

# UNIVERSITY CITY BICYCLE & PEDESTRIAN MASTER PLAN

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PARKS COMMISSION PRESENTATION 01



THE CITY OF UNIVERSITY CITY

UNIVERSITY CITY, MISSOURI

TRAILNET - H3 STUDIO

OCTOBER 23, 2012



# UNIVERSITY CITY BICYCLE & PEDESTRIAN MASTER PLAN

THE CITY OF UNIVERSITY CITY, MISSOURI

## AGENDA

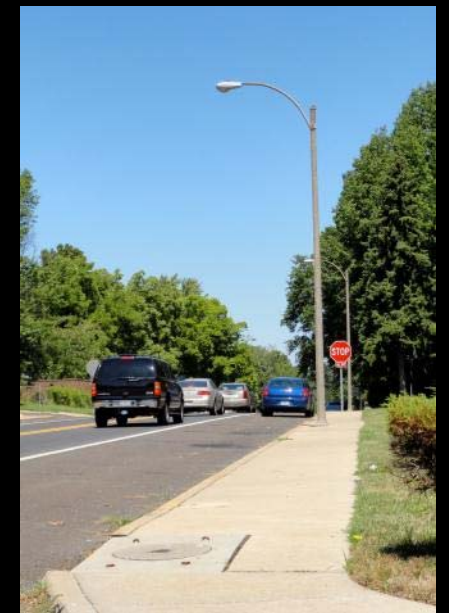
INTRODUCTION

DESIGN ANALYSIS

BICYCLE & PEDESTRIAN FACILITY NETWORK & FACILITY TYPES

IMPLEMENTATION & OPINION OF PROBABLE COST

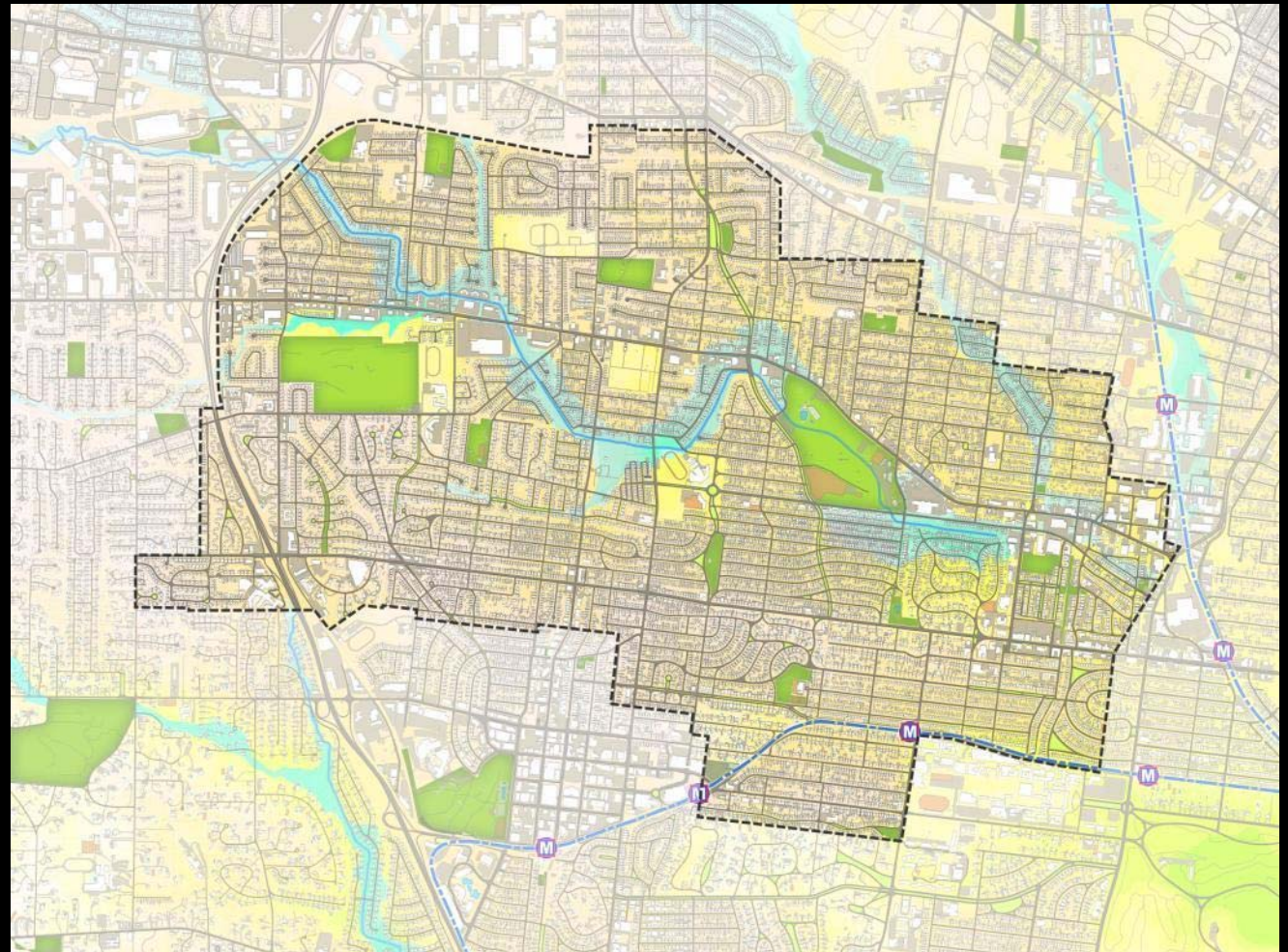
