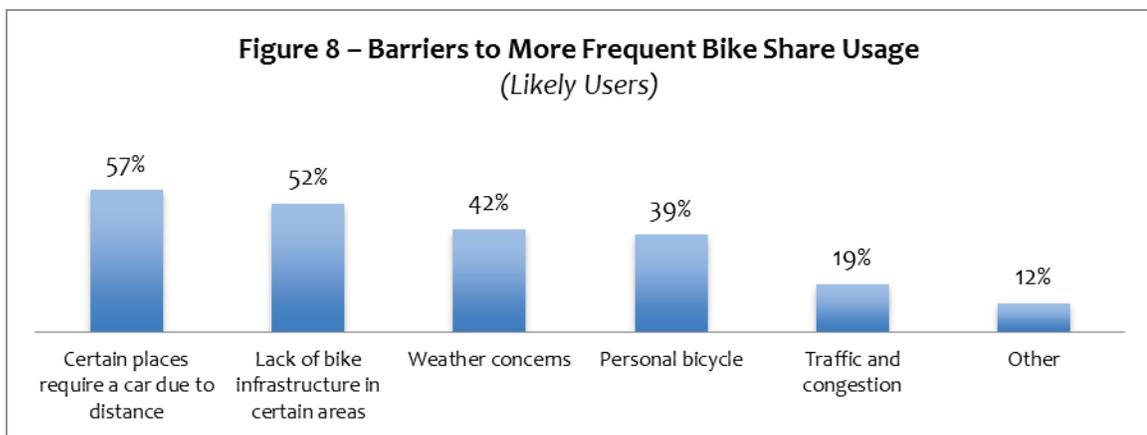
Noticeably, bike owners are mixed about their use of bike share – some will use bike share to augment their travel options and others will continue to use their bikes instead of using bike share.

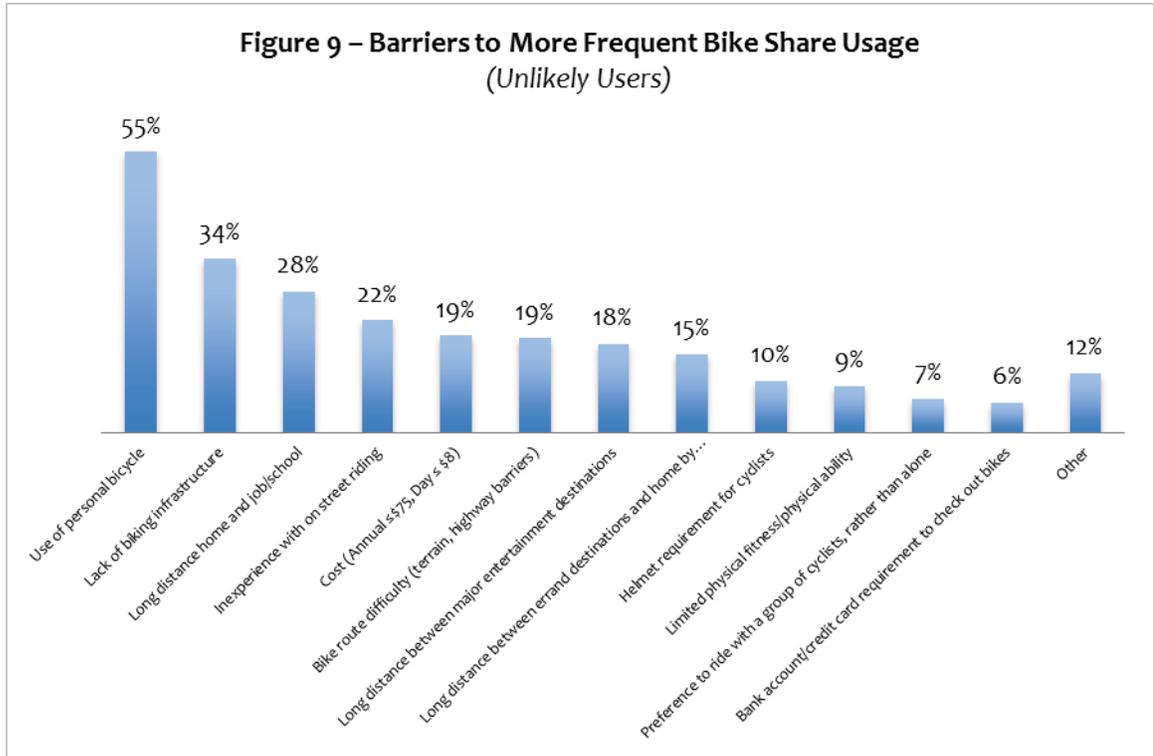


A small percentage of respondents (6%) predict daily bike share use. However, 53% predict they will use bike share either weekly or monthly. Respondents are most likely to use bike share for traveling to entertainment venues (61%), traveling to special events (61%), running errands (44%), exercising (40%), and accessing public transportation (40%).

Factors Limiting More Frequent Bike Share Usage

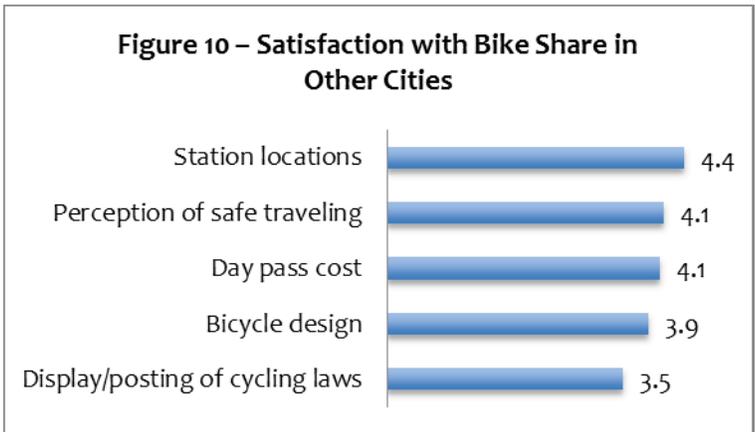
Excluding extreme weather conditions, the most commonly mentioned barriers to more frequent bike share use for those likely to use bike share are long distance destinations (57%) and lack of bike infrastructure in certain areas (52%, Figure 8). For those unlikely or unsure about bike share, the most commonly mentioned reasons provided were the use of a personal bicycle (55%) and lack of bike infrastructure in certain areas (34%, Figure 9).





Experience with Bike Share in Other Cities

Bike share’s proliferation in other U.S. cities can benefit St. Louis by creating demand once the system is implemented. Of course, in addition to local residents, tourists are likely bike share users. Knowing that, the survey asked “very likely and likely” users if they had used bike share systems in other cities. Of the respondents in this category, 46% (326) have used bike share in other cities. The most commonly mentioned cities were Chicago (30%), Washington, DC (14%), New York (14%), Minneapolis (7%), Denver (6%) and Indianapolis (5%).



Using a 5-point scale, with five being “very satisfied”, respondents were most satisfied with the location of stations and least satisfied with the posting of cycling laws in other cities (Figure 10).

For the final survey question (Q. 15), respondents were asked to share other comments about the potential of bike share in St. Louis. Approximately four of ten respondents provided an answer to the question and their verbatim answers are found in the appendix. The responses were categorized and examples are in the table below.

Category	%	Verbatim Sample Responses
Supportive of bike share	49%	<ul style="list-style-type: none"> • We need it now!!! St. Louis's public transit is behind the times. This is one important way that we could step it up. It would be a great boon to STL residents and tourists, alike. • This would be great to rent when I have friends and family in town. I would use it weekly and get others to finally ride with me. • I think bike share is a great idea in St. Louis. It would certainly align us with larger metropolitan areas & give tourists as well as people who live here choices. • Would love a bike share program, especially for getting into downtown from S. City, Mid County, etc. during big events!
Safety and bike infrastructure	19%	<ul style="list-style-type: none"> • Bike share is a great idea, but riding in St Louis streets isn't safe. • Services like these promote neighborhoods and safer travel for all bikers. Distance is a big issue in St. Louis, but biking can bridge that gap. • I love the idea of a bike share...I am concerned though, about the safety of cyclists. As a very experienced cyclist, I find the traffic and the cycling infrastructure difficult and often dangerous to navigate. • Believe it would be hard to implement in a city like St Louis (vs. Chicago) due to lack of paths, drivers that are not used to seeing bikers on the roads. But it would be great to have for certain areas (downtown, Clayton, U City).
Station locations, bike design and convenience	16%	<ul style="list-style-type: none"> • Please place in areas with the greatest market share/potential for use during the first implementation phase. It will help the project takeoff and gain public support for future iterations. If it is not convenient/useful/marketable, the project will likely struggle. • Front baskets make bicycles difficult to steer for inexperienced riders, so consider rear baskets if possible...30 minutes allowed between dockings is not enough for some, should be raised to 45 minutes.... Put a timer on bikes so people know how much time they have left until the must dock. Provide a map with all docking stations either on the bike or at all docking stations. • It seems like a good idea. To me, it depends on the location of the stations. It's a bit ironic to drive to a bike share or metro station.
Education and Promotions	7%	<ul style="list-style-type: none"> • I also think potential bike share users, like new drivers, should be taught basic skills, like the proper way to signal. I see many seasoned bike riders in St. Louis who are not doing this... • Location is everything. For example, my neighborhood is pretty isolated from good public transit. I can drive to work in 9min. Google says public transit would take almost 40min and include a fair amount of walking. I think a lot more people in my area might consider more transit use with some sort of connector like bike-share availability.
Unsupportive of bike share	6%	<ul style="list-style-type: none"> • Not worth it! • Sounds like a waste of money for a city that is too spread out to be bike friendly
Cost	3%	<ul style="list-style-type: none"> • \$8 a day seems high. I'm not sure what discount program you were referencing in the multiple-choice questions. • Maybe a reduced fee during the colder/winter months.

Verbatim Responses from Bike Share Usage Survey, Q. 15

Survey respondents were also asked to share any other comments about the potential of bike share in St. Louis. All responses are shown below.

(Note: Many responses apply to several categories)

Supportive

- I think this would be an amazing development for our city.
- Overall the MRT is well kept with the exception of McKinley Bridge (lots of broken glass)
- A bike share program would get more usage than most people think, especially if it were coupled with bike lanes on Gravois. I would love to commute to work, but there is not a good route from where I live in South City to where I work in South County. Gravois is the only real option, and the traffic is usually very heavy and fast moving. Drivers yell profanities at you regularly to get out of the road.
- Bike share is a great idea, but riding in St Louis streets isn't safe.
- Sounds great but South County has almost nowhere safe to ride bikes...
- I think a bike share would be great for folks who like to bike. I also think that having better infrastructure for biking would help keep folks safe - especially when bicyclists are on busy city streets such as Kingshighway. Despite my disinterest in biking, I believe others should have the option to bike if they would like to do so.
- Services like these promote neighborhoods and safer travel for all bikers. Distance is a big issue in St. Louis, but biking can bridge that gap. I would love to see this start in park areas and see popularity grow. Tower grove and forest park would be the most prime for me personally. Plus, it's nearly impossible to frown when using these bike services. They make traveling fun and convenient.
- I feel a bike share program is wonderful only if the bikes are used on paths specifically for bikes and out of traffic lanes.
- I love the idea of a bike share coming to St. Louis. I am concerned though, about the safety of cyclists. As a very experienced cyclist, I find the traffic and the cycling infrastructure difficult and often dangerous to navigate. I am concerned about inexperienced cyclists being able to manage the streets. I wonder if we need to improve safe cycling infrastructure before bringing the bike share to the city.
- We need it now!!! St. Louis's public transit is behind the times. This is one important way that we could step it up. This would be a great boon to STL residents and tourist visitors.
- This would improve STL's image as a City with a progressive perspective.
- The bike share concept is so inviting. Enchanting. Used in other cities. Instead of drowning in consumerism, we took leisurely rides around our destination. It was, by far, the most de-stressing part of our visits. Go, St. Louis! Bike whenever, wherever you can.
- St. Louis could attract so many more people if we were more bike-friendly. I'm a biking enthusiast and would spread word (already do) even more so to people to ride bikes if it were safer.
- Chattanooga has one and it looked easy to use.
- This would be great to rent when I have friends and family in town. I would use it weekly and get other to finally ride with me.
- Good luck, it would be a wonderful addition to our community.
- It would be great!!!
- Great idea!
- I think bike share is a great idea in St. Louis. It would certainly align us with larger metropolitan areas & give tourists as well as people who live here choices.

- It would be a welcome addition to a city with limited public transit options.
- I love the idea of a bike share program. I think it would put us on par with some great cities both nationally and internationally. But, our lack of bike lanes and the general lack of a bike mentality make me worry about its prospects for success. Having one fail would be a big setback for biking in our city. I want biking to be successful. If you so opt to go forward, make sure it's successful. It's expense for cities to run and even big cities like NYC have struggled with them.
- Just this weekend, my husband and I came across this set up in San Antonio and Austin, TX. The bikes made our stay so much more enjoyable to explore the city get to different points, and much cheaper than a taxi. The entire trip, we just kept saying how much we would LOVE this option in St Louis!! Please bring them to town!!! If there is an option for investing, please send a link!!
- I'm passing this along to friends because I'm excited!
- I have used bike shares when in Europe and in Minneapolis, MN. I wish STL was more environmentally friendly with its transportation, and I wish the MetroLink went out into the county more.
- Once we get downtown having bikeshare would enable us to traverse the city much more easily, but we would have to have the ability to bring children along, it's a deal-breaker.
- I think this is a fantastic idea. It would really show that St. Louis is a modern city and that we have a lot to offer visitors and residents alike.
- I work downtown and live in Tower Grove Heights. I couldn't possibly be a better candidate for a bike share.
- Would be a great boon for Forest Park - great way for visitors to see the park!
- Would make the city a friendlier more accessible and up to date place
- I think this would be a great addition for St. Louis!
- Pretty cool, attractive for travelers, attractive to those who rely on metro bus but aren't close enough to a bus stop or would then not have to live next to a bus stop etc.
- Would love a bike share program, especially for getting into downtown from S. City, Mid County, etc. during big events!
- I recently visited Chattanooga and Knoxville, both having bike share. I thought it was a great idea for visitors particularly. Another feature I saw in Chattanooga and I know it is Minnesota, as well, are bike repair stations. These would be great and (along with improved bike paths/lanes) increase my likelihood to bike around town. Having repair tools/air pump (and possibly even community events to demonstrate use) would be a great thing to have in STL!
- It would be great and would probably encourage me to ride more because I would have a bike resource for friends that do not have a personal bike, but would be willing to bike if they could easily borrow one. I would also use it when commuting for work meetings if it helps get to a MetroLink or a bus stop.
- This is an idea worth while pursuing
- The timing is right to add a program to enhance travel in the Saint Louis Area
- I am more than ready for bike share in St. Louis.
- Let's get this! I recently rode my bike the Cards' game and had to search for a bike rack, finally finding one behind Ballpark Village. Every other major city has embraced this!
- Anytime we can offer more public transportation options I am on board! I would love to offer the bike share to visitors. For example, this weekend my friend and I could bike to and from Lou Fest instead of dealing with the headache of parking!
- Just do it.... it is amazing to see so many people commuting to and from places on these bikes and just dressed to work or play. Really wonderful feeling in a biking city that is not found in St. Louis
- I think it's a terrific idea. Would be great for tourists, as well as citizens.
- I would be more likely to use it if I could pay per-use rather than as an annual subscription.

