AGENDA

INTRODUCTION

DESIGN ANALYSIS

BICYCLE & PEDESTRIAN FACILITY NETWORK & FACILITY TYPES

IMPLEMENTATION & OPINION OF PROBABLE COST

QUESTIONS & ANSWERS
DESIGN ANALYSIS

What are University City’s major assets and opportunities?
**DESIGN ANALYSIS**

*Existing walk-ability to...*

- PARKS

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*5-minute RIDE: 100% of University City residents are within a 5-minute bike ride of a park...*
DESIGN ANALYSIS

Existing walk-ability to...

- PARKS
- SCHOOLS & RELIGIOUS INSTITUTIONS

5-minute RIDE: >97% of University City residents are within a 5-minute bike ride of a school or religious institution...
DESIGN ANALYSIS

*Existing walk-ability to...*

- PARKS
- SCHOOLS & RELIGIOUS INSTITUTIONS
- COMMERCIAL DISTRICTS

5-minute RIDE: **100%** of University City residents are within a 5-minute bike ride of a commercial area...
DESIGN ANALYSIS

Existing walk-ability to...

- PARKS
- SCHOOLS & RELIGIOUS INSTITUTIONS
- COMMERCIAL DISTRICTS
- GREENWAYS

5-minute RIDE: >97% of University City residents are within a 5-minute bike ride of a regional greenway...
DESIGN ANALYSIS

*Existing walk-ability to...*

- PARKS
- SCHOOLS & RELIGIOUS INSTITUTIONS
- COMMERCIAL DISTRICTS
- GREENWAYS
- TRANSIT

**10-minute RIDE:** >75% of University City residents are within a **10-minute bike ride** of a Metrolink...
DESIGN ANALYSIS

Why is walk-ability and bike-ability important?

• Public health benefits

• Social equity through transportation and accessibility

• *An economic development imperative*
DESIGN ANALYSIS

Why is walk-ability and bike-ability important?

It gives University City a unique and very marketable identity in the St. Louis Region...

“The area’s truly walking / biking / car-optional city!”
VISION STATEMENT

“To make University City the region’s premier walk-able and bike-able city by creating a community with universal accessibility and transportation alternatives. To enable residents, no matter their age or ability, to walk and bike to their destinations—school, work, shopping, recreation, and play.”
BICYCLE & PEDESTRIAN FACILITY NETWORK

- Dedicated bicycle facilities are located within **1/4 mile or less** of all residents
- Gannon Avenue Bicycle Boulevard provides east-west alternative to Delmar Boulevard
- Canton Avenue Bike Boulevard provides an east-west alternative to Olive Boulevard
- Shared bike routes and improved streets are located within **1/8 to 1/4 mile or less** of all residents
- Dedicated bicycle facilities located only on State and U. City roads (**with one exception**)
BICYCLE & PEDESTRIAN FACILITY NETWORK

Bike/Walk Streets
- North Bike/Walk Corridor (Canton Avenue)
- Central Bike/Walk Corridor (Blackberry & Balson Avenue)
- North & South Connector
- Etzel Avenue
- Pennsylvania Connector
- Kingsbury Connector
BIKE/WALK STREETS
BICYCLE & PEDESTRIAN FACILITY NETWORK

**Bike/Walk Streets**

**Bike Lanes**
- Olive Boulevard
- Kingsland Avenue
- Old Bonhomme Road
- Ferguson Avenue
- Pershing Avenue
BIKE LANES: OLIVE BOULEVARD
BIKE LANES: 2-LANE ROADS (e.g. Ferguson Avenue)
BIKE LANES: BOULEVARDS (e.g. Pershing Avenue)
BICYCLE & PEDESTRIAN FACILITY NETWORK

Bike/Walk Streets

Bike Lanes

Super Sharrows

- Jackson Avenue
- Purdue Avenue
- Old Bonhomme Road/Swarthmore Lane
- 82nd Boulevard
- Enright Avenue Connector
- Sutter Avenue Connector
- 81st Avenue
- Kingsland Avenue
ENHANCED “SHARROWS”
BICYCLE & PEDESTRIAN FACILITY NETWORK

Bike/Walk Streets
Bike Lanes
Super Sharrows
Bike Routes
ENHANCED STREETSCAPE
BICYCLE & PEDESTRIAN FACILITY NETWORK

- Bike/Walk Streets
- Bike Lanes
- Super Sharrows
- Bike Routes
IMPLEMENTATION & OPINION OF PROBABLE COST
IMPLEMENTATION
OPINION OF PROBABLE COST

Bike/Walk Streets
Sub-Total: $324,000
Contingency: $97,000
TOTAL: $421,000

Bike Lane Treatments
Sub-Total: $215,000
Contingency: $64,000
TOTAL: $279,000

Super Sharrows
Sub-Total: $235,000
Contingency: $71,000
TOTAL: $306,000

85% of all proposed facilities—20 miles total—are included in the above figures.