QUESTIONS & ANSWERS





## DESIGN ANALYSIS

*What are University City's major assets and opportunities?*

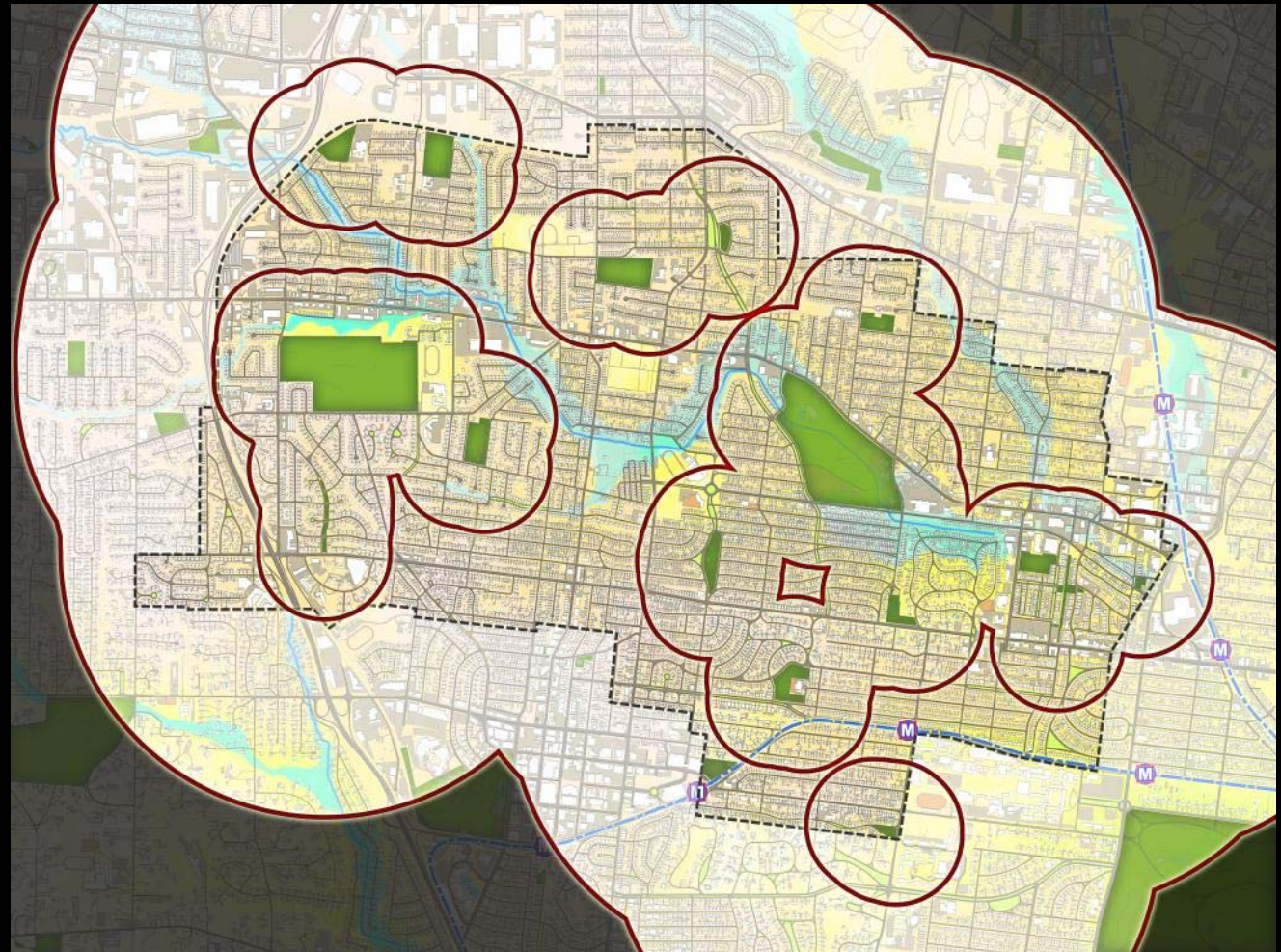




## DESIGN ANALYSIS

*Existing walk-ability  
to...*

- PARKS



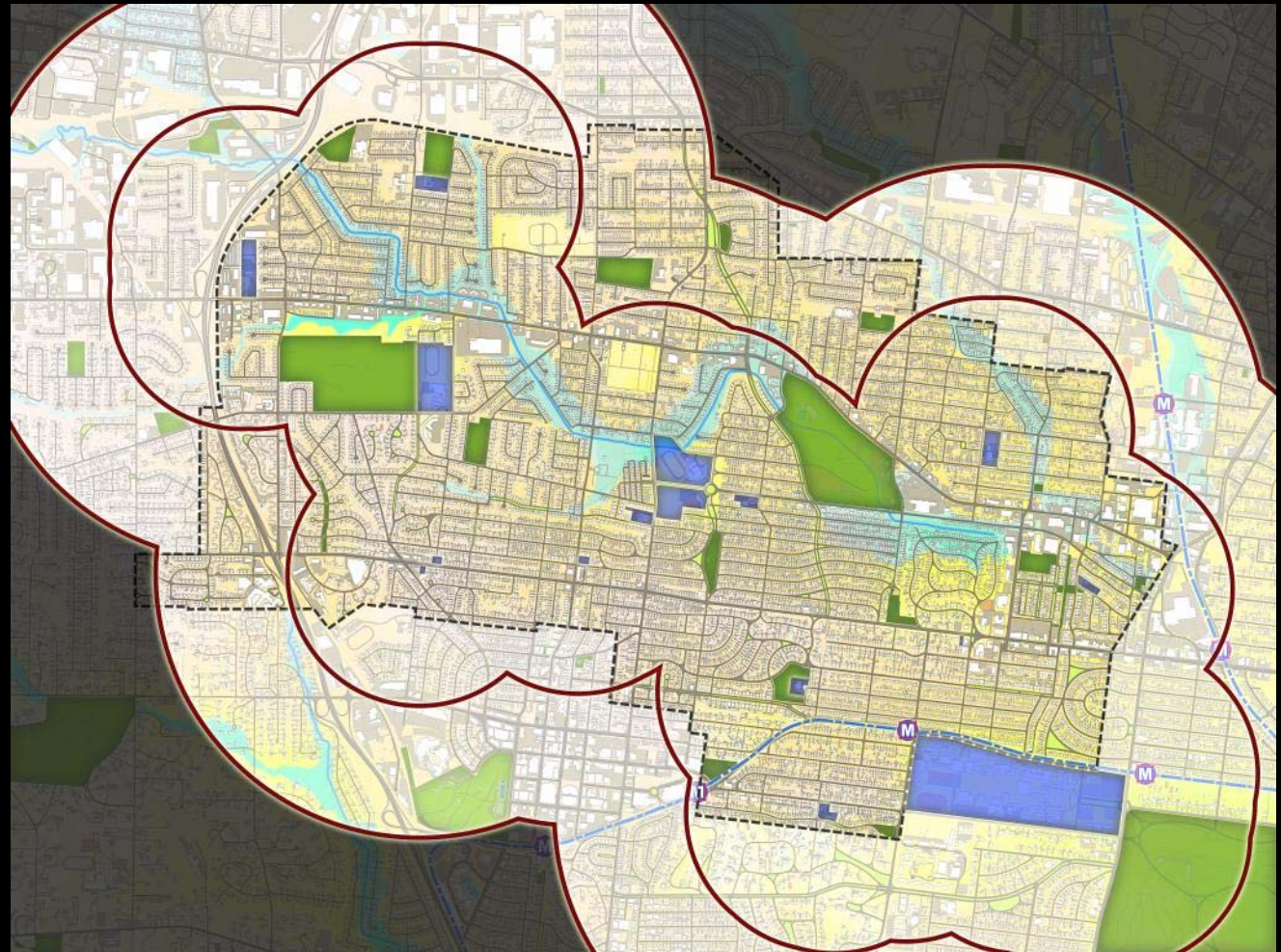
*5-minute RIDE: 100%* of University City residents  
are within a 5-minute bike ride of a park...



## 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



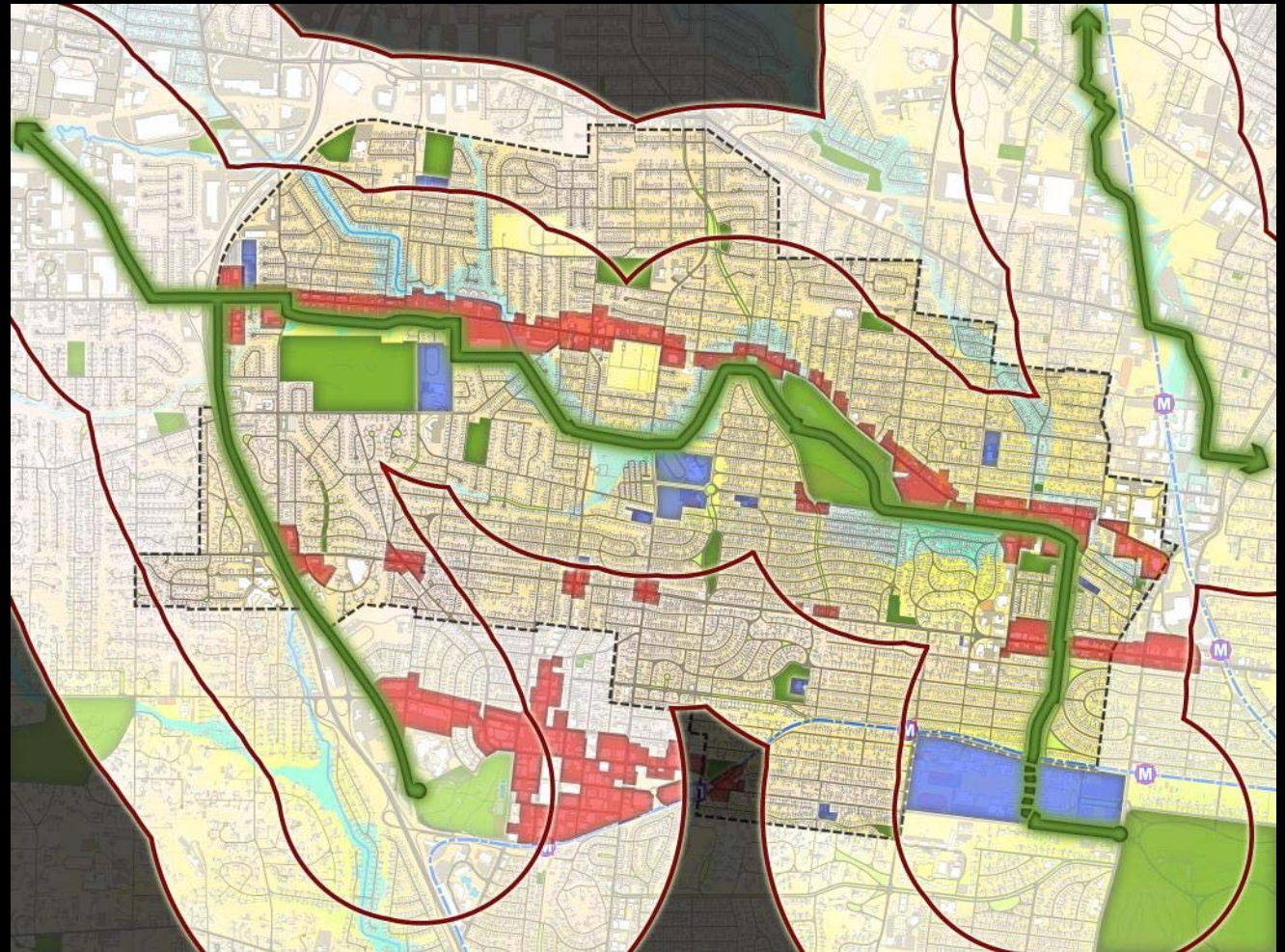
*5-minute RIDE:* **100%** of University City residents are within a 5-minute bike ride of a commercial area...