- I think it's a great idea! I would like to see it happen in the Gravois Park, Marine Villa, and Tower Grove neighborhoods.
- I think this is a great idea, but I think education for proper road etiquette would have to be supported and enforced to keep everyone safe!
- Let's get this done.
- I think it would be great - I watched how it was used in New York city - wow
- Although I may not use a bike share program, I do believe it would be a great addition to the transportation infrastructure in the St. Louis Region.
- Discounts for students would really encourage use.
- Can definitely see myself, and others using bike share to travel from South Grand to the Grand metro station. Better than waiting for a bus!
- I think bike sharing would be a great idea. I would use it if I didn't have a bike. I do have friends who would be interested in riding with me, however they don't own a bike. This would be perfect for them.
- Please, please bring a bike share to St. Louis - especially to South City/Cherokee. It's the logical next step to making our community more livable.
- I think it's a great idea!
- We have one bike for our two-person household. Being able to cut the cost of a 2nd would really be great, plus with a bike share we can finally bike together, thus increasing the total amount of biking time a week. There are certain neighborhoods that I avoid due to a perceived limited parking; bike share really improves the possibility of me visiting new areas of St. Louis.
- Do it!
- Do it! Let's get our city in line with other major cities.
- Much needed for city living. Great option for getting to places where parking is limited.
- Bike Share at MetroLink stations would be something I would use weekly.
- I believe a bike share system would be a fantastic and efficient way of exploring the great city in which we live in. Bikes allow us to see the city on a human scale as opposed to looking out a car or train window.
- Love it. Please keep going.
- I love the idea of trails and connecting areas but until the individual towns start improving local biking this will not get people out. Biking and even the walking/sidewalks in Kirkwood are terrible.
- I bought a bicycle, but I had to leave it outside because getting it upstairs to my condo using a winding narrow staircase was impossible. I had it very securely chained to a fence inside a gated complex. It was still stolen. So, a bike share would be great.
- I have used bike share in Montreal, Des Moines and New York City and have enjoyed the experience and ease of using the bikes
- Would be fun in the right area downtown. Seems like a fun thing to do for dating or just a group of friends wanting to ride around Soulard/Wash Ave. It would be even cooler if you could ride it to a Cardinal's game and lock it outside where the bike would be safe.
- Get it to St. Louis!
- Currently use personal bikes. Would be great for tourists / visitors. Kansas City had no helmets at the stations. Would have used helmets if they were easily available.
- I have seen it as a successful program in other cities. I think that with St Louis being so spread out it may only work in central parts of the City but think it is a great idea.
- Think this would be a major step forward to bring people to living in the downtown area.
- I am a huge proponent of this system. I truly believe it offers grand benefits to the citizens by offering a healthy, economical, and green option for public transportation. I know not everyone will use it, but I would offer for

consideration that just having it as part of our infrastructure will offer great benefits to the entire citizenry by making our city an attractive, modern place to live, and thereby attracting new residents, which will improve the economy for all.

- It seems more and more areas have biking lanes so as long as there were stations at frequent enough intervals I think it would be successful!
- I love the idea, but it is not practical for me to commute from south St. Louis city to Ladue due to inhospitable roads for bikes. I used to bike commute but I don't anymore.
- I would love to use a bike in the city, including bike share.... the car mentality in the city makes the idea of riding a bike to get from one place to another a bit terrifying.
- Please make this happen in our region. Thanks.
- I would love to see a bike share program that was very low-cost (nearly free) in order to change the transportation patterns of our city. Dedicated bike lanes are also sorely needed.
- Great idea in principle-- I suspect it will require a fair amount of effort to educate drivers in areas without bike lanes to share the road. I have had my fair share of close calls with drivers in the CWE who insisted cyclists ride on the sidewalk.
- It would be a real positive for the city and would encourage more biking.
- Bike share gives people freedom. It would be great for businesses. We saved \$50 on sightseeing in Indy. We spent that money instead in shops and businesses.
- I have spent a great deal of time in Chicago this summer and their Divvy program is OUTSTANDING. My wife and sons have commented repeatedly that we need something like this in STL. After spending so much time exploring Chicago we are looking forward to doing the same in STL and are hoping the city can get something like Divvy here ASAP.
- I have never used bike share but I have heard good things from friends in DC and Chicago.
- Thanks for the safe biking class. It was good.
- It's a great way to get around. We actually have Zagster at work
- A bike share would be wonderful for St. Louis because many people visit our city from all over the world, and, from my experience, they EXPECT to be able to bike anywhere and everywhere and by bike is often their preferred method of transportation to get around and see the city. We should no doubt be meeting that expectation. A bike share will also serve to connect different parts of the city, which is often fragmented by individual neighborhoods. A bike stop or a MetroLink stop connected through bike share is not only convenient, it also makes connections across neighborhoods, which spurs more activity across the city.
- I would love to see this happen. I have had guests recently visit St. Louis without cars and find they are frustrated about getting around the city. Some of my fondest memories of visiting other cities (Minneapolis, Washington DC, etc.) are related to being able to check out a bike and easily get around. St. Louis is the perfect size for this program--you can get anywhere in the city on a bicycle! In addition to being a great service for current residents, this would be a great service for visitors.
- I am retired, but I think this would be a great asset to our city. Thank you for considering St Louis! I love bike riding and think it's a great way to get around the city.
- I think the city needs this! I know many students that come here to study and have no way around except for public transportation that isn't that great in the city.
- I'm excited. I bike everywhere and have no car. My bike is crappy and I cannot afford a nice bike. A bike share sounds excellent to me!
- I think a bike share program has great potential, especially in high tourist areas - places like Forest Park, Downtown, Tower Grove Park, SLU/Grand Center, and the U City Loop would all be popular destinations. Increasing and improving bike lanes in the city and near suburbs would also be a huge boost to a bike-share program.

- Great idea for MetroLink and parks and recreational areas
- I personally don't know how to ride a bike but I am interested in the Bike Share program. If the program offered bike riding training classes I believe that more people like myself would be interested in using Bike Share.
- I think bike share is a great program that will allow us to park our cars and explore the city.
- Great idea.
- This would be great, at least in downtown area.
- Yes! This city needs to come together and look toward the future for a green and tech hub.
- As someone who currently lives out in far west county it would be nice to be able to drive my car into Brentwood and use bike share to commute in further for special events, etc.
- I think it is a fantastic idea both for our citizenry and for visitors.
- Please make it happen!!!
- It would be great for the communities.
- I've seen these in Europe and thought they were a great idea. I'm sure the frequency with which I would use it would ultimately depend on where they are located and how many there are in the area, also that there are bike lanes or paths for their use. I would most likely not use one if there were not bike paths or dedicated lanes, in the areas where I would be inclined to use one
- Love the idea- probably would have the best luck around the universities for students who may not want to buy/store their own bikes.
- While I love the idea of bike share programs I am an avid cyclist and would be more likely to use my personal bike. I've been impressed by the programs in Chicago, NYC and Boulder Co., but not had the opportunity to use them.
Seems to me that travelers might be a great target user, especially as a means to move between neighborhoods when visiting w/o needing to learn the transit schedule and routes, or pay for a cab.
- Have seen this before and think it is a great idea.
- We need a bike share for tourists, visitors, guests in town, and people who don't own a bike yet! Everyone talks about how easy it is in Chicago to grab a bike and go anywhere. A bike share here would be very successful!
I'd like to see infrastructure improve at the same time. That would make people confident to visit destinations - if there were links (lanes) between downtown - central corridor to Clayton, and old north to Cherokee/Soulard.
- I think people who don't own a bike would LOVE and USE the convenience of bike share. Keep up the great work, GRG!
- I support this. I think it would be good for the City and region. I'm not sure how much I would use it to commute to work.
- I know quite a few people that would utilize and benefit from this.
- Great idea to connect existing public transportation systems.
- Keep up the great work - this is fantastic!
- I fully support expansion of bike share, MetroLink, and well-designed bike infrastructure (yes to bike boulevards and multi-use paths; no to door-zone bike lanes or lanes filled with debris or in gutters) in city and county. County, in particular, needs to address issues associated with dead-end neighborhoods and over-reliance on too-narrow and too-fast arterial roads. I would embrace opportunity to reduce car use in my day-to-day life.
- Great idea!!!! I will be attending Lindenwood University in St. Charles and if such program existed to travel around the city and or to commute on a bike to school I would defiantly be a consistent user of such program.
- We traveled to Barcelona Spain and they had a bike share program that was awesome!
- We simply need to make St. Louis a bike friendly town as many other cities are advancing that way.

St. Louis Bike Share Study – Public Engagement Appendix

- I think this would be a great idea.
- I would also use bike share for sightseeing when family/friends visit.
- Let's do this! Every major American city should have a bike share system.
- Bicycles are extremely important for the development of a healthy city. Bicycle share when well done is option that many people would take to go to places that our public transportation doesn't cover properly.
- Would love to see this program active in St. Louis! Thank you for working towards this goal.
- Great idea!!
- St. Louis is finally getting around to building an outdoor activities infrastructure. Every city I visited always took pride in their parks and trails, about time we pony up and do the same
- I think it is a fine idea. While I do not ride bicycles myself, it could be of great benefit to many in the community
- Believe it would be hard to implement in a city like St. Louis (vs. Chicago) due to lack of paths, drivers that are not used to seeing bikers on the roads. But it would be great to have for certain areas (downtown, Clayton, U City).
- I think Bike Share would be entertaining to do
- I used bike share in Washington DC and had a very positive experience.
- I think this is a great idea and I believe our city would greatly benefit from this. Tourists and locals alike could use the bike share to get around and explore our city much easier!
- College students would especially appreciate the service, most of them use bikes but rentals would be a more convenient option (a lot of them hardly use the bikes then bring them home.) Sometimes people want to bike together and buying bikes is expensive. Also, a good option in North City (a lot of kids have to travel far distance to make it to their bus stops). Make safer trails in North City for biking
- I'm interested in seeing how it develops.
- I think it's great for tourism. I have my own bike so I wouldn't use it personally, but I've used them when visiting other cities. I think they're great! Also, I've used bike shares before that put a big hold on your credit card. This was a big deterrent. I wouldn't have done it if I hadn't been with someone else with a bigger credit limit.
- This would be a great in St. Louis!
- I like the idea of a bike share, but I can't imagine a situation where I would use it for commuting. If I didn't have a personal bike, it would be too much hassle to walk the mile to the Loop where I could (presumably) pick one up. Once I drive to campus or work, I'm typically there for the rest of the day.
- They could be a nice recreational option for people who don't have a way to transport a bike. I can imagine going to the Forest Park Visitors Center to check out a bike for a trip around the park, for instance... but again, that's if I didn't have a bike, which I already do.
- Personally, I would like more guidance on how to purchase somewhat reliable used road bikes for a reasonable price. Getting in to biking can be prohibitively expensive, so easy access to cheap bikes or bike shares could both be good "gateway drugs".
- I am a cyclist. I have pedaled from Chesterfield to Forest Park & downtown plenty of times. Even if I personally don't use bike share, I am all for any event, system, campaign, bike lane/trail development, etc. that would help St. Louis City & County become more bike-friendly and would also encourage others to get more active.
- It's a good idea. I just wouldn't use it, cause I own my own bike.
- I think it's a great idea! Studies have shown that the residents of bike friendly cities are more happy and healthy, so any step in that direction is a good one.
- It seems like a good idea. To me it depends on the location of the stations. It's a bit ironic to drive to a bike share or metro station.
- I'd love to see it happen. This city is often too backwards thinking and doesn't look towards what the future requires. Development of a bike share in St. Louis would prove to me that, maybe, we may be trying to move

forward. It'd make the city healthier, more connected, and easier to get around. Hopefully they'd make the roads friendlier to cyclists.

- Go for it!
- I love the idea, but cycling for transportation is a fairly new to, and not widely supported idea by St. Louisans. I like the idea of increased education, positive press and events for increasing public support.
- Our neighborhood business districts are fairly small, so I guess this targets those who use public transportation to work? Many of those who do, couldn't afford both.
- I am very supportive of a Bike Share system in the City of St. Louis. Please do not only consider the Central Corridor of the City for these improvements. Take a neighborhood-based approach to Bike Share, in a similar manner as how we historically each have a park (well, not all). But the idea that we build on the strengths of our neighborhoods & commercial districts. Please make it inconvenient for me to have a car:)
- I think it's a great idea and it might encourage more people to at least TRY biking since they wouldn't have to buy a bike first. And the more people who TRY it, the more who might LIKE it and help push for a better biking infrastructure and the more it will help educate people who normally only drive cars about what it's like to bike in the city. It might help spread some understanding. And, of course, more bikers mean better health, less pollution, safer and friendlier neighborhoods.
- Love it -- my young adult children would definitely use it
- I would take advantage of it if I could but our lives are too complicated to do so.
- I think this would be a great addition to St. Louis!
- It's a wonderful idea for people that don't own a bicycle and perhaps it would be of benefit for tourists.
- Love the idea!!!!
- We so need this!
- I am glad you are doing this. Although it would not be of much benefit to me personally, I know it would benefit the region over-all. Thanks!
- Bike share is a great step forward, and although I would not get the opportunity to use it much, I think lots of people in our community would. Please also consider a reduced fair or free option, when special criteria are met, as a "hand up" to make it a transportation option for the underemployed giving them options to make their situations better.
- Great idea - although St. Louis drivers will need to learn to share the road with bicycles.
- I think it would be awesome and convenient.
- Definitely a useful idea. Would like to see more bike lanes around the area as well.
- This sounds like a really cool idea.
- We need bike share!!
- I think it's a good idea for St. Louis. Helps the community in many positive ways. I'm all for it! Great idea!
- Sounds like a great idea.
- Great concept.
- Think it's a great idea. Always look for an alternative to getting around.
- Great idea - Love to see it.
- Best tourist experience was using a bike share in Boston, MA.
- I truly support the idea. I just wouldn't use it since I already own a bike. It will attract tourism and help economy!
- This would be great for St. Louis. I hope we get it soon.
- Great idea. City is developing and becoming very attractive to the tourists who could really use it. We host a lot of guests from out of town and they always asking if day Louis has bikes for rent or anything like that. I think it's a great idea and will be very well used.

- I think it's a great step towards making cycling more available, and acceptable to the masses.
- I believe it would be a great addition to all of the attractions in St. Louis. It would allow local people and tourists to get around to all of the great sites, restaurants, stores and neighborhoods. It would attract young, educated, active people to visit and/or move to our city. It would allow us to better compete with Denver, Minneapolis, Austin, Nashville and all of the other more bike friendly, active cities.
- Please use the B-cycle system. I often travel to KC, Denver, and Charlotte. It would be very helpful to use their multi city membership.
- Location is everything. For example, my neighborhood is pretty isolated from good public transit. I can drive to work in 9min. Google says public transit would take almost 40min and include a fair amount of walking. I think a lot more people in my area might consider more transit use with some sort of connector like bike-share availability. Unreal that there used to be a street car running right down my street in Webster Groves that went right by my office. I think bike shares work great centrally placed in neighborhoods to connect them to nearby transit hubs. This worked great when I lived in Boulder, CO when coupled with great bike-specific infrastructure (ex. deer creek greenway, with some improvement). For example, the Sunnen Metro Station is closest to my house, but there is NOTHING nearby the station, and I'm not even sure if ANY buses go there. If there was a bike share in my neighborhood, and also at that metro station, I think it would increase metro ridership in my neighborhood substantially. Especially when you factor in students at Webster U.
- Please do it! St. Louis needs progressive healthy ideas for all residents regardless of income or location.
- The more opportunities to get people on bikes on roads, the more we can shift perception to support more people on bikes on roads.
- Anything that promotes more cycling and less dependence on automobiles is great.
- I visited DC and I used their bikeshare recently. It is really, really useful for out-of-towners....
- I would definitely appreciate having a bikeshare around when my friends or family comes into town.
- I've seen this in a few other cities and the bikes are definitely in use! I think it could be fantastic for STL and could encourage more cycling and healthier lifestyles.
- Let's do this!!!
- St. Louis, considering its flat elevation and lack of sufficient public transportation, would greatly benefit from a bike share. It's efficient, cheap, and low maintenance.
- I like the idea I just won't much use it because of personal bike. I see a lot of segue tourists downtown - might be worth seeing what their cost/utilization rate is.
- If I lived in the city I would definitely use this service. I think this would be great near the universities as well. I currently won't bike on share the road areas, as I do not trust motorists.
- I will use bike share and it's a great idea.
- This could be giant for downtown tourism!
- I think it would be most likely used between Forest Park and downtown, definitely not west of Forest Park. I'd like to see it available downtown
- I think it would be great for the city.
- Would recommend stations near locations where out of town visitors could use to tour the city and parks as well.
- A bike share connecting the central corridor and south city would be huuuuge!
- This seems like a good idea. I do have my own bike & commute quite a bit (last week I rode the entire week to/from work), so I may not be as likely to use a bike for rent (for myself; unless mine is in the shop), but it is such a great option for visitors/tourists/folks w/out bikes. Thanks.
- Stations downtown please!
- I don't mind bikes nor program but what I found is bikers don't feel like they have to obey laws...which I have a problem with. St. Louis has added bike lanes to help but bikers need to be just as aware as drivers

- Let's do this!
- While, at my age, I may not use bike share a lot, I believe it is very important for the region to have this as an option.
- If it is built, encouraged, and useful, it will be successful.
- While I support the possibility of a bike sharing program in St. Louis I believe the more immediate concern is the lack of pedestrian/cycling infrastructure in the region. The idea of cycling as an alternative and legitimate means of transportation is foreign to most St. Louisans. Until our roads and traffic systems are accommodating to cyclists and pedestrians I'm afraid the concept of bike sharing may struggle. These facts could also make this a dangerous proposition. It takes two educated and aware parties to successfully navigate the street on a bike; the cyclist and the car driver. Unfortunately, cycling is not considered a legitimate mode to travel in STL. For proof, read some of the comments related to the Sunset Hills Mayor/cyclist incident. There is palpable contempt for people on bikes. I hope this happens as bike sharing can make STL a more interesting city.
- While I do like this idea and STL has made huge strides in bike lanes I do think more signs and road markings for bike and cars to know where bike lanes are located are very much needed.
- Great idea
- My health prevents me from riding but I think this is great for others, St Louis and community
- I think this is a great plan.
- Awesome!
- Hope it happens!
- I have a bike I ride, but I would potentially use a share if I wanted to get from one place to another that were close together and I had driven somewhere and it would be easier parking wise to bike to the next destination.
- Biking, regardless of plan, is always a premium choice.
- With the right commitment to bike-friendly infrastructure, I've seen this program grow in utilization in a matter of a few years. It's a great way to make a city feel more friendly, inviting, and progressive.
- I think a bike share program sounds awesome! My only concern would be more bike lanes for novice cyclists on shared bikes also more bike lanes is better for everyone!
- St. Louis needs this
- Great idea for STL. I use my own bike but I would consider bike share if it took off.
- Would be good for tourists
- Put it at the Arch!
- =)!!
- I love the idea! I have my own bike but it would be nice to have a possible plan B. Way to go biking!
- I would go out of my way to participate! Really great idea!
- Great idea!
- I think it would be positive for the biking community in St. Louis. Hopefully encouraging those who wouldn't typically [sic]choose a bike as transportation to help on a bike. =)
- I would use a bike rental service if the rental times were extended- the half hour in Chicago is not enough. Lack of helmets and maps are also a challenge.
- I have a bike so I would mostly use this for visitors- but I think it is a great idea.
- Great for visitors. Education required for mixed-mode commutes.
- Yes, please
- Bike share systems in other cities have helped immensely to inform the public about its benefits. Bringing bike share to St. Louis would enhance travel options for locals and tourists alike.

- I think it would work well in certain areas, like University City, where businesses are located fairly close together. Wouldn't work so well for people like me who live too far from work to commute. But overall, I like the idea of having such a program.
- To keep our urban areas attractive we need to make transportation in these areas optimal, including affordable green options. These are attractive to tourists, residents and business owners who have employees that could use such during lunch hours etc. To be competitive with other cities how can St. Louis overlook such an option? St. Louis also needs to become a bicyclist friendly place. Drivers (while I primarily drive everywhere) do not seem aware or kind when they should be sharing the road. I have seen so many motorists speed when driving next to bicyclists.
- This is a great idea! There should be a pilot run!
- We need this in St. Louis!
- Do it! It's great for locals and tourists. Win win.
- A bike share program will make the city feel so much more connected. University students will get out more and see St. Louis beyond their campus borders- helping with keeping young talent here. This would put our city on the map for encouraging an interconnected atmosphere that bolsters the city.
- Bike share would be a great addition to our city, not only for locals but for visitors, as well. MetroLink has failed (for a number of reasons) to have a line that services areas south of downtown...south city/south county. There are bus lines but even those aren't as inclusive and comprehensive as they could be. The bike share program (if placed in these areas) would be a wonderful addition the public transit "black holes" in our city...not just south, but all over. Specifically, our city has so many beautiful parks and being able to get from one place to another on bike, provides another opportunity to enjoy those parks while passing through them. Other cities benefit greatly from a bike share program. I support this decision and I really hope we can get enough interest in it that it becomes a reality for our city. Thank you for working towards this goal.
- I would LOVE to see this in St. Louis after using it once in Minneapolis. It is a lot of fun, a great way to see the city, and very practical for getting around.
- Would be great for visiting family and friends. I live downtown and have people stay with me often. I have plenty of bikes but I always stress of letting other ride.
- I think it's a great idea.
- I don't believe a bike share system needs to support everyone in St. Louis. It has to appeal first and foremost to a few target categories: Millennials who embrace a "sharing" economy, college students (Wash U, SLU, UMSL, etc.), and tourists. Those groups are the most likely to have experienced bike shares in other cities, and believe in its efficacy. Once you achieve adoption in your core target groups, others that were skeptical but could benefit from using a bike share system will be more likely to embrace it in the long-run. Bottom line: a bike share system doesn't need broad adoption to begin with. It just needs a small but devoted group of steady users.
- I really hope we get a bike share. I've enjoyed using them in both Denver and Chicago. Maybe the bikes could be less heavy and have more speeds than Chicago. Also it would be nice if they had baskets like Denver. I would just rather ride my own faster bike in St. Louis.
- First I appreciate that this discussion is taking place. Second it's embarrassing that we need to have this discussion and are not already doing this. There are very logical STL city locations that can/should be connected. Tick tock tick tock.
- Do it! If you build it, they will come!
- Do it! I think it's about time we get on base with other major cities when it comes to green public transportation.
- Have seen it in Chicago...good idea!!
- It would be great, but we REALLY need better infrastructure (on road network) for getting to and from locations AND more education for cars interacting with bikers

- This would be awesome! Especially in the CWE.
- Please bring bike share to STL! We need it!
- I think this would be a great initiative to boost tourism in ALL parts of St. Louis, not just the typical hot spots. A great way for people to get a true flavor of our city!
- Bike share would help to continue to "brand" St. Louis as a bike friendly destination. But economy of scale might be problematic. Focus on high profile tourist locations.
- It would be a great thing for the St. Louis area!
- A bike share program would be great for St. Louis. I would encourage a healthy lifestyle; get cars off of the road & more. It really should be put into action.
- I think this would be great! There is no better way to see the city. Plus you don't have a problem trying to park, plus good exercise! Would love to have this in Illinois.
- I would like to see a local Bike Share as I don't ride that often, but I would like to ride and not have the expense of buying a bike.
- This is a great idea!
- Indianapolis has it and I've seen it used there. They also have many more dedicated bike lanes than StL. I think it will work here, but St. Louis City and County need to make bike riding more mainstream. It is certainly better than it was 30 years ago when you couldn't go out on the street without getting yelled at, but police agencies around here still seem to look at car/bike accidents as always the bicyclist's fault. That has to change.
- Would be great if bike share were integrated with some type of designated bike path through the city. Please see the Cultural Trail in Indianapolis for an example.
- A bike share can work well in some areas, but many people need a car to transport kids and trips to the store. I'd ride my own bike to work, but there are several issues: 1. Dress code and the need to look professional. 2. Child transportation. 3. Bike storage at work. 4. St. Louis weather is often too hot, or too cold. Also, bike lanes reduce car lanes, which causes traffic to become more congested on roads like Manchester west of Kingshighway.
- I love biking and the idea of bike share. I live in south city (Hampton/Gravois) and doubt there would be share stations in my area. I use my personal bike and love biking. I would be worried about bike maintenance, and helmet availability. I lived in Chicago and biked everywhere but there were bike lanes all over. It seems like the bike lanes in Saint Louis are by parks and other places that are already bike friendly. Bike lanes on Kingshighway, Gravois, Hampton, and Grand would be a nice addition.
- I stayed in Minneapolis the past month and they had bike shares there and I was so jealous that St. Louis did not have one so when I saw this I was so excited. I would come into St. Louis more frequently if we had one.
- Would be a great way to explore around metro link stops.
- Love Chicago's Divvy bike share on twitter. Would love to see it work here in the Lou.
- I'm very excited about the possibility of a bike share program in St. Louis. I commute daily from my home in Ellendale to Blues City Deli where I work (about 6.5 miles). I usually have my bike in the shop about once a month. When this happens now I have to get a ride to work but if there were a bike share program I wouldn't have this problem.
- Would be great for running errands and for downtown tourism. Forrest park too.
- Thanks for all you do. More trails please ;-)
- One thing I would definitely use bikeshare for would be to bike from my home/work to car sharing cars downtown.
- Would be vital transportation option for students, tourists, and those seeking alternative transportation options. The availability of shared bicycles would strongly prompt usage for reasons unforeseeable just yet. Am very much in favor of bike sharing and would seek out volunteer opportunities to support its presence in STL.

- I already own a bike, but did not for a long time. A bike share program in St. Louis would be awesome for when I didn't! Or, if my bike is broken, which now that I think about it, it is...
- Long overdue. Maybe a reduced fee during the colder/winter months
- I just visited Chicago and saw how well used bike share was. It was great - young people were riding alongside adults in business attire on the way to work! I love that you can grab the bike and put it back anywhere.
- I think it's a great idea.
- Would be very helpful when we have friends or family in from out of town. In areas of high-density employment (downtown, CWE, Clayton, etc.), would make a great option for people who commute by car to ride a bike to lunch or run errands during the day.
- I believe a bike share program would provide opportunities for people that don't own bikes, or maybe just don't have a commuter-style bike, to leave the car at home and cycle more often. More bikes/riders would lead to more biking infrastructure (STL does a pretty good job so far though), healthier people and less car traffic and pollution. It's a win,win,win.
- A bike share could be very useful. While I personally have a bike and commute fairly often, there are plenty of people who do not and would like to use a bike for errands and enjoyment. This program could be marketed to college students as well. That would have been very interesting while I was at SLU.
- Anything that gets people out of cars is good.
- I think this is a great idea! This would be such a great addition to our city for many reasons.
- St. Louis needs a bike share.
- I think it is a great idea. My biggest concern is the lack of bike lanes throughout the city/county. (City is 100x better than the county when it comes to bike lanes and drivers looking out for cyclists)
- I think it would be a wonderful way to get out and tell the city. Walking to and riding public transportation gives a similar feeling of connection with the neighborhood.
- I love the idea. I think including the universities in the station planning is crucial.
- Thank you for your endeavor in making this great city more connected. That is the only way we can have all around growth.
- Do it. We're behind the world.
- I support the idea.
- I love this idea! I saw it all the time in New York. Lots of potential
- This would be a wonderful addition to the public transportation network of St. Louis, which could definitely use expansion!
- I think it would be a great addition to our amazing city.
- I think BS would be a great way to get around between nearby locations. The bikes I've seen in other BS situations look like they wouldn't be ideal in the hilly environment of St. Louis. Keep the metal scavengers from trashing the bikes for scrap.
- I am fully on-board with making St. Louis City and County more bikeable through smart infrastructure (please no door-zone bike lanes or parking-lane sharrows), lower speeds, better education, and maybe a few bike highways. Bike share is a great way to get folks on bikes without requiring a big initial investment or worrying too much about theft or where to lock up at a given destination. Let's do this!
- Please do this. And please add more bike lanes
- In favor.
- I love the idea, but we definitely need more bike-friendly roads in the area, as well as more bike-friendly drivers.
- Bring it on. This would be awesome to have. Maybe if we had more bikers, drivers would open their eyes to us.
- I think this is a fantastic idea.
- How are you going to keep them secure? Great idea and if the cost and location was acceptable I'd use it.

- Would bike/share be 24/7? I have used bikes on vacations in other cities and it can be a great tool for sight seeing. I would encourage developing the program around major destinations and lodging.
- St. Louis has a tremendous potential for bike sharing. There is a perfect flat landscape and lot of space for bicycle lanes. With a better structure for parking and riding, STL will get easy a great rating on the cities with the best infrastructure to ride.
- I think that despite my personal choices there is great potential for bikeshare - particularly in densely populated areas or in popular tourist areas that have significant walking distances. For example I think bike share downtown would be popular as would bike share in or near the arch grounds ... and bike share to get around Forest Park. Both residents and tourists could make use of bike share options in those locations without having to move a car or pay for parking.
- I think this would be such a valuable asset to our transit network, and I would use it frequently, especially to get to meetings or events on days when I primarily use transit as my mode of transit, or when I get a ride somewhere to have flexibility!
- Let's make it happen!
- I would use it in. Downtown, Chesterfield valley, and/or Forest park and CWE.
- I'm excited for a system especially if it will not be only downtown. U City should have a major draw with college students as well.
- I'm sure buy-in from anchor institutions would help a lot in quick expansion.
- I would personally see value in using bike share as an option after carpooling/vanpooling to work and needing a way to run errands, etc. more than another commute option but see the potential for those living within a 10-mile radius from work
- Great idea! I would most definitely use
- Love to have this here!
- I do not like to drive. I would love this
- Great idea= plans would be great
- Would encourage it strongly
- I would love greater biking infrastructure and more awareness from drivers about bikers on the road.
- It would be awesome to see more bike infrastructure in St. Louis!
- Great idea for individuals not needing to transport children
- I would not use bike share right away because my kids are so little
- I can't afford a bike currently so this would be great! However, St. Louis is NOT bike friendly city. A public education campaign about laws and etc. would be needed.