## DESIGN ANALYSIS

*Existing walk-ability  
to...*

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



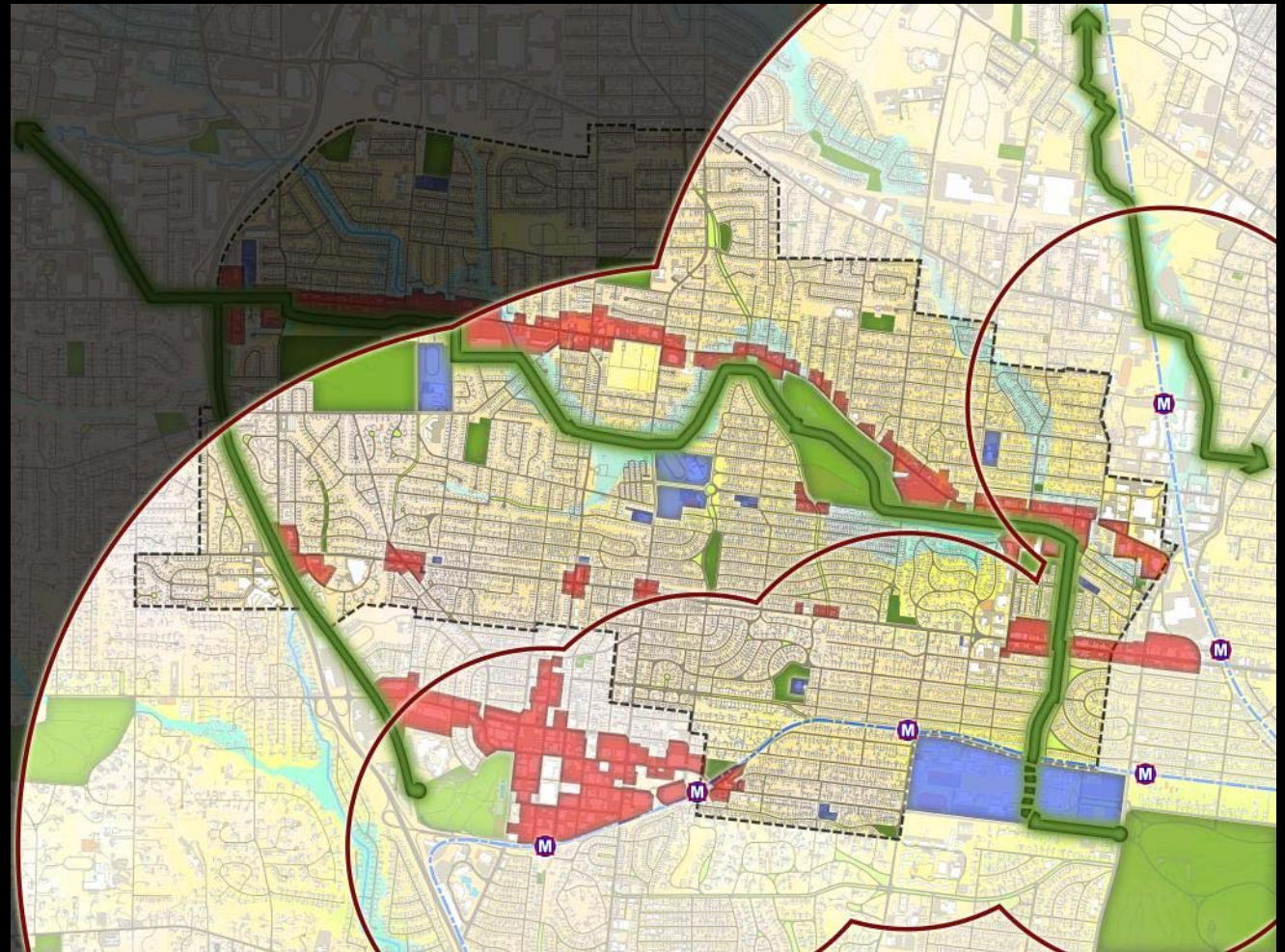
*5-minute RIDE: >97%* of University City residents are within a 5-minute bike ride of a regional greenway...



## DESIGN ANALYSIS

*Existing walk-ability  
to...*

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



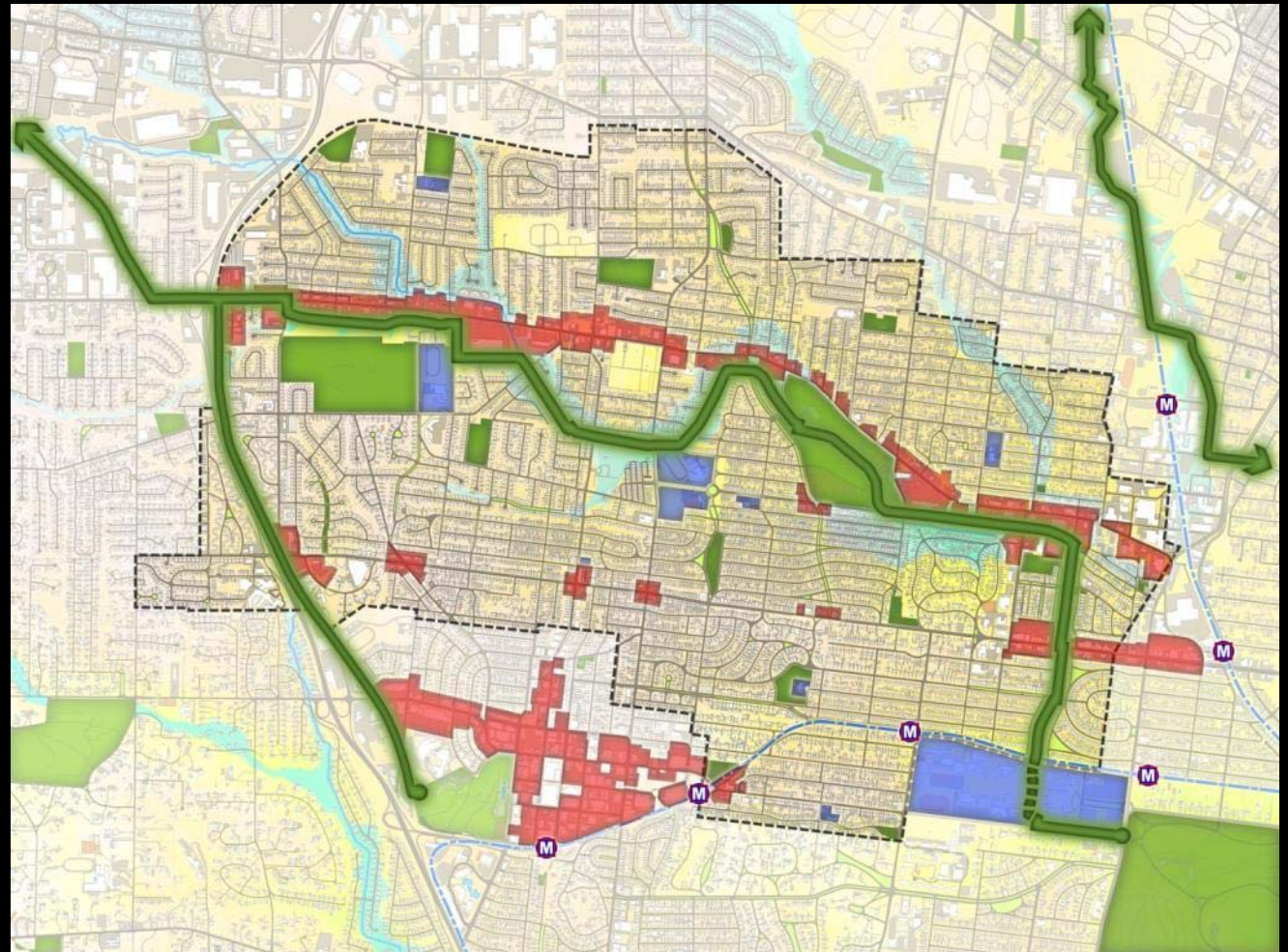
*10-minute RIDE: >75%* of University City residents  
are within a 10-minute bike ride of a Metrolink...



## DESIGN ANALYSIS

*Why is walk-ability  
and bike-ability  
important?*

- Public health benefits
- Social equity through transportation and accessibility
- *An economic development imperative*