Safety, Security and Biking Infrastructure

- I am opposed to bicyclists using roads designed for vehicles that far outweigh a human and a bicycle. As well, many bicyclists do not have lights and light colored or bright colored clothing on. This creates a hazard for everyone on the road. I feel bicyclists should carry insurance if one should insist biking on a road designed for cars that are able to do the speed limit. I have seen many bicyclists disobeying the rules of the road (i.e., running stop signs, riding up along traffic that is at a stop) and because they are smaller than cars and harder to see, this creates a terrible hazard for all involved. I do realize that people in cars break the rules as well but bicyclists need to be held accountable and ticketed for such violations.
- Roads are for cars, motorcycles and trucks that can most of the time keep up with the traffic and most of the time, the passenger will not become a road hamburger if they were involved in an accident. As well, if a car hit the bicyclist and there was damage, wounds, etc..... the driver of the car would be at fault. This should not be the case.

- Strict policies need to be in place in order for a bike share program to happen. This would mean that more people on bikes would be on the roads. Right now, the rules regarding bikes on the road are willy-nilly and it is a free for all.
- St. Louis needs to ramp up its bike lanes so cycling is safer. I've known too many people who have been hit by cars and recently saw a car hit a cyclist. Riding a bike is such a true joy and it would be fantastic if the city warmed up to it. I would fully support this project!
- I love the greenways for recreational purposes. I ride on River Des Peres, Jefferson Barracks, and Grant Trail on the daily. Riding to work is unfeasible, though, and public transportation through the ghetto is scary.
- I don't currently live in St. Louis, but when I move back, looking for a home in a bike and public transportation friendly neighborhood will be a priority. Bike sharing is one thing, but I think St. Louis would still need to improve their bike lanes and safety features to get wide use out of the system. The Indianapolis Cultural Trail is a great example of an enjoyable trail with access to every major downtown venue.
- There should be some sort of protection if a person is robbed while riding the bike and the bike is stolen though. Like, I wouldn't want to be held for the full charge of a bike if I'm robbed while riding it. That would be a complete bummer.
- As this survey hits on, I don't feel that the infrastructure for bike traffic is very good in the city. I feel very exposed and vulnerable on a bike. Sometimes I think that the bike lanes don't need to be on the large thoroughfares and might be better if they were one street off of the main roads and they had some right of way at stop signs or something. Or maybe if they went down an alley, or pedestrian/bicycle only roads. It is also difficult to cross some main roads on a bike, such as Kingshighway, Gravois, and have course the interstates. I love riding my bike through Tower Grove Park and that makes it very easy to run errands on my bike in South City.
- I do not need to ride my bike across the county. I want a safe way to ride my bike in my town, Kirkwood.
- It's a good concept but St. Louis is not ready for it; there are too many safety concerns in a city that worships vehicles.
- I think infrastructure is probably the biggest barrier to biking in general in St. Louis and have had a number of friends tell me the reason they do not commute by bike is that they do not feel safe on current roads, so it seems that either the addition of bike ONLY lanes, not those shared by car parking which eliminates use of the lane or bike paths would improve cycling.
- -Helmets for tourists; Multiple sizes (adult and kid)
- It is a BAD idea. A waste of community resources! Dangerous as well. Bikers around here dart out in front of cars and such. It will increase fatal accidents!
- I do not agree with bicyclists on the roads. The roads are meant for cars. Bikes cannot keep up with the speed limit and it is dangerous for everyone involved.
- I have a bike but don't ride it because the city streets are dangerous. Skinny bike lanes that aren't consistent don't give me a feeling of safety. I would need something like the type of bike lanes they have in Copenhagen to feel safe on major streets.
- Lock up the bikes at night
- My biggest concern about bike share is the lack of infrastructure for it. My fiancée is a bike commuter and even in his short commute (1 mile) he deals with drivers not allowing him space, people opening car doors without looking, drivers turning without seeing him. Dedicated bike lanes are a necessity for bike share to be successful, particularly in the Central Corridor and South City. Also, making sure the bikes aren't single speed. Prominent bike share programs in NYC and San Antonio don't have to deal with the hills and terrain change that STL has. I can't imagine riding through Forest Park on a single speed.

- St. Louis desperately needs improvements to bike infrastructure and more extensive bike infrastructure including trails, bike lanes, protected bike lanes, complete streets, etc. for biking to be a safe option for the greater public, either for commuting or recreation.
- I would rather ride my own bike, but I find almost all of STL unsafe for riding on the public streets. It sure doesn't need to be this way. I live in St. Louis Hills. Even to get to the nearest bike path I am required to take a busy street (Chippewa) to get there.
- You should start experimenting bike share at the county parks where people feel safe riding it and wouldn't be in a rush to reach their destinations
- I do not see a bike share program being feasible until there are dedicated bike lanes stretching from downtown, thru the central corridor, all the way to Forrest Park.
- Bike lanes are a must
- Bike lanes are a must. Can you imagine trying to bike on Kingshighway?
- I would hope any such effort would only happen if it coincided with a progressive improvement in infrastructure for bikes. Currently, only a low-level bike share system can be used by those who would without becoming a detriment to the region's transportation systems.
- Please have a rack near Jefferson and Gravois
- To make this (or anything else involving bikes) work in St. Louis, we need more designated bike lanes, preferably separated from vehicle traffic with curbing or rumble strips. We need to sacrifice vehicular parking for bike lanes and make it more difficult to drive on designated bike routes. We have enough roads for both bikes and cars, and we need better infrastructure for bikes. A painted lane on the far right of a busy road filled with glass and gravel is insufficient. Bike share would be cool, but bike infrastructure is essential.
- As a previous resident of New York, I know they took several years to develop safe and accessible bike routes. Although this is improving in St. Louis (particularly in the city) I think it has a long way to go before it is extensive enough for a bike share program - especially in the county.
- The success if this program relies heavily on the region designating a well-constructed network of designated bike lanes.
- Need to develop bike infrastructure in downtown - no bike lanes currently exist
- I think biking in this area needs more biking infrastructure. Greenway is doing a great job but more are needed to connect communities.
- Creating bike only spaces from old streetcar lines.
- I think it would be great to have the shared bike lanes. Biking is helpful and healthy.
- We need to develop separated bike paths for safety. Especially from Tower Grove neighborhood to WUMC and WashU.
- As previously mentioned, the infrastructure here in St. Louis has to be improved for this to work - more bike lanes and trails. I ride my personal bike a lot including commuting to work 1 to 2 times per week when possible so I would likely continue to use my own bike. However for this to work for the masses (and I am supportive of it and hope it does), we need better cycling infrastructure both in the city and county.
- Please get more MetroLink and Metro buses, friendlier. Get more events in St. Louis and more bike friendly
- Extend more bike lanes connecting more of the city.
- I commute to work regularly from Oakville to bjh. I think hard-core commuters like myself are not the targets. I support more biking infrastructure.
- Need more dedicated bike lanes to be feasible
- Better, user-friendlier infrastructure for bike lock-up. Some bike racks do not work to lock up bike using a U-shaped lock and cords have to be used also.
- I would like more of the greenway segments to be completed and interconnected.
- St. Louis has no separated bike infrastructure.

- Need more trails (to not have to go on roads)
- Instead of spending a bunch of money on Bike Share, why don't we take a long hard look at the City's bike infrastructure and realize that, at best, it is horrible (GRG trails are great but they primarily are for recreational use and don't go through neighborhoods and their good and services). We have too many physical barriers and not enough emphasis placed on sound planning for daily commuting. I wish GRG would spend more money on improving actual on-street infrastructure to allow people to get around St. Louis via Bike within existing street networks and not non amenity serviced arterial, lowest common denominator, vacant railway paths (the centennial greenway for example). Bikeportland.org had a great write up on Minneapolis vs. Portland bike friendliness, and Portland's primarily on street vs. Minneapolis' Greenway system. I just don't think someone visiting downtown from somewhere else will feel safe on a bike share bike until we have safe, separated, infrastructure leading out of our CBD. Try biking in any direction out (except perhaps west on locust) of DT St. Louis and you are faced with 800 multi lane highways with high speed traffic and idiot residents of Missouri. This is not an enticing or viable option for out of state visitors. Perhaps re-consider Bike Share when we have about 400 more miles of contemporary European-style bike lanes. Right now there is no need for Bikeshare unless you want about 400 traffic injuries due to our crappy bike infrastructure. I know we are trying to play catch up with analogous cities' bikeshare programs, but aside from perhaps KC, all of these cities have a Bike and Pedestrian Coordinator in city hall, and a plan that has been implemented over several decades. As a result, commuter biking has increased steadily, safety has improved, and cyclo-tourism has resulted as a positive secondary externality. Thus, after biking had gained a critical mass, it made sense for those cities to implement bike share, but we are sadly so far behind, I worry this will be a waste of our tax dollars. Having been hit three times by cars in St. Louis in the last three years (two from texting drivers, and once from someone pulling out of a parking space on west pine), we should probably step up our infrastructure first.
- Bike lane/paths is an important step.
- There is not enough density for a bike share right now; only tourists would use it, and they'd be reticent because of the lack of cycling infrastructure. It would be better to spend money on SEPARATED bike lanes between major points of interest/popular neighborhoods. That will get more people riding — both locals and tourists.
- I'd like to see more options in metro-east, as well as better connection to MCT trails.
- Reserved bike lanes are crucial, and preferably on the right side of the street, closest to the curb.
- Based on recent media coverage, these systems are not performing well financially. It does not seem to be a viable business model. Also, there is not enough on street biking infrastructure to support this system.
- Bike share will not succeed unless the City invests in cycling and pedestrian infrastructure, the second problem is cost to consumer... The unbanked cant ride without a credit/debit card...
- It would be great to beef up bike lines, trails, or add protected bike lanes on major thoroughfares that the bike share will be around. For example, I commute along Lindell frequently (and it's a great street), but the idea of casually biking on it is terrifying.
- Installation of system is one element but there must be a commitment to maintaining the system including design of roadways
- People who already bike in St. Louis are seasoned, confident riders, who already have their own bikes and wouldn't need or utilize a bike share program. To get those who DO NOT already ride bikes in St. Louis, some serious infrastructure improvements are needed to get novice riders feel comfortable biking in traffic.
- Develop appropriate bicycle infrastructure (dedicated bike lanes, separated facilities) to ensure success of Bike Share Program.

Station Locations, Bicycle Design and Convenience

- I think if there were locations in Soulard, Lafayette Square, Downtown Arch, CWE, Grand Center those would be awesome locations since our entertainment is spread out.
- Could be helpful in the central west end, downtown and the south city/tower grove areas.

St. Louis Bike Share Study – Public Engagement Appendix

- I meet clients in their homes. My territory is Alton, IL. Bike Share would not work for my work situation. I have my own bike to ride where I need to go.
- The bigger the better. More bike share station locations will give better opportunities to use the program. If there are bicycles nearby and close to the destination, the more the program will be used.
- South Grand area is a good place to put a bike share, as you can easily get to the Hill, the Grove and Morganford, in addition to Tower Grove Park.
- Make them available in Creve Coeur Park. :)
- We need bike share at all the busiest Metro stops and transit centers.
- Like many shared transit modes, bike share will only work where density exists. What is encouraging density in development?
- Seems like a very difficult proposal for St. Louis, where the metro area is so spread out and there is very little infrastructure in place for bikes. As a mom of three I don't see how it would be feasible to get to work/home/grocery shopping/sports practices/school/music lessons, etc. on a bike on a tight schedule. That being said, where I work, I have access to restaurants, etc. within walking distance. I also live within walking distance to convenience groceries and restaurants. My kids live within walking distance to their schools.
- The number & location of bike stations is the MOST important aspect of a successful bike share program. If they are put in the "correct" locations, then rental costs are really not a major factor.
- To be successful, bike stations should be easily accessible, meaning in prominent destination locations and also in neighborhoods as a point of origin.
- I can see where a bike share system could work well in high population density areas (downtown St Louis / Clayton), but St. Louis County has too much sprawl to make it worthwhile out past 170.
- Locations: Central Corridor, South Grand, Etzel North/ South Grand, Kingshighway
- Tourist Locations (I would use bike share at): Arch grounds, Forest park, Tower grove park, greenways, and Bellfontaine Cemetery
- I feel many people do not live close enough to a MetroLink station to make it a likely alternative. If we could cut the 15-minute walk down to a 5-minute bike, it would help. I have a bike, but would not want to take it on the train with me.
- The only challenge with NYC's bike share was that the bike had to be checked back into a station every 30 mins. This made me actually rent a bike from a private vendor for the day.
- I know in my community biking is on the increase but many people cannot afford bikes. I would suggest that kid size bikes and/or child attached carrier be provided that would ski rocket the use in the community of Wellston, Missouri
- My comments are to roll the system out where it counts. To me, I think the center of the system should be located in the vicinity of Forest Park and radiate from there to downtown Clayton, Washington University, the CWE and SLU. From there also should be hubs going down South Grand, Downtown STL and then over to Benton Park, Soulard, and Lafayette Square.
- This would be a fabulous service around the universities (WUSTL, SLU, Webster, UMSL etc.). It would be great to partner with them to promote it as part of their sustainability initiatives.
- Be sure to include built in lights, baskets and racks and helmets
- Near transit hubs!! Make it user-friendly for out-of-towners.
- I live in Lake St. Louis, far away from businesses & entertainment centers. A bike share is simply not feasible for me at this time.
- There needs to be a density of stations and bikeable destinations that are too far to walk.
- For my usage, locations would need to include municipality centers, such as Webster, Clayton, Brentwood, Maplewood, and the like. Other cities where these bike share programs are placed in the city center, work because their city center is a bustling and growing area. Saint Louis city center has nothing that draws me in.

- Because I already own a bike it wouldn't necessarily be the best option for me, but perhaps if there was a "swap" option where I could trade my hybrid bike in for a mountain bike if I wanted to trail ride or a road bike if I wanted to ride around the city for a specified amount of time for little to no cost, that would be interesting. Also, if there was a part of the bike share program that addressed tune-ups and other bike maintenance, even for those who own already.
- I've seen this in other cities, but St Louis has a lot of hills. The places I've seen this were in high tourist - traffic areas, seeking use by folks who might not have their own bikes with them. I would think that St Louis tourist attractions are too spread out to make this attractive to tourists. Perhaps a pilot project in Forest Park, the CWE, and UCity would make the best place to start, to see if this would work here.
- Living in St. Charles and working in Webster it just won't really work for me. Wish I could work and live where I could commute by bike.
- Financial accessibility is paramount. Also, what about bike helmets? Tandems? Child carriers?
- Just to figure in a way for those with children to access and benefit from the bike share program
- Please place in all of the main neighborhoods around STL, and specifically on bike lanes that connect those, creating a bike highway.
- I ride my bike to work a 2-3 times a week so I have trouble seeing the value in a bike share program. Most of the time, if I am going somewhere, I will need the bike for my return trip. It seems to me that a bike rental program would be a better fit for StL. Also, if I were to use bike share when I found myself without my own bike, I would not have my helmet on me, which would be problematic.
- We don't seem to have the density to do this.
- I commute 25 miles by bicycle several times per week. Riding a comfortable bicycle is critical to my continued rides
- Bike share must be available throughout the city for it to gain momentum. The more people on bikes, the more drivers will get used to it, therefore the more bike friendly the city will be.
- Denver is a good model city!
- This looks like a better option than bike share system I have ever seen. <http://socialbicycles.com/>
- I really need a lightweight bike because I have bad knees. This bike seems really heavy.
- I think we should use the same system and company as Kansas City, so that "card carrying members" will enjoy consistency and familiarity.
- A great way to offset the initial capital cost could be the elimination of the payment option at the terminal -- in Chicago; these only worked 2/3 of the time anyway. Use an app, make it easy to input your credit card info, and get the unlocking code for the bike that way. Then you'd only need a sign at the location with instruction on accessing the app (or a very user friendly mobile website). The "baskets" on the divvy bikes were totally useless as well.
- Please place in areas with the greatest market share/potential for use during the first implementation phase. It will help the project takeoff and gain public support for future iterations. If it is not convenient/useful/marketable, the project will likely struggle. Thanks for your consideration!
- Front baskets make bicycles difficult to steer for inexperienced riders, so consider rear baskets if possible. 30 minutes allowed between dockings is not enough for some, should be raised to 45 minutes. Put a timer on bikes so people know how much time they have left until they must dock. Provide a map with all docking stations either on the bike or at all docking stations. Make sure you keep up and don't let on station ever get completely full (a real headache for riders on a budget).
- Don't spread them thinly all over town. Apply them densely and more selectively. I would suggest (1) blanketing the area around the Wash U med school first and connect to the rest of the CWE and the Grove. Then (2) expand down Tower Grove Ave into the neighborhoods around Tower Grove Park and west through Forest Park to Wash u and the Loop. From there, (3) take in the rest of the Central Corridor from Clayton to

Downtown. Full regional expansion is great as anchor institution step up to sponsor stations, but if you target anywhere, I think it should be the areas within a few miles of the CWE MetroLink Station.

- Proximity to/general access and use.
- With STL being spread out more than a lot of metros and lack of designated bike lanes it seems it would be a bit more difficult to get going here in the current environment.
- It would be nice if smaller stations could be set up on street parking spots.
- Make sure they have good cargo racks.
- The bikes should be modest and heavy, yet sexy. Don't settle on a design aimed at environmentalists or recreational cyclists. Make a bike that appeals to someone on the fence about biking.
- Not sure that whoever designed this survey understands what a bike share program is and how it might be used. I thought that the critical issue that effects use is the density/location of bike share stations, but that is not an option on the questions. In addition, the intro to the survey implies that bike share stations would be at least 1/4 mile apart. I hope it is more accurate to say that bike stations would be in many locations throughout Downtown, including MetroLink stops, major entertainment destinations and major office bldgs, many within 2 or 3 blocks of each other. Also, commuter use would work better if there was bike infrastructure at metro stations outside dntn, so you could ride your own bike to your local metro station and pick up a bike share bike dntn (or in forest park)
- If this is really going to work in St Louis, it needs to serve the urban working class, not just a lot of rich, west county bike hobbyists
- I think it would make a lot of sense to coordinate it with other types of transportation options (light rail, buses, pedestrian infrastructure, parking). I also wonder what it would take to have dedicated "relocators" to pickup stations, similar to the Car2Go model for care sharing.
- St. louis doesn't seem dense enough for effective bike share
- Density of destinations, and therefore stations is key. We need to high-quality protected bikeways to make the system successful.
- I am worried that the initial launch of bike share will be caught up in issues of access, rather than feasibility. I certainly want all urban neighborhoods to be able to participate in bike share, but I believe that the initial launch should focus on areas with the heaviest used bike routes. Broader access should come as the system expands in the following years. Looking at bike ridership rates alone for station placement can be misleading, as residents with bikes will not likely use the service frequently.
- We should definitely consider strategically placing stations to help bridge MetroBus routes. Also, Washington University is definitely on board and would love to have stations in the neighborhoods around campus and on the perimeter of the campus itself.

Education and Marketing

- There seems to be a small percentage of people in this town that know how to properly ride a bike and what the rules are. I see people weaving through lanes and riding down bike lanes going the opposite direction. Education will be crucial to this program, or else we'll just have a lot more idiots on the dangerous city streets.
- Publish good routes for bike use. (I noticed this was done in London.)
- Education about the possibilities - advertisement for website, etc.
- Teach bikers the RULES of the ROAD!
- Post more maps around (web, commercials, events) for people to see current existing trails and bike friendly roadways.
- Advertising, convenience and education on safety
- If you market to minorities they will feel included.

- St Louis is in desperate need of education for both motorists and bicyclists due to the amount of animosity both have toward each other.
- St Louis is a tough town to ride a bike. Animosity between motorists and cyclists is high.
- I think the PR end of this is fatally flawed. Using the term 'Bike Sharing' makes me think someone wants to use my bike, or someone will let me use his or her personal bike. As incorrect as that perception is, what's wrong with selling the concept as Bike Rental? Also, do an analysis of who your market for this would be. I think initially it would only be people who want to ride on a 'spur of the moment' whim, and as stated earlier on this website for an hour or less at a time, for recreation. Conversely, if I knew that Forest Park rented bikes, I would love it. I could have lunch at the boathouse, and afterward either rent a paddleboat or a bike. It could be on an hourly basis, at a reasonable cost. I'm not a pro at marketing, but I'm sure a pro firm might do pro-bono work to get the ball rolling. Finally, after giving this issue some thought, I think I might have the source of my objection to the concept. As a boy, the first tangible piece of property that I owned was a bike. It was MINE, an actual possession. I rarely let other kids ride it, and had anxiety about getting it back when they did. I shared things like food, candy (depending upon who it was), and other temporary things. A bike was different. I hope that helps you folks out. I like the Great Rivers Greenway and what it accomplishes for our community. The bike trails, the 'trash bash' clean ups, and other things done make the organization a great asset. Good luck with it.
- Make automobile drivers as aware as possible. They need to know that bikes are coming, and they share the road.

Cost

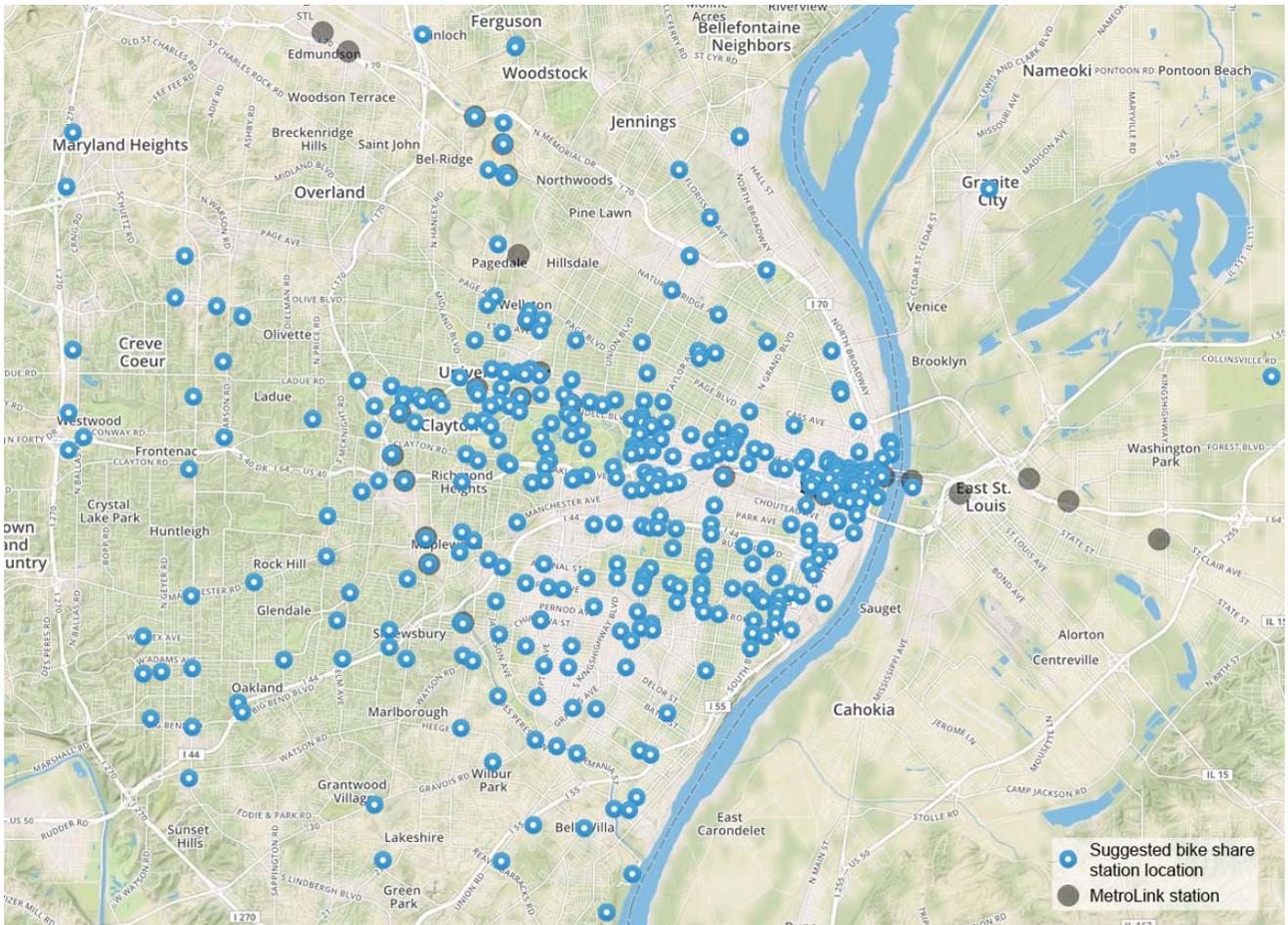
- Based on recent media coverage, these systems are not performing well financially. It does not seem to be a viable business model. Also, there is not enough on street biking infrastructure to support this system.
- Bike share will not succeed unless the City invests in cycling and pedestrian infrastructure, the second problem is cost to consumer... The unbanked can't ride without a credit/debit card....
- Discounts for students would really encourage use.
- We have one bike for our two-person household. Being able to cut the cost of a 2nd would really be great, plus with a bike share we can finally bike together, thus increasing the total amount of biking time a week. There are certain neighborhoods that I avoid due to a perceived lack of parking; bike share really improves the possibility of me visiting new areas of St. Louis.
- Bike share is a great step forward, and although I would not get the opportunity to use it much, I think lots of people in our community would. Please also consider a reduced fair or free option, when special criteria are met, as a "hand up" to make it a transportation option for the underemployed giving them options to make their situations better.
- Long overdue. Maybe a reduced fee during the colder/winter months
- \$8 a day seems high. I'm not sure what discount program you were referencing in the multiple-choice questions.
- \$75 is half of a good used bike. Why don't people just buy their own bikes?
- I really need the monthly pass and the rules should not confuse me, like daily pass should be hourly pass.
- Why do bike share? It works for tourists, but StL does not have a critical mass of tourism to justify the huge investment. I'd rather see this money go to a program like bworks, so that people could get their own bikes.
- I see it as nothing but more wasteful government spending on a program of little use - maybe 3 to 5 months a year. More taxpayer \$\$\$ that could be put to better use elsewhere. Hint: SCHOOLS, road improvements (not bike lanes), cycling & driver education & cooperation, expand Metro-Link, etc.

Non-supportive

- Most city residents are too lazy or out of shape to ride bicycles with any regularity. Great concept, but not for this city.
- I think the money used for this program could be better used elsewhere. Use it to improve schools, hire police, bolster reading programs, improve north city, etc. hate to see money used on things that aren't needed, when the area has so many other needs!
- Yeah, your picture shows three good little socialists, yet not one of them is in the designated bike lane you stupid, stupid people...!
- Please don't spend billions of \$\$\$ doing this
- It is very likely that I wouldn't use the bikeshare that often.
- I think it's a waste of resources.
- The government should quit taking away business ideas from the public. Anything the government does gets corrupted.
- I find it rather embarrassing that St. Louis is one of the last major cities that still have no bike-sharing program. I think the countless bike-sharing programs in cities across the country are enough to prove that we can and should implement a program here. It seems like a waste of time and money to invest in "studies" to figure out whether or not a bike-share is feasible in St. Louis. If Des Moines, Kansas City, Chattanooga and dozens of smaller, less urban cities can figure it out, it's obvious that St. Louis is long overdue for one of its own. We all know where the nodes of pedestrian and transit activity is in the city and inner suburbs--- it's time to get it done. While we're busy conducting "studies", other cities are leaving us in the dust.
- Get off the roads!!!
- Not worth it
- Sounds like a waste of money for a city that is too spread out to be bike friendly
- I'd have next to no use for one. I ride my bike around a lot, but I don't support forcing a ride share program on people.
- I think any bike share program in the Metropolitan area should be developed in collaboration with Trailnet. Unfortunately, GRG has refused to collaborate with Trailnet on this important transportation plan.

Appendix 3 – On-Line Suggested Station Locations

During the entire course of the St. Louis Bike Share Study, a project web site (www.stlbikeshare.org) was developed to disseminate general information about bike share systems, report on the study's progress, provide draft technical memoranda and to promote upcoming dates for public meetings. In addition, an interactive map feature allowed community members to suggest bike share station locations. The resulting map graphic showing desired station locations is shown below. More-detailed information on the locations' geographic coordinates and whether other respondents supported locations are shown on subsequent pages.



Suggested station location map graphic from www.stlbikeshare.org

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Suggested Station Site/Name	Description	Location (lat/long)	Support
Schnucks	In the Schnucks area of Clayton and Big Bend. Richmond Heights area	POINT (-90.3194618225000028 38.6281361077000014)	
Arch Metrolink station		POINT (-90.1842688336000009 38.6294084108999982)	
555 Washington		POINT (-90.1886773109000046 38.6299800178000012)	
Seattle		POINT (-90.3259849548000062 38.6475115563999978)	
St. Louis Avenue and Grand		POINT (-90.2432441711000024 38.6591242579999985)	
Delannoy	Station for neighbors of Courtyard at Cityside	POINT (-90.1915232201999970 38.6356004824000010)	
oak knoll park (big bend/Clayton rd)		POINT (-90.3181321330999936 38.6352165296000010)	1
Metro -links are just plain smart ways to allow folks to travel around		POINT (-90.2592945099000019 38.6289407288000035)	1
Cortona at Forest Park	A bike friendly apartment community with convenient access to Cortona at Forest Park. 278 apartments.	POINT (-90.2840888500000034 38.6287311930000001)	
Gravois/Kingshighway	Convenient for neighborhood dwellers to commute to the shopping areas and public transport stations further down Gravois near Des Peres Parkway.	POINT (-90.2838420867999929 38.5712701300999967)	
Hampton/Loughborough		POINT (-90.2950859070000007 38.5740381697000032)	
Hampton/Eichelberger		POINT (-90.2933692932000014 38.5820229468000022)	
Hampton/Loughborough	A station in this location would be within walking distance of anyone living in the Princeton Heights neighborhood who wants to commute to work. There are a number of restaurants along Macklind, and Eichelberger provides a direct route to the Hampton and Kingshighway shopping areas.	POINT (-90.2853012085000017 38.5815532785999977)	1
jefferson and russel	jefferson needs bike share dock	POINT (-90.2216148376000007 38.6111699105000028)	