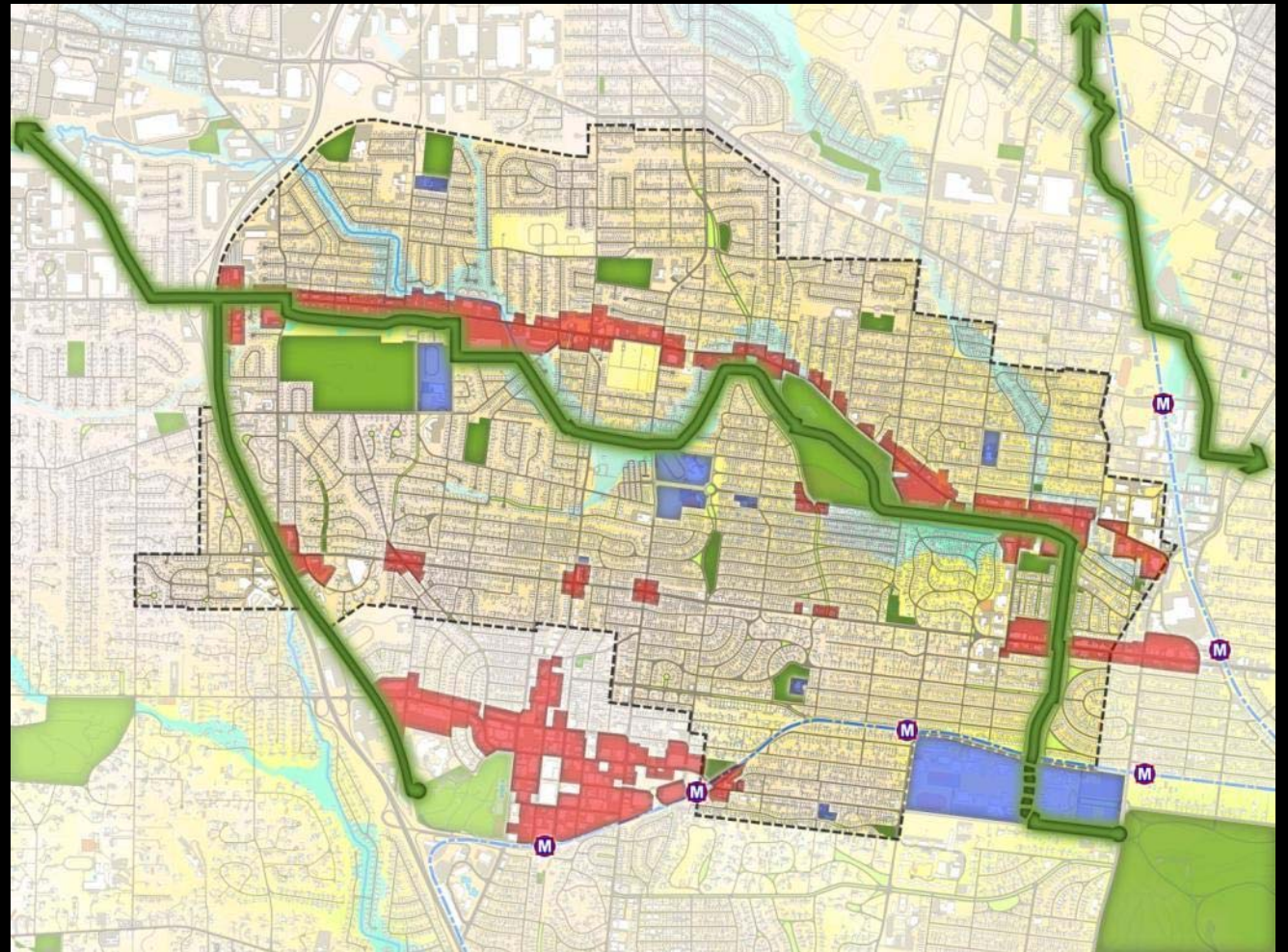


## DESIGN ANALYSIS

*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.”*





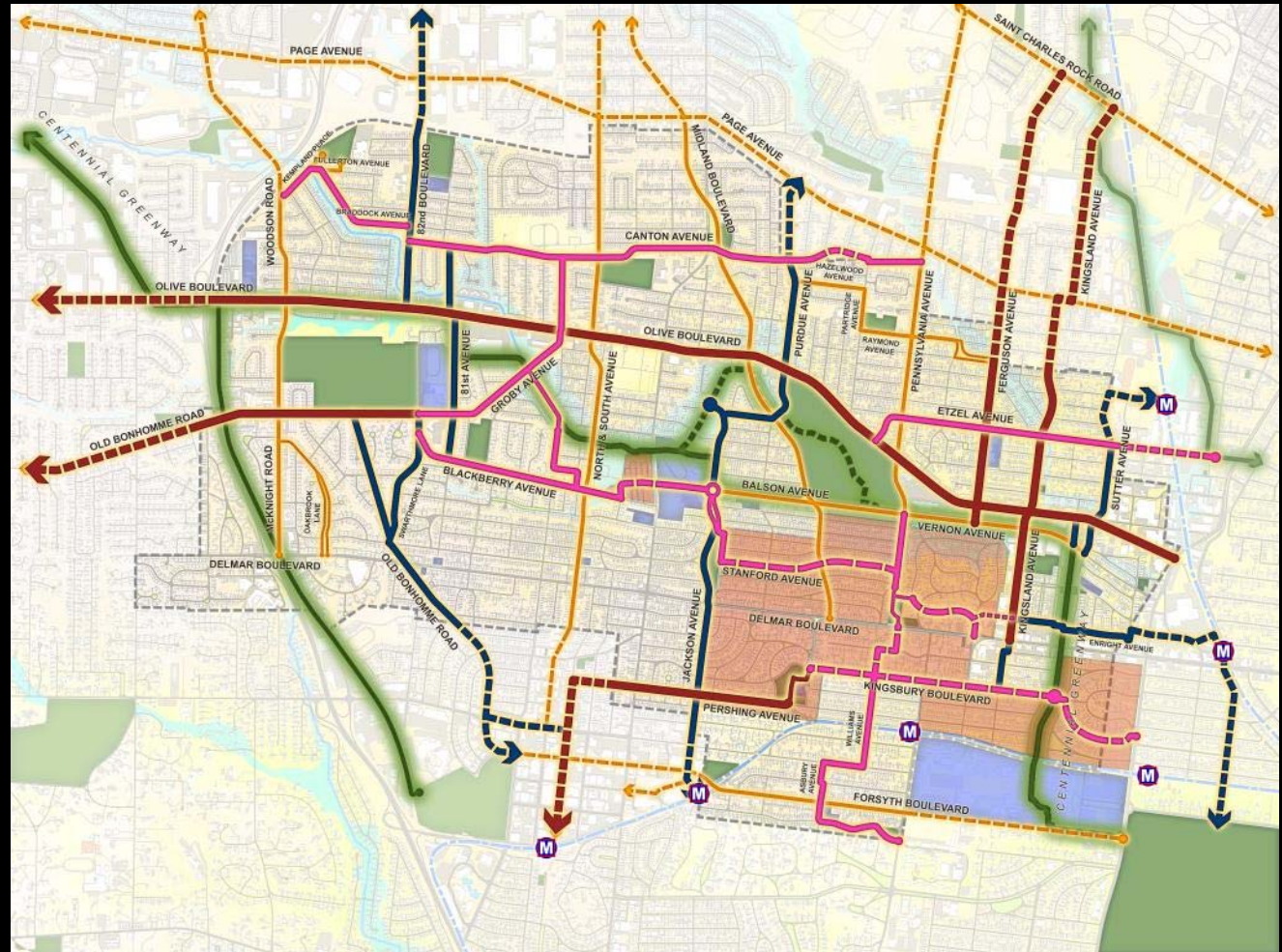
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THE CITY OF UNIVERSITY CITY, MISSOURI

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# BICYCLE & PEDESTRIAN FACILITY NETWORK

## 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**)





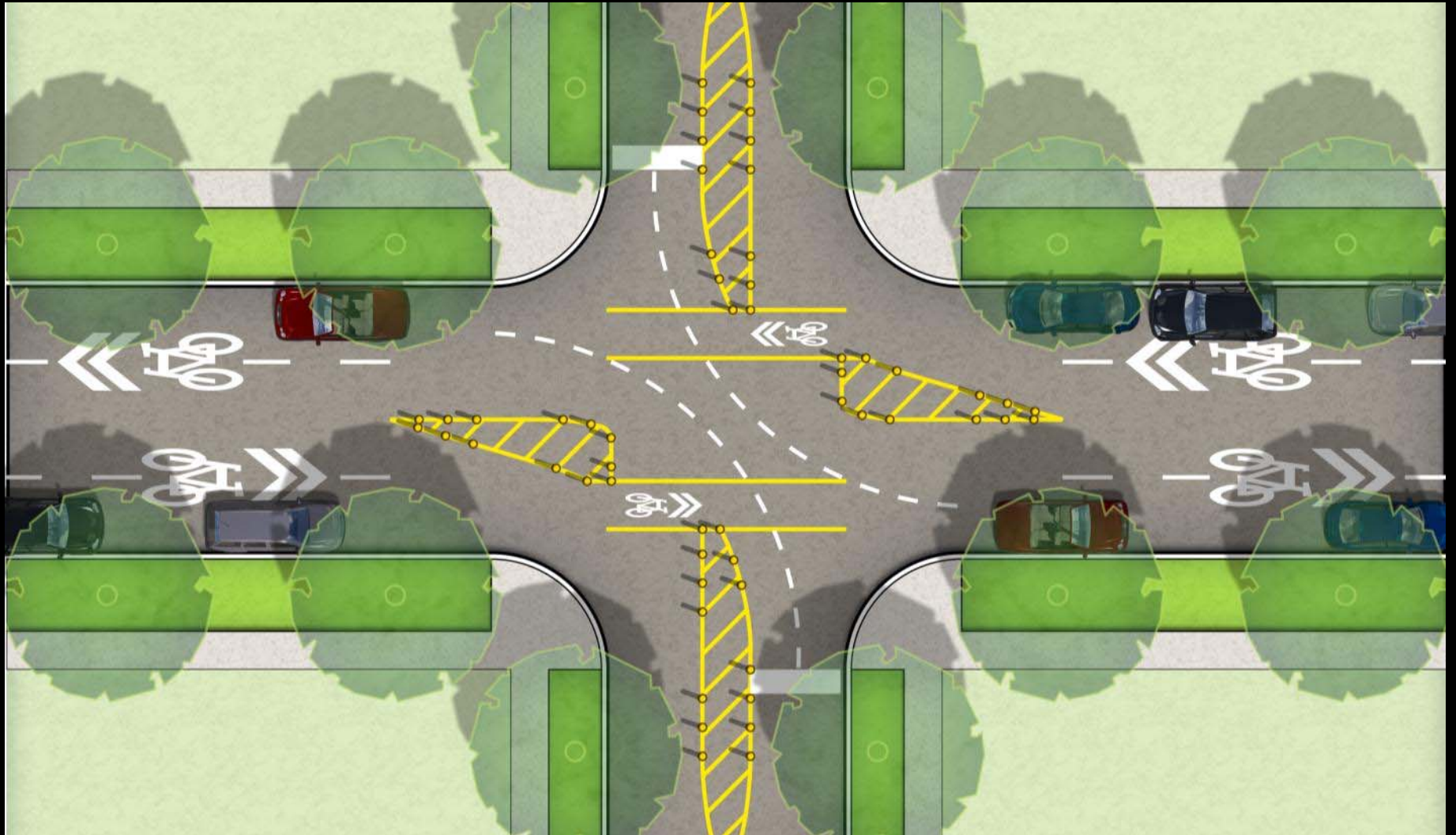
## BICYCLE & PEDESTRIAN FACILITY NETWORK