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Jefferson and Arsenal		POINT (-90.2241897582999997 38.5990295755999995)	
Cherokee Street	Cherokee street needs a bike share docking station	POINT (-90.2416133881000064 38.5953149605999997)	
North Hanley Metrolink Station		POINT (-90.3155136107999965 38.7199596020999977)	2
St. Louis Community College - Florissant Valley		POINT (-90.2876615523999959 38.7706768429999968)	1
West Port Plaza		POINT (-90.4468989372000038 38.7023327672999997)	1
Cherokee and Lemp		POINT (-90.2186322211999965 38.5924303413999965)	1
University City-Big Bend MetroLink Station		POINT (-90.3149986267000031 38.6515502418999972)	1
Manchester & Taylor	Intermediary between the grove and the CWE. Lots of bike traffic in this area already.	POINT (-90.2650022506999932 38.6259904071999998)	
Southtown Bank Condos	Central location - right at Grand and Gravois - secure locking location in back of the old bank	POINT (-90.2585864067000045 38.5923716416000033)	
Mackenzie and Heege	In the middle if Affton near Fortels Pizza Den.	POINT (-90.3201132850000050 38.5660892754999978)	1
Lockwood & Berry	Locate in parking island near Methodist Church	POINT (-90.3770381212000018 38.5832222642000033)	
Anhesuer-Busch Tour Center & Biergarten		POINT (-90.2135038376000011 38.6001028371000032)	
Wells Fargo Campus	Nexus of Downtown West	POINT (-90.2156710624999931 38.6313880626000028)	1
Grant Trail Trailhead		POINT (-90.2965450286999953 38.5417545224999998)	
Lemay Ferry and Bayless		POINT (-90.2801299095000047 38.5409405321999969)	
Perennial Artisan Ales / Side Project Brewing	Brewery tap room destination	POINT (-90.2656012417999989 38.5455179584999996)	
Casino Queen	Casino and hotel on the IL side of the river but quite convenient to downtown St Louis via the Eads Bridge.	POINT (-90.1745656946000054 38.6267586255999973)	
Delmar and N Skinker		POINT (-90.2994954586000063 38.6553289717000013)	2

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Ryan Hummert Park	North Sutton intersection of Lyndover and Sutton Ave. Next to Ryan Hummert park, small businesses and many Multi-Family Apartment Buildings. One side of street parking reduces options for residents, park goers, and business owners during high peak use times.	POINT (-90.3196495770999945 38.6156549426999973)	2
SIUe		POINT (-90.0033473968999971 38.7914896822000017)	
Bellefontaine Station		POINT (-90.2395534515000008 38.6945204840000017)	1
Old Post Office Plaza		POINT (-90.2010369301000026 38.6289407288000035)	
Hipointe Dogtown	I think with the crosswalk improvements planned for this intersection, bikes would be a great addition!	POINT (-90.3041839600000031 38.6325278881000003)	
Jefferson Barracks Park/ S. Trail parking lot		POINT (-90.2802672411000060 38.5061350946999994)	
clayton-tamm business dist.		POINT (-90.2929830550999952 38.6284043157999974)	1
Park Ave. at Truman Parkway	This corner would be ideal for both business clusters in Lafayette Square, besides the hundreds of both new and historic homes.	POINT (-90.2586299999999966 38.6421500000000009)	
Riverfront Trailhead north of Arch		POINT (-90.1814460754000038 38.6351091908000015)	1
Arsenal and South Grand		POINT (-90.2586299999999966 38.6421500000000009)	1
Queeny Park		POINT (-90.4946422576999936 38.6027188448000018)	
Shenandoah and Compton		POINT (-90.2414202690000025 38.6094428887000021)	
Small Batch	Locust is a great and popular street for bikes, and near a bike lane on Olive. This corner is home to two busy destination restaurants (Small Batch and the Fountain), and home to several businesses. Fast growing area!	POINT (-90.2217006683000022 38.6356120311000026)	
Amtrak Station in Kirkwood	The Amtrak station in Kirkwood is at corner of Argonne and Kirkwood Rd. in the heart of Kirkwood about a mile from grant's trail.	POINT (-90.2592194080000070 38.6289658731000003)	1
Compton Hill Reservoir Park		POINT (-90.2393388747999978 38.6149591523999973)	2

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Sigma Aldrich Campus		POINT (-90.2136540413000034 38.5908202709999983)	1
Sigma Aldrich Campus		POINT (-90.2260136603999996 38.5901326258000026)	
Bread Company locations	Any Bread Company is a popular place and close to many entertainment and public transportation also, like metro link Bread company at Big Bend and Clayton Rd	POINT (-90.2586299999999966 38.6421500000000009)	
Arsenal and Morgan Ford		POINT (-90.2610003948000070 38.6044627969999965)	3
South Grand (Rooster)		POINT (-90.2424073219000036 38.6009371191000028)	2
Downtown West Lofts	There is a major confluence of loft buildings here that are just shy of walking distance to Union station or other focused Metro link	POINT (-90.2086114882999937 38.6344010179999984)	
River Des Peres	It would be great to have a station halfway between Gravois and Lansdowne on River Des Peres. There are nearly a half dozen apartment complexes on this section of road, but no specific bus stop, and the metro is a bit far to walk to daily (about 2 miles).	POINT (-90.3080999851000001 38.5740843028000029)	
Local Harvest Grocery		POINT (-90.2612686157000041 38.6028907266000019)	2
Hartford Coffee		POINT (-90.2524280548000064 38.6027062681000004)	1
Rooster (South Grand)		POINT (-90.2496922015999985 38.6016078915999969)	
Tilles Park		POINT (-90.2917814255000053 38.6016623916000015)	
Jefferson and Gravois	The busy intersection of Jefferson and Gravois is near a bus stop and a lot of commercial buildings such as banks and restaurants. Plus Gravois is a straight shot downtown.	POINT (-90.2324724197000023 38.6014276221999992)	
501 Plaza	Location is an outdoor event and activity space for the community. There is a metro bus stop at the location with quick access to Metrolink stations at UMSL North and North Hanley. There are marked bike lines from the location to the Ted Jones trail (trail-head is 3 blocks away). There is a bike shop close to the location that has an active bike club that organizes rides leaving from this location.	POINT (-90.3026068210999995 38.7373812410000014)	1

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MacKenzie Pointe Shopping Center	This is a large strip mall located on Watson Road at the intersection with MacKenzie Road. Plaza is anchored by a Dierbergs Supermarket and a U.S. Post Office. Accessible to the River Des Peres bike trail & Landsdowne Metrolink bus/light rail station.	POINT (-90.3192901610999996 38.5843041486999994)	
Forest Park - West		POINT (-90.3011369704999964 38.6458524454000028)	7
Creve Coeur Lake trail		POINT (-90.4862093925000011 38.7254966535999969)	2
Cahokia Mounds	Having a bike share would be a unique way to experience the grounds of the Cahokia site	POINT (-90.0587940215999936 38.6547843776999969)	
Botanical Gardens	There could be space for a bike rack in the corner of the MOBOT parking lot or near the main entrance.	POINT (-90.2592301369000012 38.6166105956000010)	6
SLU Library	Outside of the Saint Louis University library	POINT (-90.2351546288000037 38.6367266479999998)	
SLU Library	Outside of the Saint Louis University Library	POINT (-90.2406048775000045 38.6335252205999993)	
Warson Woods Dierbergs	There are restaurants, shops, and grocery here, as well as access to neighborhoods north and south of Manchester via Sappington and quiet roads through Warson Woods to connect to Webster, Kirkwood, Brentwood, Clayton, Maplewood, etc.	POINT (-90.3865814209000007 38.6028865343999996)	
Dutchtown	Across from the Feasting Fox on the corner of Grand and Meramec.	POINT (-90.2866744994999948 38.6501258352000008)	2
Dutchtown	Across from the Feasting Fox on the corner of Grand and Meramec.	POINT (-90.2586299999999966 38.6421500000000009)	
Unused grassland by met center		POINT (-90.2979451417999996 38.6709989374000003)	
unused grassland in Wellston by Met Center		POINT (-90.3114151955000040 38.6727621698000021)	
Wellston Ballpark	Julian and Stephen Jones	POINT (-90.2934390305999983 38.6689466644000035)	
Etzel Ave & Stephen Jones Ave or Stephen Jones & Gambleton Pl	More Than Carpentry or grass area of gateway greenway	POINT (-90.2944153547000070 38.6661739083999976)	
More Than Carpentry Garden/Gateway Green	open grass area on path of greenway	POINT (-90.3067052364000062 38.6657508651000015)	
Carondelet Plaza		POINT (-90.3322291374000059)	

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		38.6484248889999975)	
Pershing & Union		POINT (-90.2743792533999994 38.6475702111999979)	3
Pershing & Union		POINT (-90.2586299999999966 38.6421500000000009)	
Ranken Tech.		POINT (-90.2434158325000055 38.6611181689000034)	1
Seasonal at Upper Muny Lot		POINT (-90.2791213989000028 38.6364500904999986)	1
Ladue Crossings Shopping Center		POINT (-90.3533864020999999 38.6537077451000002)	1
Ladue High School		POINT (-90.3961944579999965 38.6394837837000011)	
Chaminade High School		POINT (-90.4062795639000001 38.6495728227000015)	
DeSmet High School		POINT (-90.4449462891000024 38.6614700298000002)	
MICDS		POINT (-90.3965377808000028 38.6585545590000024)	
John Burroughs High School		POINT (-90.3678274155000025 38.6440089435999994)	
BJC Hospitals		POINT (-90.2650344372000006 38.6350547162000026)	2
St. Louis Children's Hospital		POINT (-90.2642834187000034 38.6372839499000023)	
S. Lindbergh and Watson Rd in Sunset Hills		POINT (-90.4075241089000059 38.5535857124000003)	1
Big Bend and S. Kirkwood rd. (aka Lindbergh blvd) in Kirkwood		POINT (-90.4064512253000032 38.5663461112999997)	
Big Bend and Elm in Webster Groves		POINT (-90.3580212593000027 38.5834906401999973)	
Reber place / kingshighway		POINT (-90.2693367004000038 38.6074810755999991)	
Holly hills trail		POINT (-90.2765464783000056 38.5709849320999965)	
Holly hills neighborhood river des Peres trailhead		POINT (-90.2890777588000049 38.5615895410999983)	1

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Morganford river des Peres trail head		POINT (-90.2825546265000014 38.5597103153999967)	
st charles county community college	High traffic area with immediate access to trails	POINT (-90.6387519836000024 38.7592370225999971)	
Centennial Trailhead		POINT (-90.5502980946999969 38.7529704861999988)	
Plaza Frontenac		POINT (-90.4074382782000043 38.6312874889000000)	
Centennial Greenway		POINT (-90.3477001189999953 38.6472182819999972)	
Gateway School		POINT (-90.2125811577000007 38.6424586895000033)	2
Chipewa and River Des Peres		POINT (-90.3376150131000060 38.5835325737999995)	
Winslow's Home on Delmar		POINT (-90.2586299999999966 38.6421500000000009)	
Fox Park	Nice community park with high visibility and space for bikes.	POINT (-90.2258634566999973 38.6075984506000012)	1
Julia Davis Branch Library	Highly used public library near 2 parks and at the corner of two major streets.	POINT (-90.2368068695000005 38.6703330022000031)	1
Brentwood Forest	Densely populated area with short distance commute needs.	POINT (-90.3517609835000002 38.6256509448000003)	
Grants Trail Terminus at Melshire		POINT (-90.3904867172000053 38.5702719320999989)	
Arsenal and Watson		POINT (-90.2932405471999999 38.6073804684000024)	
Heart of the Grove!	There's roughly 50 ft of space between the 'do not park' sign and the entrance to the Archway Chemicals lot. Plenty of room for on-street bike share!	POINT (-90.2526855468999969 38.6276625503999966)	4
Science Center	On Oakland Ave near SLUH and the Science Center	POINT (-90.2698516845999990 38.6291460734000012)	1
Corner of Kingshighway and Lindell	Corner of Kingshighway and Lindell--across from the Chase Park Plaza at the edges of Forest Park	POINT (-90.2651202679000022 38.6438371603999968)	2
Union Plaza	A Kiosk located in Union Plaza Shopping Center at Union Road and Reavis Barracks Road 63125.	POINT (-90.3068447113000019 38.5325231644999988)	
616 N. 7th st.		POINT (-90.1900184155000062 38.6311701527000011)	

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grand and cass	Grand nort	POINT (-90.2586936951000069 38.6422156737000009)	
sydney st. and compton	It be a great way to connect Tower Grove East to Downtown and Cherokee St.	POINT (-90.2028179169000026 38.5976208953999986)	
Chip		POINT (-90.2683067322000028 38.5907112546000022)	
Blues City Deli		POINT (-90.2179884911000016 38.6049826206999995)	
Francis R. Slay Park		POINT (-90.3112059831999971 38.6084242617000015)	
Francis R. Slay Park		POINT (-90.3066730498999988 38.6066091415000017)	
Berra Park/The Hill		POINT (-90.2772223948999937 38.6172896043999998)	
N Hanley Metrolink Station		POINT (-90.3063297271999943 38.7132752277000023)	
Wellston Station		POINT (-90.2987337112000006 38.6688419549999978)	
S Grand Business District		POINT (-90.2429866790999995 38.5982497739000010)	8
SLU College of Public Health and Social Justice		POINT (-90.2391672133999947 38.6173231355000013)	
Edwardsville/MCT	Edwardsville with access to Madison County Trails.	POINT (-89.9551105498999988 38.8078446358999969)	
Lockwood and Gore		POINT (-90.3597807884000019 38.5932437486999973)	4
manchester and Kirkwood		POINT (-90.4068803786999950 38.5994655900000012)	
Kirkwood High school		POINT (-90.4223299025999978 38.5892688670000013)	
Grand Center dog park		POINT (-90.2321183681000036 38.6380717077000000)	
Lockwood & Bompert	Webster University	POINT (-90.2586299999999966 38.6421500000000009)	

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CWE - BJH Parking Garage	The medical center is building a new parking garage on a block that already has 2 large parking structures (Duncan Ave. between Taylor and Newstead). With its proximity to the CWE MetroLink station, as well as the medical center, Cortex, CWE and the Grove, this parking garage could integrate a bicycle-friendly infrastructure into a block that currently provides value only to people parking cars. At the same time, a block of parking spaces in the garage could be carved out for people who need to drive to access the bike share.	POINT (-90.2580928801999960 38.6358299274999979)	1
Brentwood		POINT (-90.3464126587000038 38.6284713675999996)	
Oakville	Oakville	POINT (-90.3115224838000046 38.4466148098999980)	
MUNY OPERA		POINT (-90.2586299999999966 38.6421500000000009)	
Many Opera		POINT (-90.2586299999999966 38.6421500000000009)	
Chaifetz arena		POINT (-90.2586299999999966 38.6421500000000009)	
Chaifetz arena		POINT (-90.2586299999999966 38.6421500000000009)	
Zoo		POINT (-90.2586299999999966 38.6421500000000009)	
The UCBC Station	It would be nice to see a station by Urban Chestnut.	POINT (-90.2616333960999953 38.6263592040999981)	4
Washington University N Campus	Lots of employees who need to get to-from main campus	POINT (-90.2976179122999980 38.6564935510999987)	1
Big Bend MetroLink	Need to have bikes at the MetroLink! Also, many WUSTL community members interact with this stop.	POINT (-90.3145694732999971 38.6501258352000008)	3
Washington University Sout 40	Over 1000 students live in this area	POINT (-90.3123378754000044 38.6436905158000030)	3
River City Casino		POINT (-90.2647018433000028 38.5293003024000029)	
Grant's Trail @ Holmes	Northern trailhead to Grant's Trail, has parking lot and frequent bike usage, within riding range of downtown Kirkwood and Webster Groves.	POINT (-90.3917419910000035 38.5724822091000021)	

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chippewa and morganford	SE corner of Chippewa and Morganford in the vacant lot. it's next to bus lines and would be great access to the new bike lane on Chippewa and great use of the vacant lot.	POINT (-90.258629999999966 38.642150000000009)	
Shameless Grounds at Lemp and Withnell	Beautiful area and a great place to eat and drink before and after your ride!	POINT (-90.2181816101000038 38.5950801703000010)	
The Ivory Coast!	Great little area; like a hidden Lafayette Square.	POINT (-90.2633929252999963 38.5486437002999978)	3
McRee Town!	This is a thriving new little area, where we put new bike lanes only a year ago!	POINT (-90.2558183670000034 38.6195990244000029)	4
Peter Mathews Memorial Skate Garden	St. Louis' first legally sanctioned skate park; which also has a local Community Garden!	POINT (-90.2650558949000015 38.5882583397999994)	4
I think there should be stations up and down, cherokee, Maremac, Grand, Delmar		POINT (-90.2618265151999992 38.5914827523000028)	
Carpenter Branch Library		POINT (-90.258629999999966 38.642150000000009)	
Grand and Utah		POINT (-90.2795934676999963 38.6038926634999982)	
Grand and Utah	Down the street from Grand and Arsenal	POINT (-90.261805074999984 38.5914659807000007)	
Olive	Making stations and bikes accessible to young people (non-drivers) could be life changing. University city middle and high schoolers should be engaged- there are many destinations along as well as north and south of Olive Road that attract young people after school - the community fitness center, parks, grocery stores, shops, bus stops, schools...	POINT (-90.3155136107999965 38.6639330073999972)	2
CBD Core		POINT (-90.1906085027000017 38.6277787188000019)	1
north landing-St. Louis Riverfront Trail	Arch/Landing/Trail/bus/business/metrolink accesses	POINT (-90.1868373156000018 38.6314760644999993)	
Purina		POINT (-90.1984405518000045 38.6181530260000017)	2
Ameren		POINT (-90.2086329459999945 38.6222939522999980)	
Shrewsbury Metrolink Station	There should be a bike at every Metrolink station, and bus transfer stations, that are within biking distance of shopping, work and entertainment, as in other cities around the US	POINT (-90.3430652618000067 38.5864846416000020)	2

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	and beyond.		
100 North Broadway	adjacent to a garage, near several high-rise buildings	POINT (-90.1930975914000044 38.6269962122999999)	
End o' the Trestle	When the Iron Horse Trestle is complete, it would be fantastic for people to bike from here to downtown.	POINT (-90.1497852802000068 38.7018094630999983)	
Old North bike park	Early renderings for the trestle said there would be a bike park here. It isn't unreasonable.	POINT (-90.1919174193999993 38.6433008587000018)	4
Serra	Use that silly waste of a block for something. Access to jury duty, City Garden, government workers, and publically funded dirty energy types.	POINT (-90.1958870888000064 38.6272769970999974)	1
Olin	Wash U is the best anchor a bike share system could ask for. Build short high frequency routes between Olin Library and the loop, the park, and campus housing.	POINT (-90.3074991703000052 38.6481693246999995)	7
Etzel Connector	Helps move neighborhood traffic through the Porter Mall and the Wellston and Forest Park stations.	POINT (-90.2827692032000044 38.6637235737999987)	1
FoPaCoCo	Community College connection along Oakland. Pairs with route to CWE metrolink station and makes half hour wait for the bus unnecessary. Increases bike traffic along Clayton and through the tunnel. It is a short route that really extends the Metrolink system to a major stakeholder.	POINT (-90.2795290946999955 38.6297369596000024)	3
Chouteau Park		POINT (-90.2561616897999954 38.6297872475999995)	6
off delmar	for wash u students only going to the loop to walk around	POINT (-90.3053963183999997 38.6554672142000015)	2
off manchester	There's a vacant lot here that would work well, or the gas station across the way.	POINT (-90.2564620972000000 38.6275074911999994)	3
Soulard Farmers Market	It's a hip place, lots of these sustainability type people visit Soulard. It is already common place in Soulard/Lasalle Park to see people driving around in golf carts. I think these bike shares would fare well.	POINT (-90.1932048798000068 38.6151268133000016)	4

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Lasalle Park/ Souldard neighborhoods	<p>Anywhere in the Lasalle Park or Souldard neighborhood would be awesome.... Maybe nearby the Souldard farmers market?</p> <p>It is sort of hip, and the Souldard farmers market has some space in the nearby park. Maybe they would be interested?</p> <p>Souldard is already very bike and pedestrian friendly.</p> <p>I don't think I am a usual commuter, but I commute from Lasalle Park to SLU almost every day by bike. I would definitely use a bike share if it was convenient.</p> <p>Possibly a bike share could be incorporated into the low income housing that is already in the Lasalle Park neighborhood.</p>	POINT (-90.258629999999966 38.642150000000009)	
Maryland Shoppes	Restaurants, retail, and offices. Large day time population. Close proximity to Shaw Park, Clayton High School, and Centennial Greenway.	POINT (-90.342378616299960 38.652174458200011)	
Wydown Business District	Bike lanes along Wydown Connect this business district to Forest Park and Wash U. Close proximity to Downtown Clayton as well.	POINT (-90.334750413899966 38.643041086200002)	2
Rootwad Park		POINT (-90.181231498700008 38.637418037000033)	2
Jefferson Barracks Park		POINT (-90.2729523181999980 38.5196014703000031)	1
Grand and Bell		POINT (-90.235658884000029 38.6415788006000014)	
Lafayette and 7th		POINT (-90.2041804790000015 38.6107507342000034)	
Kirkwood North - Vicinity of Manchester & Lindbergh (Wilson & Lindbergh or Woodlawn & Manchester or Manchester & Wood or ??)-	Allow North Kirkwood people opportunity to bike to downtown Kirkwood and back..... If put station by train station too- people can go both ways. central to North for Groceries(Schnucks, ShopnSave Dierbergs all near and getting another new grocery at corner. /Panera/Restraunts- Pi/	POINT (-90.422372817999995 38.5799094157000013)	
Ackert Walkway and Pershing Avenue	This location is just north of Washington University on a heavily traveled pedestrian and bike path. It is at the bottom of the ramp which leads up to the bridge that crosses Forest Park Parkway and continues directly onto the campus. The location would be incredibly convenient for people coming to and	POINT (-90.3067696094999945 38.6517220066999982)	2

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	leaving Washington University.		
Former UMSL Alumni Center	A great location right next to the Greenway with a big parking lot in back for bike space-- the building could become a bike shop or a concessions stop with a place for light, healthy snacks!	POINT (-90.3110182285000036 38.7068037223999966)	3
gas stations	transportation is almost always by car here. The option of bicycle would be of interest who don't want to pay for gas at the gas station.	POINT (-90.2586299999999966 38.6421500000000009)	
Mercy Medical Center	Medical Center	POINT (-90.4464054107999971 38.6454669897999992)	1
Missouri Baptist Medical Center	Medical Center	POINT (-90.4461479187000066 38.6361651514000002)	1
Kirkwood Community Center	Community Center, City Park, Aquatic Center, and Ice Rink	POINT (-90.4164075851000035 38.5802784494999997)	2
Stacy Park	Trails to east toward University City and Clayton	POINT (-90.3904438019000054 38.6698304055000008)	1
Creve Coeur Pavilion	AMC 12, restaurants	POINT (-90.4119443893000039 38.6746216837999981)	
Monsanto		POINT (-90.3986406326000065 38.6724438697999986)	1
Saint Louis CC Meramec	College	POINT (-90.4198837280000021 38.5686361994999984)	2
JCC Creve Coeur		POINT (-90.4088330268999982 38.6848397723999966)	
Shrewsbury Metrolink Station		POINT (-90.3199768065999962 38.5925896693999988)	1
Shrewsbury Metrolink Station		POINT (-90.3556823729999934 38.6001028371000032)	1
Grand South Grand area		POINT (-90.3104496002000019 38.6421486346999998)	1
St. Louis Community College at Forest Park	Great addition for FP students!!!	POINT (-90.2968883513999998 38.6279349510000003)	
St. Louis Science Center (on Oakland Avenue)		POINT (-90.2968883513999998 38.6279349510000003)	2

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Mansion House / Fed Reserve		POINT (-90.187625885000028 38.6281863967999968)	1
Palladium		POINT (-90.2078711987000048 38.6157806873000027)	
Newstead @ Laclede		POINT (-90.2553141117000024 38.6388720272000015)	5
Ruth Porter Mall @ Delmar		POINT (-90.2842068671999982 38.6539884251999979)	3
Wash U - Hoyt Dr		POINT (-90.3041946887999956 38.6471512477000019)	3
Waterman @ Lake		POINT (-90.2702593803000042 38.6488187077999967)	2
Waterman @ Des Peres		POINT (-90.2943134308000026 38.6502431404000006)	2
Lumiere		POINT (-90.1839137077000004 38.6339191212000017)	
January Wabash Park		POINT (-90.3325080871999972 38.7407956018999968)	
Old Orchard and Webster U / Eden Seminary	There should absolutely be a bike share location here to service the adjacent Old Orchard commercial district, Webster University, and Eden Seminary and extend pedestrian range down Lockwood Ave. into Old Webster, thereby creating more connectivity between the two commercial districts and adjacent education institutions.	POINT (-90.3429579735000061 38.5908705862999994)	3
Summit & Marshall	This was a former trolley stop along Summit Ave and is a great central spot that could benefit the whole neighborhood by providing an additional transit option and extending pedestrian range from this neighborhood to nearby commercial areas and on to other transit options like bus and metro that do not directly provide frequent or dependable service the the central part of this neighborhood. This could also be an addition that may contribute some the revitalization of the historic commercial district on Marshall Ave. that grew around the former streetcar stop, adding new life and vitality to this part of the neighborhood.	POINT (-90.3372502327000007 38.6037836667999983)	2

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Sutton	This is a former trolley/streetcar stop along Sutton Blvd. in Maplewood. Surrounded by lots of multi-unit housing and a thriving/growing business district as well. There is already a small green space park here, along with a little transit shelter/pavilion along the street, either left over from, or reminiscent of the former trolley stop. Seems like there is a need to again provide additional transit options along this route or corridor.	POINT (-90.3203415871000033 38.6104195833000006)	3
Sunnen Station	The Sunnen Metro station needs one for sure. That station itself is a little isolated and this would help to easily extend that range of use for that station to nearby areas like the recently renovated Deer Creek Center and over into Webster Groves. Also, this station is actually closer to the Sutton Blvd business district in Maplewood than the Manchester Rd. metro station. And the travel route it more pedestrian friendly.	POINT (-90.3303623199000043 38.6075816827000011)	3
Venice Cafe	A culinary, beverage and aesthetic experience. A Soulard original.	POINT (-90.2172428370000006 38.5991427718999986)	
Soulard entertainment district	Molly's, 1860s Hardshell, lots of entertainment, culinary and beverage destinations	POINT (-90.2045667170999934 38.6085290593999986)	3
BB's & Beale St - Broadway Oyster Bar	Great entertainment destination so close to downtown, halfway to Soulard	POINT (-90.1922553777999951 38.6198253519999994)	
Crown Candy-Old North STL	Duh. Crown Candy is THE destination here.	POINT (-90.1976895332000055 38.6513491509000033)	9
America's Center	Makes sense to have some located conveniently for conference attendees wanting to explore a bit.	POINT (-90.1951253414000007 38.6315598756999989)	
Hanley and Wydown	Outside the Starbucks at Hanley and Wydown. TONS of students could use it, because there are several schools nearby. It's a major destination in the area for parents and their kids.	POINT (-90.3481721878000030 38.6412436020000030)	
Gravois Bluffs, Fenton		POINT (-90.3096771240000038 38.5575625689000034)	
Ted Drewes		POINT (-90.3076601027999999 38.5896713966999982)	1
The Laurel	616 N. 7th Street- The Laurel apartment building at the corner of 7th and Washington	POINT (-90.2586299999999966 38.6421500000000009)	
Forest Park Visitors Center		POINT (-90.2834558487000010 38.6438539196999997)	7

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Katy Trail access on Green Park Rd.	Ride the trail to Grant's Farm and get your free samples!	POINT (-90.3450393676999965 38.5327245885999972)	
Stadium Metrolink	Bike share should be with Metrolink when feasible to facilitate transportation of tourists and citizens alike. Adds to robustness of public transportation system and is visible to increase ridership.	POINT (-90.1945245266000057 38.6230567285000035)	11
Russel & Nebraska		POINT (-90.2286529540999993 38.6119914886999993)	1
Wash Ave		POINT (-90.1938271523000026 38.6312246302000020)	
MX		POINT (-90.1902973651999957 38.6303697471999996)	1
Wash Ave		POINT (-90.1995348930000063 38.6323141721999974)	1
Culinaria		POINT (-90.1937091350999935 38.6287186208000008)	4
Union Station		POINT (-90.2076888083999933 38.6291041663999977)	2
8th and Pine Metro		POINT (-90.1938056946000017 38.6280397202000003)	4
Library		POINT (-90.1987731457000024 38.6305289908999967)	
Lucas Park		POINT (-90.1991808413999934 38.6310905316000017)	4
Urban Shark		POINT (-90.1947176455999937 38.6299842084000034)	2
Ballpark Village		POINT (-90.1928400992999997 38.6236350917999971)	10
City Museum		POINT (-90.2014875411999952 38.6336760764000005)	2
City Garden		POINT (-90.1942348479999936 38.6269584949000020)	9
Old Post Office Plaza		POINT (-90.1925718784000026 38.6294645659000011)	4
Gravois and Grant's Trail		POINT (-90.3478202788000004 38.5468551016999967)	
Carondelet park rec plex		POINT (-90.2588868140999949 38.5595593040999987)	

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SLU/Busch Student Center.	center of undergrad campus for convenience.	POINT (-90.2330946921999981 38.6354779406999995)	7
Muny		POINT (-90.2809131144999952 38.6410173420999996)	5
Art museum/art hill	Bike up to see the art museum, or picnic on art hill.	POINT (-90.2942490578000019 38.6395005440000006)	8
CWE metrolink/Barnes	Close to transit, a hospital (so you can bike to visit people or to appointments) which is also a major employer of Saint Louisans, Tons of restaurants, and the park.	POINT (-90.2629208565000027 38.6361567709000013)	15
Zoo		POINT (-90.2913630009000059 38.6335042684000030)	15
Hi-Pointe	The Hi-Pointe Theatre and Cheshire would be a great place for a bike share station. Imagine picking up a bicycle along Delmar or the Central West End or even Clayton and making the Hi-Pointe or Cheshire your destination for an afternoon or evening of fun and then hopping back on a bike to head home. Likewise, Cheshire visitors or spontaneous community members might pick up a bike and do some exploring if the mood strikes them.	POINT (-90.3056055307000065 38.6332863649999965)	3
Central Clayton	This is such a great place to start or end a bike ride - it's the hub of so much activity and would be a great drop off / pick up point for bike sharing.	POINT (-90.3382372856000018 38.6502431404000006)	1
Bel-Nor	UMSL South, UMSL North and Hanley Metro Stations - Placing Bike Share Stations at both of these stations would create opportunities for St. Louisans from all over the region to "park and bike" or "ride and bike" the incredible trail system in the region, not to mention through our beautiful parks, neighborhoods and our great commercial corridors all the way from Ferguson to the soon-to-be redeveloped Natural Bridge Rd.	POINT (-90.3049778938000003 38.7048529468000027)	3
Germania and Lemay Ferry	Current endpoint of River Des Peres trail Coupled with a location at Shrewsbury Metrolink station, would provide a safe all-trail route from deep south city to the Metrolink system. Locations at other major cross streets (Morganford, Gravois, Chippewa, etc.) could make this trail a major commuter throughfare.	POINT (-90.2704310416999931 38.5457655979000009)	4
Shrewsbury metrolink		POINT (-90.3160285950000059 38.5829958212000008)	1