### 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



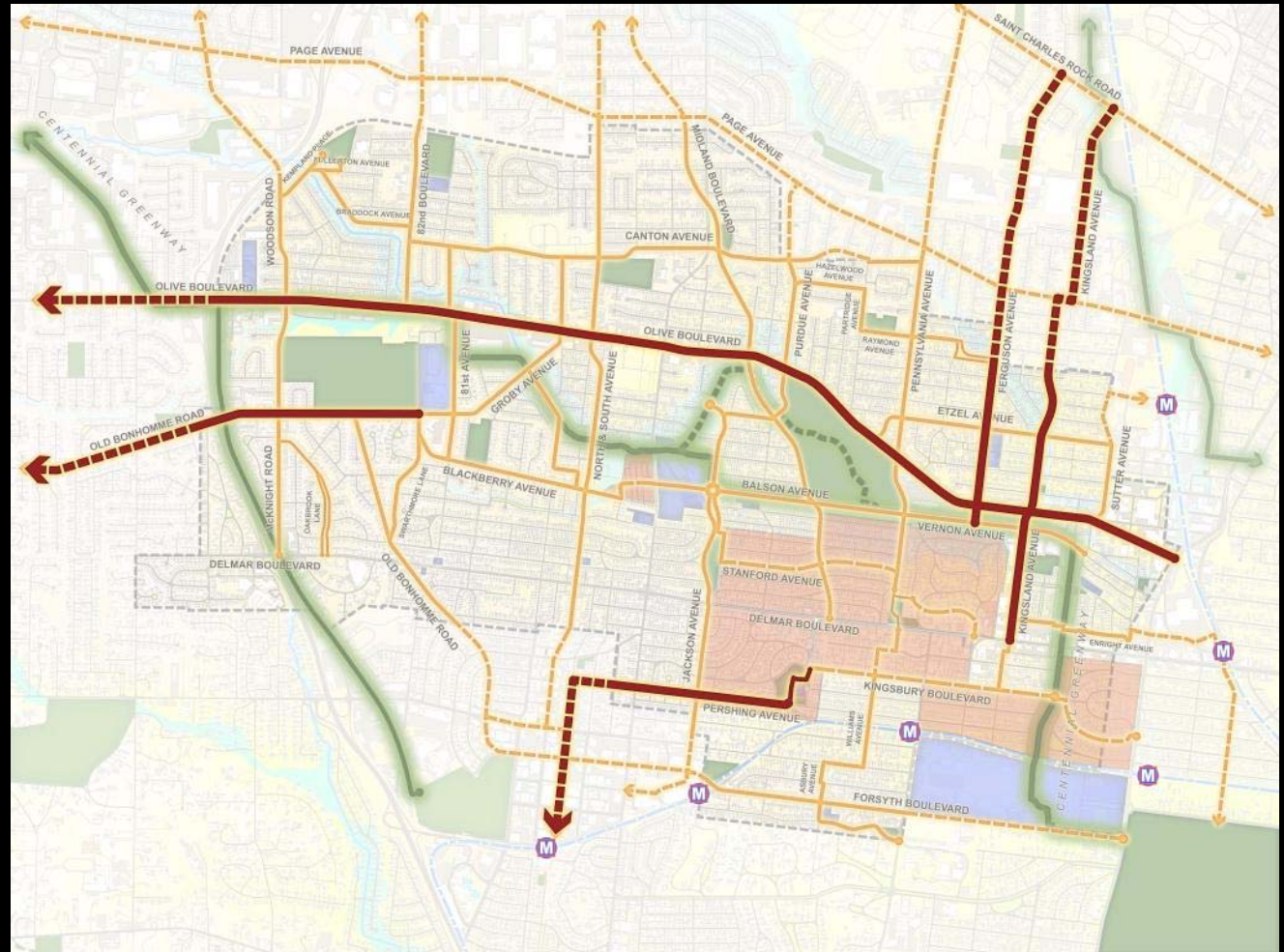


## BICYCLE & PEDESTRIAN FACILITY NETWORK

### Bike/Walk Streets

### Bike Lanes

- Olive Boulevard
- Kingsland Avenue
- Old Bonhomme Road
- Ferguson Avenue
- Pershing Avenue



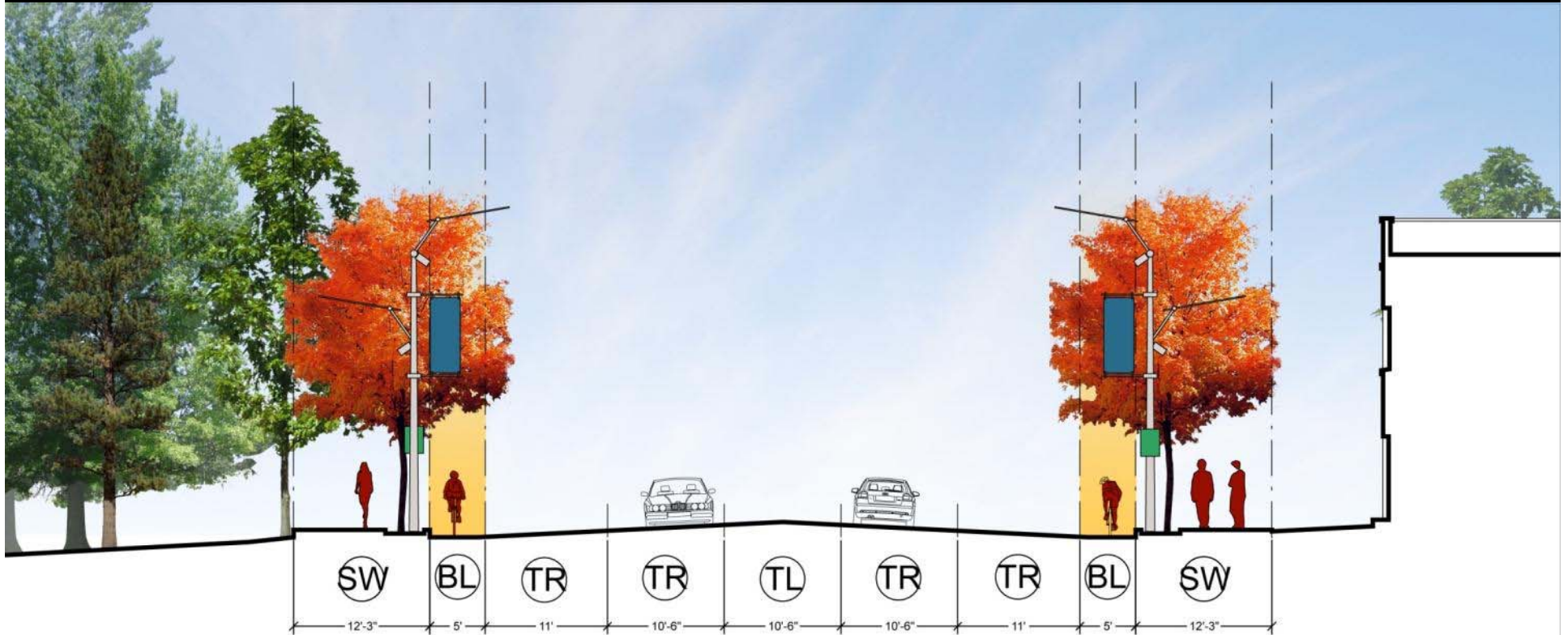


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## BIKE LANES: OLIVE BOULEVARD





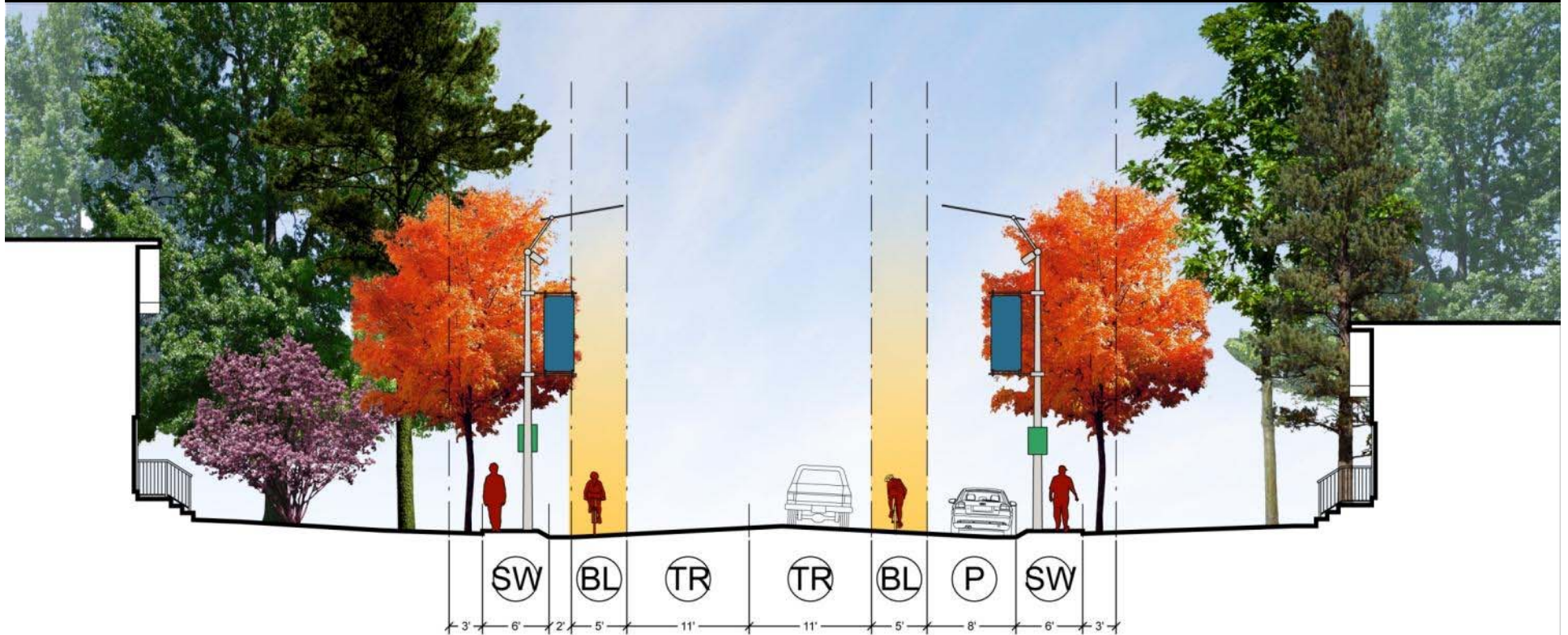


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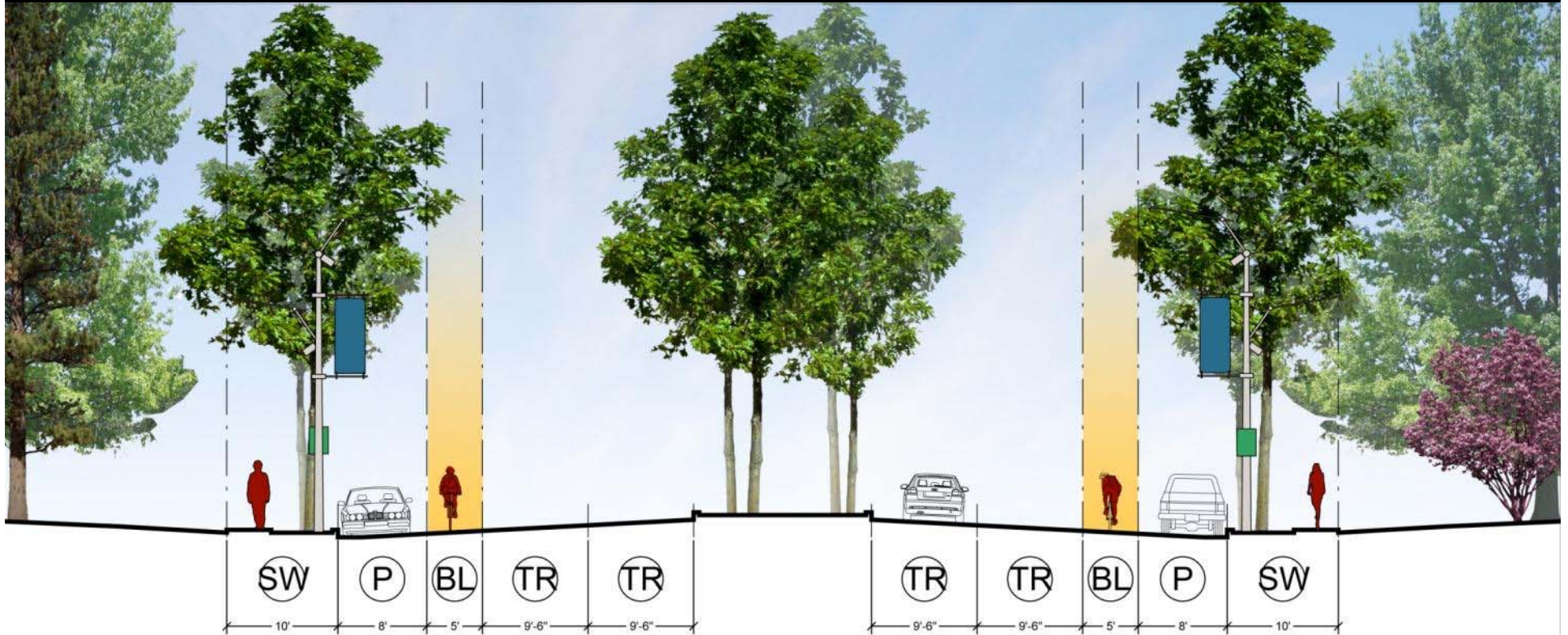
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## BIKE LANES: 2-LANE ROADS (e.g. Ferguson Avenue)



**BIKE LANES: BOULEVARDS (e.g. Pershing Avenue)**





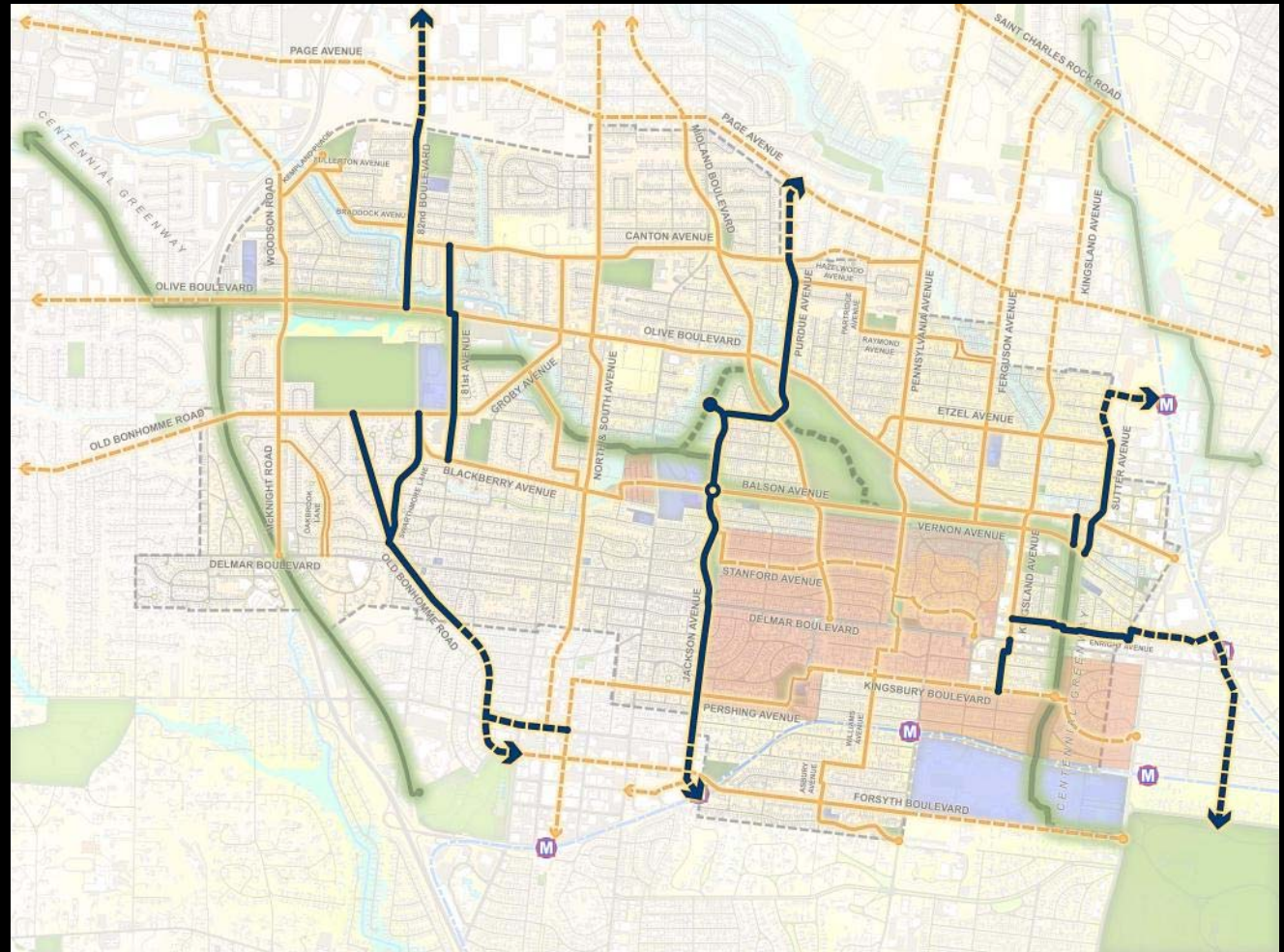
## BICYCLE & PEDESTRIAN FACILITY NETWORK