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Corner of Manchester and McKnight		POINT (-90.3631711005999989 38.6092332958000028)	2
Tilles Park	Would allow for recreation in the park. Transportation to the Maplewood or Brentwood Metrolink stations, and the Brentwood Whole Foods or Target.	POINT (-90.3629779815999967 38.6194942428999966)	1
Maplewood Metrolink		POINT (-90.3313922882000071 38.6138525802999979)	7
Ballas Bus Loop		POINT (-90.4413843155000023 38.6395005440000006)	1
Brentwood Metrolink		POINT (-90.3381192684000069 38.6283121194000003)	6
UMSL North Metrolink		POINT (-90.3063511847999933 38.7132249982999994)	5
Maryland Heights bike share	a big population that lives here travel to downtown or ofallon for work....it is well connected to all the hwy like 40/270/170/70/page extension	POINT (-90.4449141025999950 38.7161298711000015)	
Sidney St		POINT (-90.2187073231000056 38.6039429694999967)	
Gus' Pretzels		POINT (-90.2176666259999962 38.5970507075000029)	3
Wash Ave / City Museum		POINT (-90.2018094063000007 38.6328966513000012)	4
Old Courthouse / Kiener		POINT (-90.1901257038000068 38.6255545539999972)	5
Basilica		POINT (-90.2538657188000002 38.6430620356000034)	3
Euclid @ Laclede		POINT (-90.2621912956000045 38.6402631370999998)	11
Moolah		POINT (-90.2392315864999972 38.6386960414000029)	4
Humphrey's		POINT (-90.2373862266999964 38.6351343329000017)	3
Aventura		POINT (-90.2605926991000018 38.6305499440000020)	2
Powell Symphony Hall		POINT (-90.2301335334999948 38.6406318606000028)	3
Schnucks for WU		POINT (-90.3144836425999955 38.6335755058999979)	3

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U City - City Hall		POINT (-90.309945344900009 38.6565940894999969)	5
Delmar @ Eastgate		POINT (-90.3010511397999949 38.6556473477999987)	7
Sasha's		POINT (-90.2505183220000049 38.6162165998999996)	2
Georgian		POINT (-90.2078390120999956 38.6133160543000002)	2
SLU Law Downtown		POINT (-90.1975822449000049 38.6287898631000033)	1
soulard		POINT (-90.2062243223000024 38.6046682117000017)	3
Middle of Soulard		POINT (-90.2077960967999957 38.6068774300999991)	2
AB Tour Center	for tourists, employees, and nearby residents	POINT (-90.2265286445999948 38.6009580808999999)	1
Post office		POINT (-90.2051568030999960 38.6286389970000030)	2
Chimichangas	After two monster margaritas, nobody should be driving home from Chimis.	POINT (-90.2533400059000002 38.5698692937000018)	1
Civic Center Metro Transit Hub		POINT (-90.2025389670999971 38.6250013518000017)	13
Forsyth Metrolink Station		POINT (-90.3283882141000021 38.6490030476999991)	5
Kirkwood Amtrak	This would be at the Kirkwood Amtrak station.	POINT (-90.4064941406000031 38.5811507033999987)	4
Art Hill		POINT (-90.2909445763000065 38.6430201367999970)	8
Planetarium/Science Center		POINT (-90.2708172797999993 38.6317903560000033)	12
SLU Medical School Campus		POINT (-90.2381587028999945 38.6223023344999987)	3
Grand and Magnolia - Tower Grove Park	Keep stations to the outside of the park on the major streets to encourage use across modes of transport. Metro's #70 Grand is one of the busiest routes, and would potentially offer more users.	POINT (-90.2416348457000055 38.6071121817000034)	10
Old Firehouse	Old Firehouse just south of Marine Ave	POINT (-90.2628564835000020 38.5953065751999986)	1

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Scotttrade Center	Right by Scotttrade Center, Metro Link and Amtrak station	POINT (-90.2021741867000060 38.6257557173999970)	5
Oleatha		POINT (-90.2770614623999990 38.5967698044999992)	
St. Louis College of Pharmacy		POINT (-90.2595520020000066 38.6369026384999970)	3
Midtown Alley		POINT (-90.2251768112000008 38.6365003737999970)	4
Grand Center		POINT (-90.2313888072999930 38.6388301257999984)	6
Forest Park Boathouse		POINT (-90.2842605114000065 38.6399279323999991)	8
Historic Fire House in Marine Villa on Mississippi River Trail #BikeBroadway	Another spot on the Mississippi River Trail. There is the historic fire house here that would be an amazing use for a bike sharing station! Just a block from the historic Lemp Brewery and 2 blocks south of Cherokee Street Antique Row.	POINT (-90.2217864990000038 38.5891766203000017)	8
Clayton @ Tamm		POINT (-90.2930581570000044 38.6285719453000027)	11
Clayton Government Center		POINT (-90.3385806083999938 38.6489695313999988)	8
Chippewa/Broadway/Jefferson on the Mississippi River Trail	This would be a fantastic location right on the Mississippi River Trail, just 4 blocks south of Cherokee Street.	POINT (-90.2267217635999970 38.5862330495999970)	12
Olive @ Taylor		POINT (-90.2548205852999956 38.6481818934000003)	3
MOBOT - Southwest Garden		POINT (-90.2614724636000005 38.6170129719999977)	5
Old Post Office		POINT (-90.1929366588999955 38.6295441887000024)	8
The Hill		POINT (-90.2706456183999961 38.6175913840000007)	2
Highlands		POINT (-90.2828979492000059 38.6293011290999999)	2
DeMun		POINT (-90.3080892562999935 38.6386876612000023)	15
IKEA		POINT (-90.2430295943999994 38.6332989363000010)	2
Delmar Loop MetroLink		POINT (-90.2947318554000020)	17

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		38.6549603238999993)	
WUSTL - Danforth University Center		POINT (-90.3104496002000019 38.6470925926000035)	7
Fountain Park		POINT (-90.2600240706999983 38.6554043766999982)	
Grand/Page/MLK	Shopping District Near: St. Louis Housing Authority, Chronicle Coffee, 70 & 94 MetroBus	POINT (-90.2269363403000000 38.6459362398000010)	2
Chaifetz Arena		POINT (-90.2272367477000046 38.6326452221000025)	5
S Hanley @ Forsyth		POINT (-90.3340959548999933 38.6498828454000005)	5
Clayton Metro Station	Multimodal it up!	POINT (-90.3399538994000011 38.6455759230999973)	2
Grand Metrolink Station		POINT (-90.2353906631000058 38.6294519937999965)	16
Big Bend @ Wydown		POINT (-90.3164577483999977 38.6433218080999978)	10
Tilles Park at Fyler		POINT (-90.2869534491999985 38.6011593132000002)	2
Lindell @ Sarah		POINT (-90.2457332610999998 38.6400536343000027)	12
Gustine @ Utah	On a bike path and in residential area	POINT (-90.2504110336000025 38.5979395279000030)	2
Pagedale Town Center	Pagedale Commercial district revitalization area	POINT (-90.3088939189999991 38.6748143334000005)	2
Pershing @ Belt	Let's not over look the need for stations in residential areas too	POINT (-90.2783918381000063 38.6481651351000011)	3
UMSL South Metrolink station		POINT (-90.3057610989000068 38.7055813541999996)	3
Tower Grove @ Manchester		POINT (-90.2568912506000061 38.6269836398999971)	18
St. Vincent Park	St. Louis County Park location	POINT (-90.3080999851000001 38.6879300379999975)	2
Coretex/Future MetroLink Stop	Coretex	POINT (-90.2517414092999957 38.6345057776999994)	8
Euclid @ Maryland		POINT (-90.2615046500999938 38.6446876930000016)	9

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Shrewsbury MetroLink	Also Endpoint of Greenway	POINT (-90.3192472457999997 38.5924890411999968)	6
CWE Metro		POINT (-90.2618694304999991 38.6358802112000035)	17
Tandy Park Recreation Center Station		POINT (-90.2378743887000070 38.6606113186999991)	
Lindenwood Park Station		POINT (-90.3085184096999996 38.5980904585000033)	2
Sherman Park Station		POINT (-90.2615904807999954 38.6632125532999993)	
Bevo Mill Station		POINT (-90.2669280766999975 38.5815406982000013)	12
Turtle Playground in FP		POINT (-90.2928221226000005 38.6317735937999984)	7
River Des Peres Pkwy		POINT (-90.2960085869000011 38.5630828191999981)	7
Arch		POINT (-90.1856839656999938 38.6243727077999992)	3
Arch		POINT (-90.1856839656999938 38.6243727077999992)	17
Penrose Park Velodrome		POINT (-90.2459961176000007 38.6850198321999983)	
Penrose Park Velodrome		POINT (-90.2459961176000007 38.6850198321999983)	2
Fyler and Watson		POINT (-90.2989590167999978 38.6026601534000022)	
Laclede's Landing Station		POINT (-90.1846593618000014 38.6300847839000028)	14
Union Station		POINT (-90.2071577310999970 38.6270506930000010)	1
Union Station		POINT (-90.2071577310999970 38.6270506930000010)	
Union Station		POINT (-90.2071577310999970 38.6270506930000010)	17
hampton village		POINT (-90.2940559386999979 38.5933611469000013)	7
hampton village		POINT (-90.2940559386999979 38.5933946891999966)	3

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Riverfront Trail Station		POINT (-90.1818430424000042 38.6382518850999972)	6
North Pointe Station		POINT (-90.2494883537000021 38.7067618608000004)	2
Natural Bridge Station		POINT (-90.2520632744000011 38.6763806391000031)	1
Chain of Rocks Station		POINT (-90.1828408240999977 38.7647082880000013)	4
Baden Station		POINT (-90.2299189568000060 38.7148658054999970)	
Baden Station		POINT (-90.2299189568000060 38.7148658054999970)	
Baden Station		POINT (-90.2299189568000060 38.7148658054999970)	
Hyde Park Station		POINT (-90.2004361152999934 38.6610343922000013)	5
Fairground Park Station		POINT (-90.2211213111999939 38.6631790436000031)	
Fairground Park Station		POINT (-90.2211213111999939 38.6631790436000031)	7
Meramec Business District Station		POINT (-90.2410018444000031 38.5805384493000005)	6
Cherokee Business District Station		POINT (-90.2256059646999944 38.5931598927000010)	21
O'Fallon Park Rec	This location is secure and convenient to the hundreds of young people and adults using the O'Fallon YMCA.	POINT (-90.2215719223000008 38.6814562389999992)	1
City Hall		POINT (-90.1989555358999979 38.6266609454999994)	4
Benton Park		POINT (-90.2226448059000035 38.5981575387000007)	
Benton Park		POINT (-90.2226018906000036 38.5981575387000007)	5
Civil Life Brewery	It's a short ride from the park to this neighborhood brewery.	POINT (-90.2581357955999977 38.5907783416000001)	3
Tower Grove Farmers Market	In Tower Grove Park, by the Farmers Market venue	POINT (-90.2586936951000069 38.6065420692000032)	34
Grand Metro Station	Allows people to use the bikes to get to and from the university hubs in that area and back	POINT (-90.3016948700000057 38.6180105202999968)	

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	to MetroLink or the buses.		
Katy Trail Bike Station		POINT (-90.485458374000038 38.7740937936999970)	2
North Wash U		POINT (-90.3063297271999943 38.7183482101999985)	1
South Ferguson		POINT (-90.3022527695000008 38.7381344229000035)	2
Ballpark Village & Busch Stadium	I would love to be able to park somewhere "free" and ride a bike down to the baseball game or ballpark village.	POINT (-90.1910912990999947 38.6231531227000033)	12
Budweiser		POINT (-90.2101778984000049 38.5993188547000017)	4
Ballpark Village/Busch Stadium	Station right outside Ballpark Village/Busch Stadium	POINT (-90.1975393295000032 38.6236057545999998)	1
The Loop	The loop is a destination for many visitors and locals. This bike station would be ideal for people getting on the gateway greenway and heading north, or south (over the Forest Park Parkway Bridge) though WashU and to Forest Park	POINT (-90.3059649467000014 38.6561039636999979)	16
Shaw Dog Park	We need more stuff like this in the heart of residential areas, not just out at the fringes. Let me walk a block, grab a bike to run to the store.	POINT (-90.2514839172000052 38.6116016594000016)	5
Richmond Heights Metrolink Station		POINT (-90.3422069549999947 38.6350840487000013)	4
Forest Park Metro		POINT (-90.2843570709000005 38.6480478264999974)	16
Carondelet Park		POINT (-90.2623629569999935 38.5604318096999990)	6
SLU/Grand Center		POINT (-90.2327513694999936 38.6372043356000034)	11
Lafayette Square		POINT (-90.2135252953000020 38.6174572599000001)	24
Botanical Garden		POINT (-90.2564835547999991 38.6166525098999998)	23
The Loop		POINT (-90.3204274178000048 38.6543654564000008)	2
Washington Ave		POINT (-90.1983225345999955 38.6319663586999980)	13

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Cherokee	So many pubs, restaurants, and galleries are populating Cherokee. It would be nice if the street traffic consisted of more bikes than cars.	POINT (-90.2369570732000028 38.5947866814000022)	13
Francis Park		POINT (-90.2991628646999942 38.5868704141999999)	4
St Louis University North AND South Campus	There is a bike lane running on Grand between North Campus, and the medical campus. Lots of people commute between the two campuses using the bus, which takes forever or they drive, which takes even longer. It would be great if there was a high tech bike share program to connect the two campuses! The sustainability committee here wants to make a bike share of their own (Billikens on Bikes). It would be better if it was integrated into a citywide bike share system. Given that there are some pretty good accommodations on campus already it is a prime place to develop a bike share.	POINT (-90.2586299999999966 38.6421500000000009)	6
Mo. Hist. Museum		POINT (-90.2857303618999936 38.6454334718999988)	23
Downtown Maplewood		POINT (-90.3158354759000019 38.6134669527000014)	9
S. Grand and Arsenal		POINT (-90.2423644066000037 38.6027062681000004)	42
Macklind Ave		POINT (-90.2842175961000066 38.5869165390000006)	6
Entrance to The Grove		POINT (-90.2499282360000024 38.6280816278000003)	9
Old North		POINT (-90.1972818375000003 38.6505070763000020)	7
Soulard Farmer's Market		POINT (-90.2010905742999967 38.6107381588999985)	17
The Zoo		POINT (-90.2926290034999965 38.6366554136000033)	18
WashU Metrolink		POINT (-90.3006970881999962 38.6493172623999968)	32
City Garden		POINT (-90.1930975914000044 38.6270004032000003)	13
Convention Center/MX		POINT (-90.1893103122999946 38.6270004032000003)	9

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		38.6301434529000005)	
Euclid and McPherson		POINT (-90.2609896660000004 38.6484374576999983)	9
Euclid and Lindell		POINT (-90.2617621421999985 38.6432547701000004)	13
Wells Fargo Advisors		POINT (-90.2180743217000014 38.6314970172999992)	5
Schlafly Tap Room		POINT (-90.2100062370000018 38.6328882704000023)	6
Amsterdam Tavern/The Dam		POINT (-90.2618587017000067 38.6016372377999986)	10
The Royale		POINT (-90.2694010735000063 38.6038758947999980)	9