**Bike/Walk Streets**

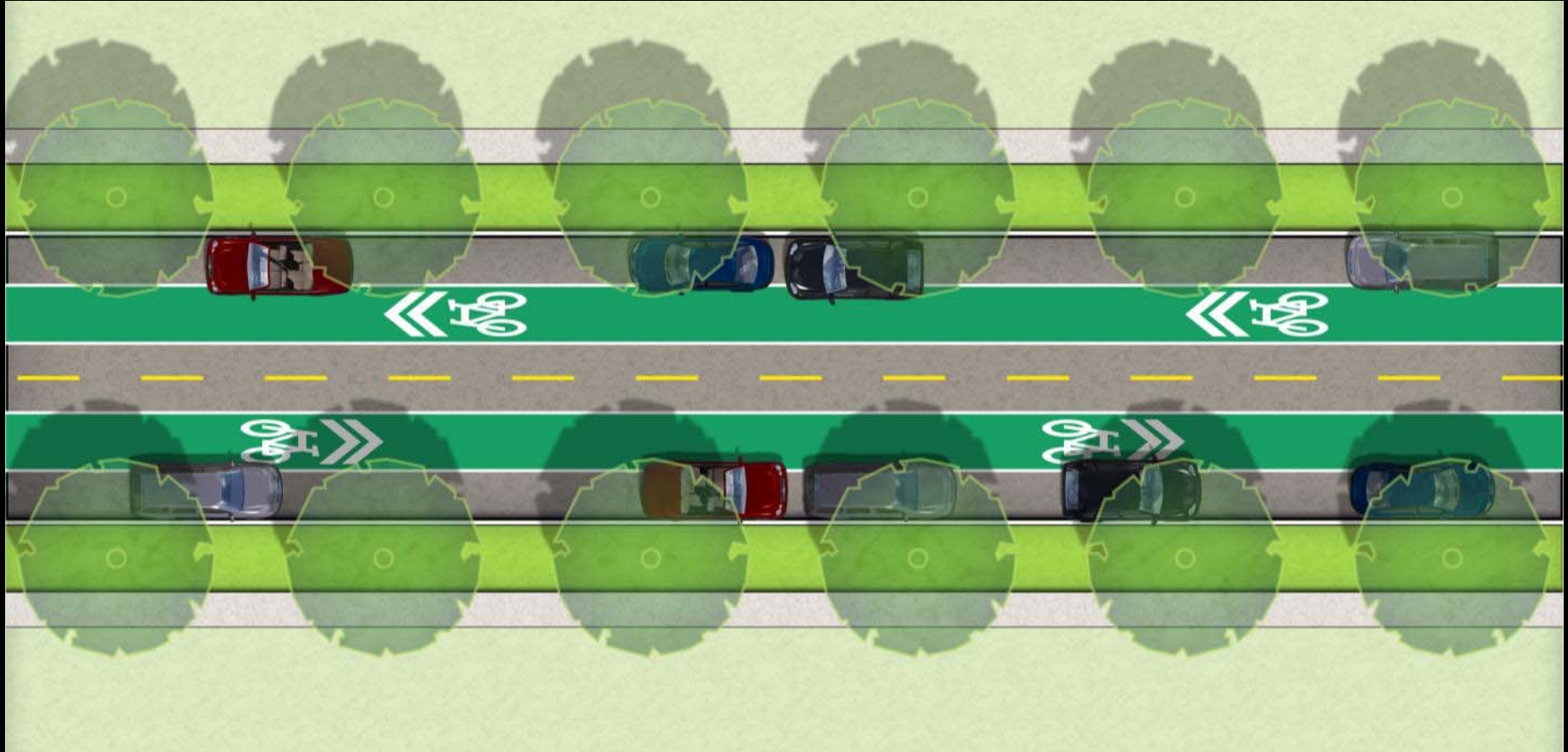
**Bike Lanes**

**Super Sharrows**

- Jackson Avenue
- Purdue Avenue
- Old Bonhomme Road/Swarthmore Lane
- 82<sup>nd</sup> Boulevard
- Enright Avenue Connector
- Sutter Avenue Connector
- 81<sup>st</sup> Avenue
- Kingsland Avenue



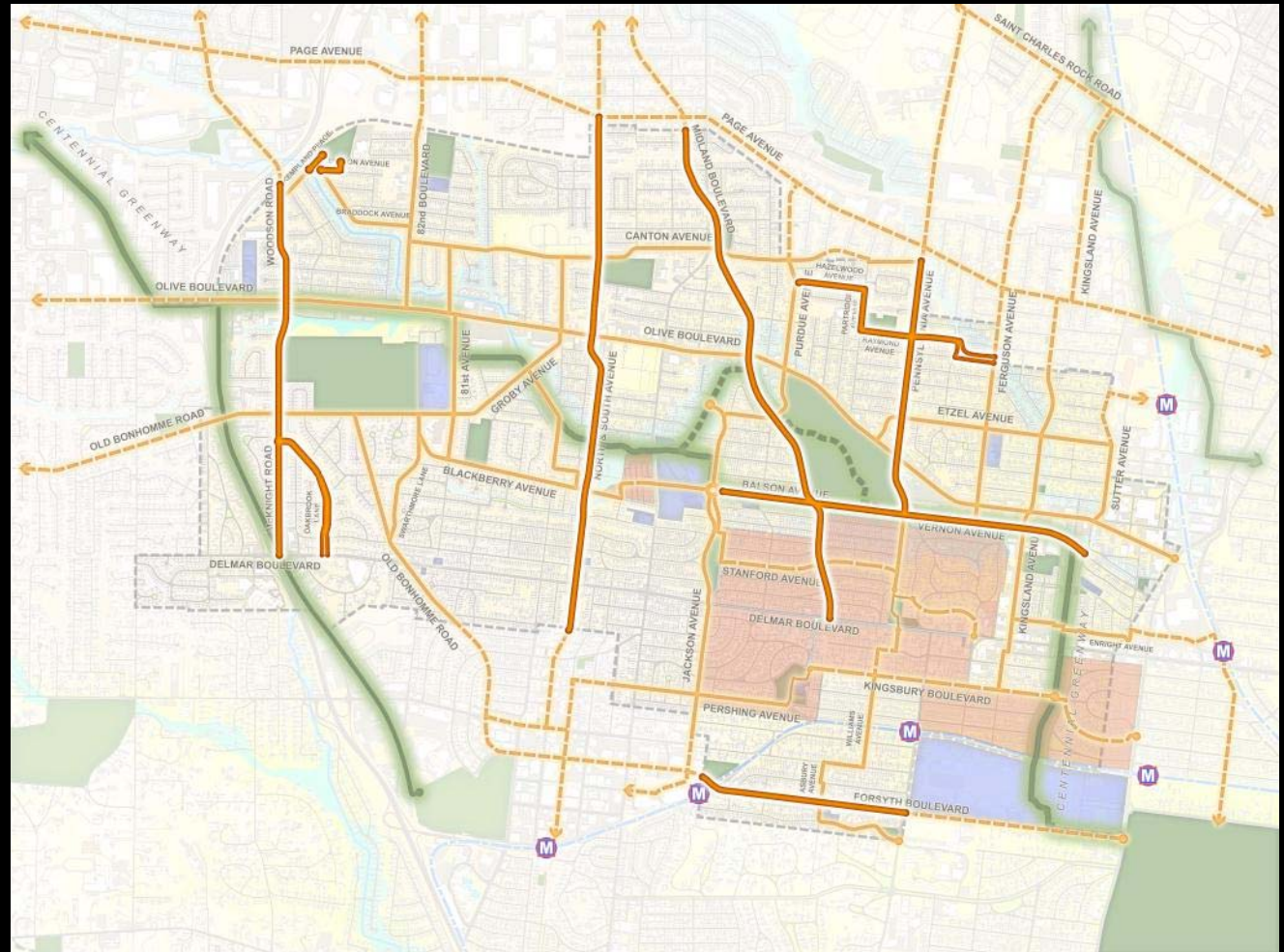
## ENHANCED "SHARROWS"





# BICYCLE & PEDESTRIAN FACILITY NETWORK

- Bike/Walk Streets
- Bike Lanes
- Super Sharrows
- Bike Routes



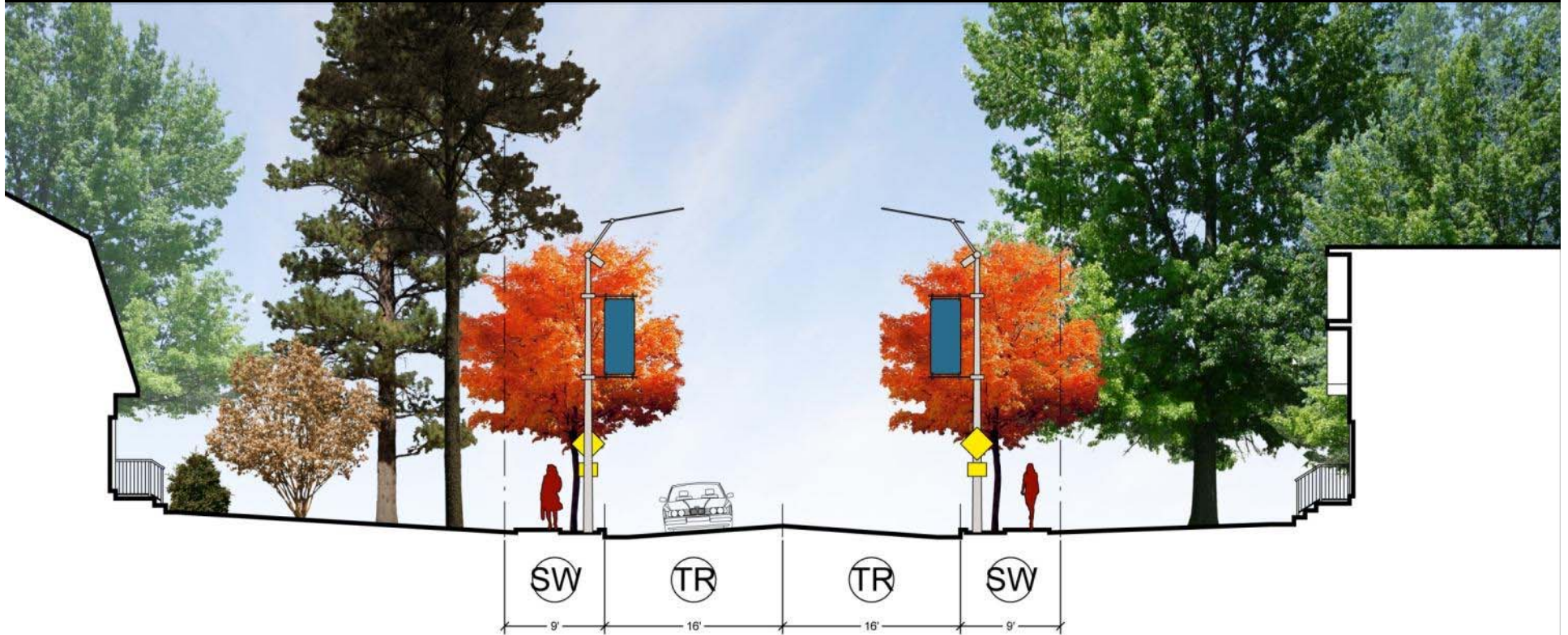


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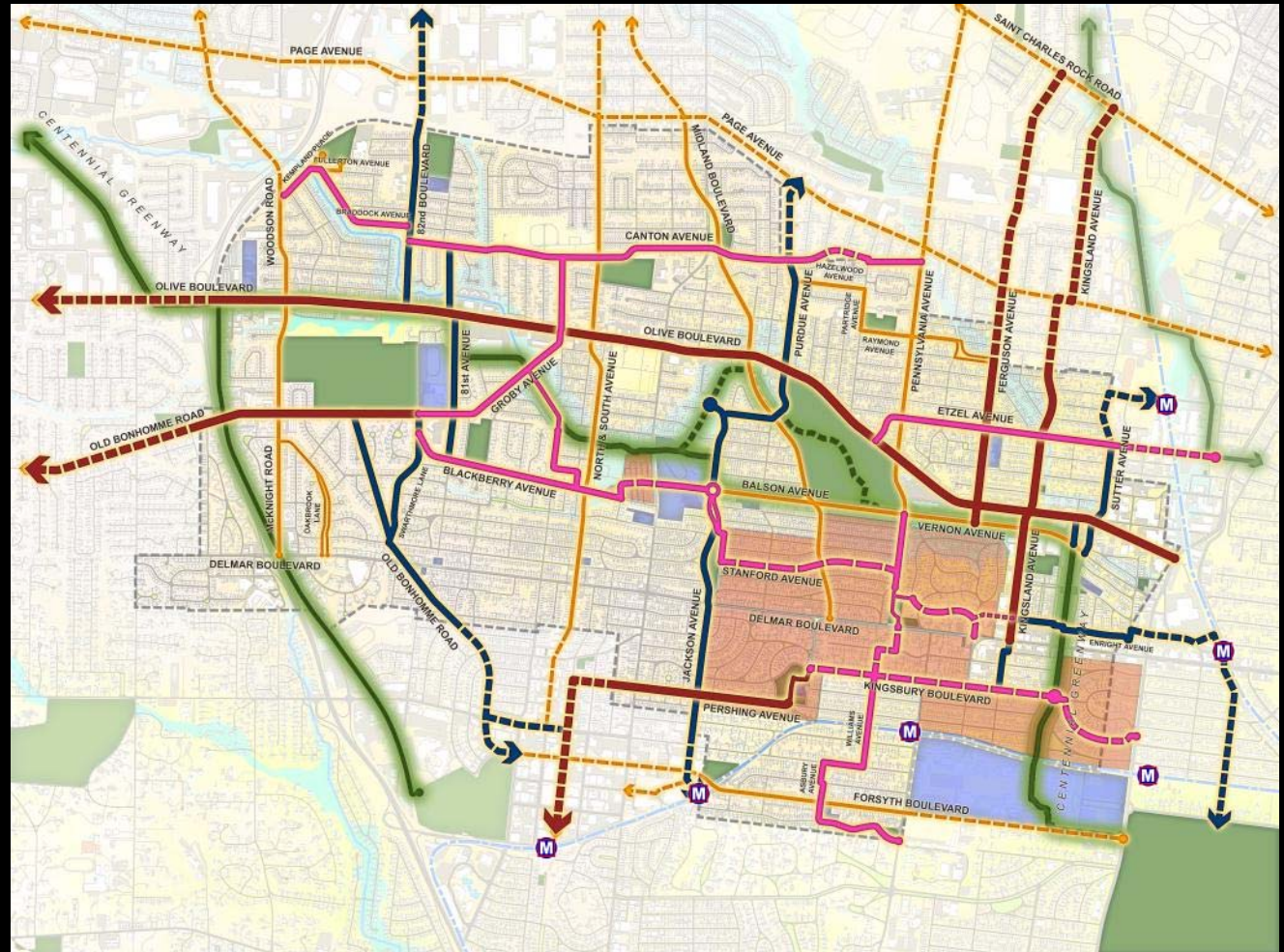
## ENHANCED STREETScape





# 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**

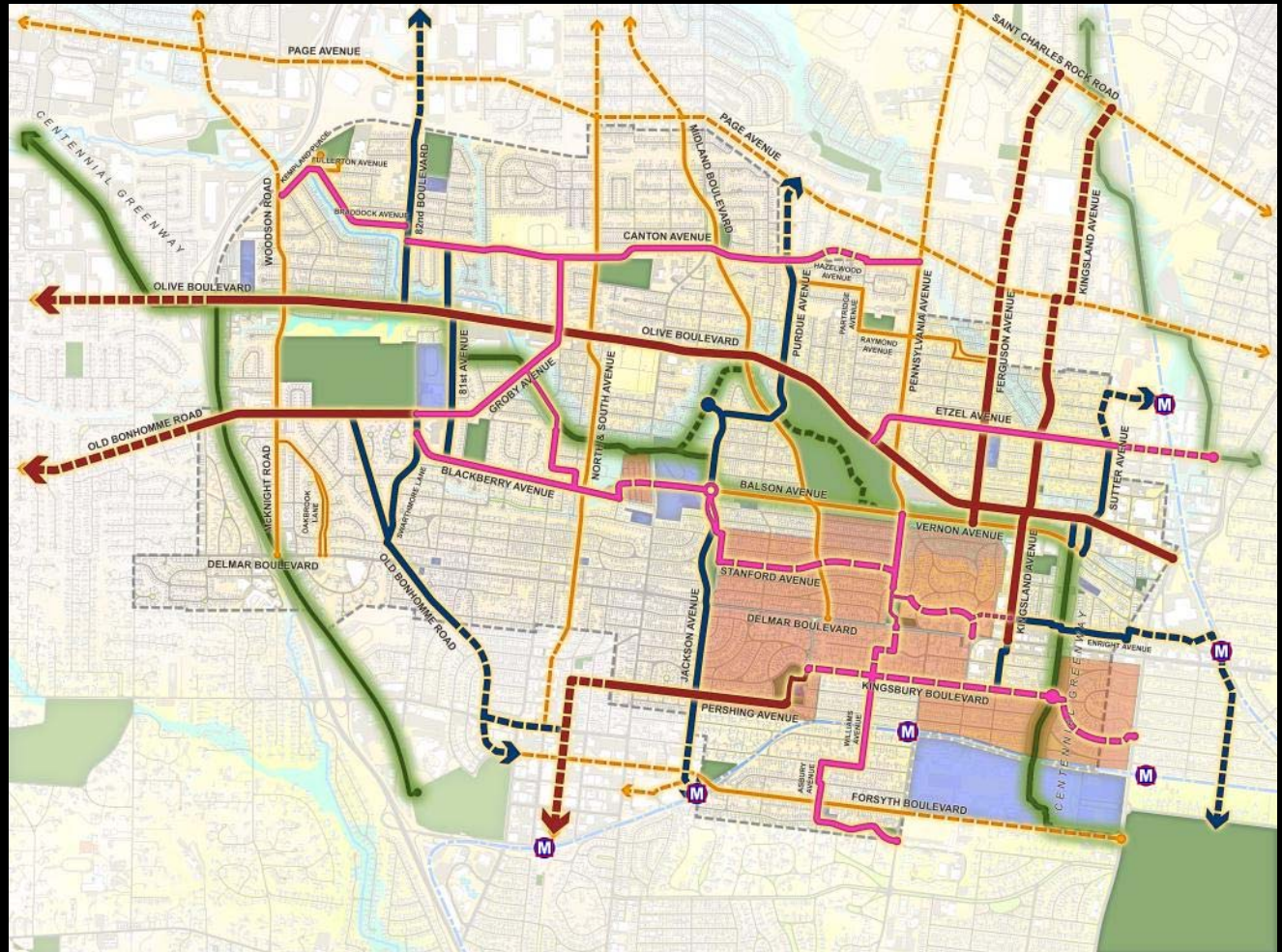
#### Bike Lane Treatments

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.*







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