

UNIVERSITY CITY BICYCLE & PEDESTRIAN MASTER PLAN

TRAFFIC COMMISSION PRESENTATION 01



THE CITY OF UNIVERSITY CITY

UNIVERSITY CITY, MISSOURI

TRAILNET - H3 STUDIO

JANUARY 9, 2013

AGENDA

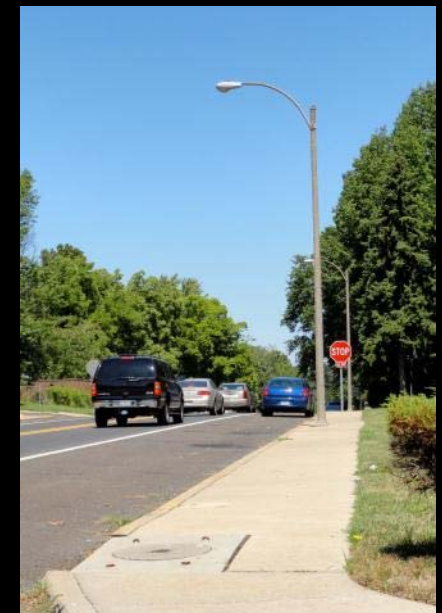
INTRODUCTION

DESIGN ANALYSIS

BICYCLE & PEDESTRIAN FACILITY NETWORK &
FACILITY TYPES

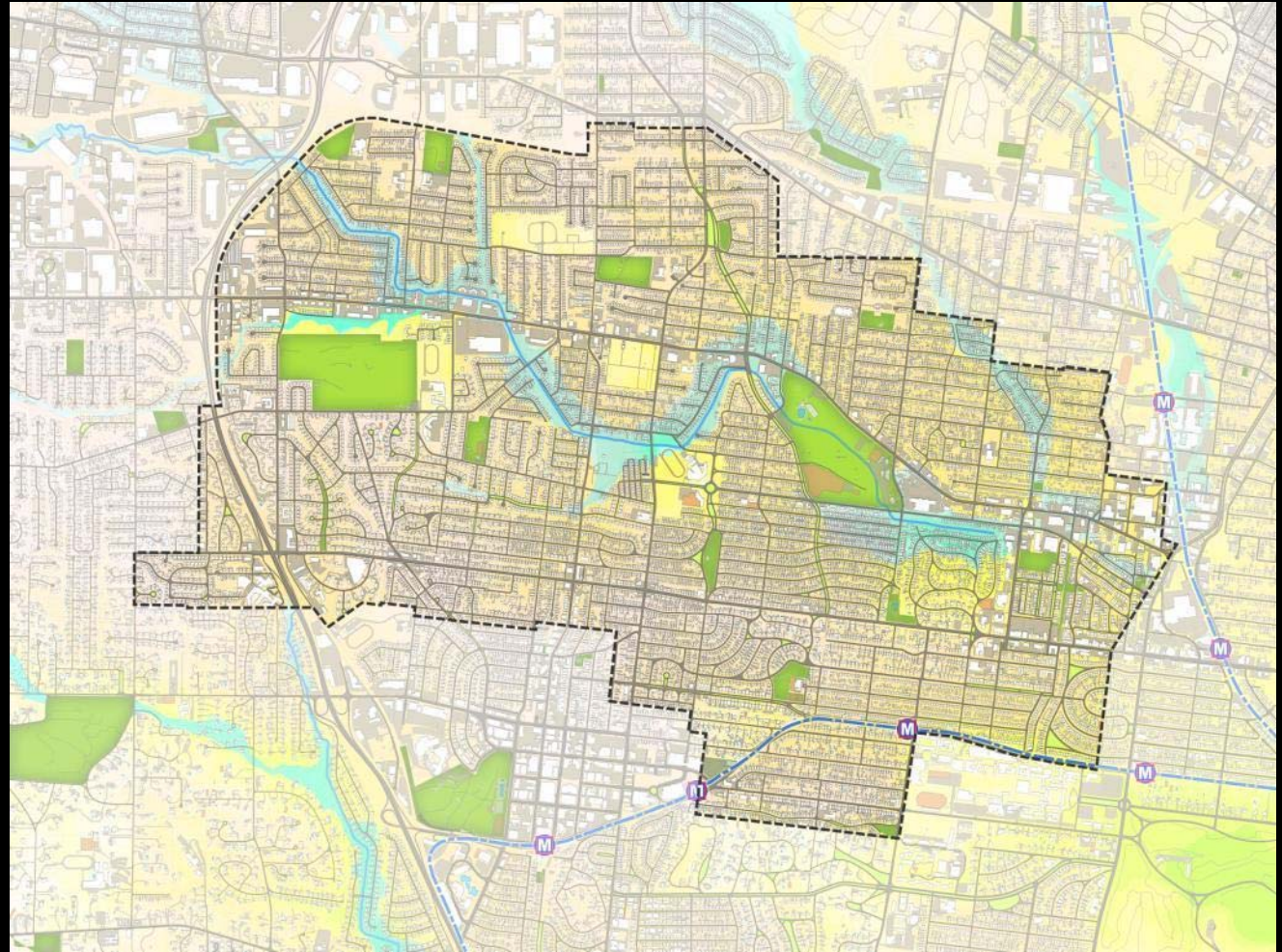
IMPLEMENTATION & OPINION OF PROBABLE COST

QUESTIONS & ANSWERS



DESIGN ANALYSIS

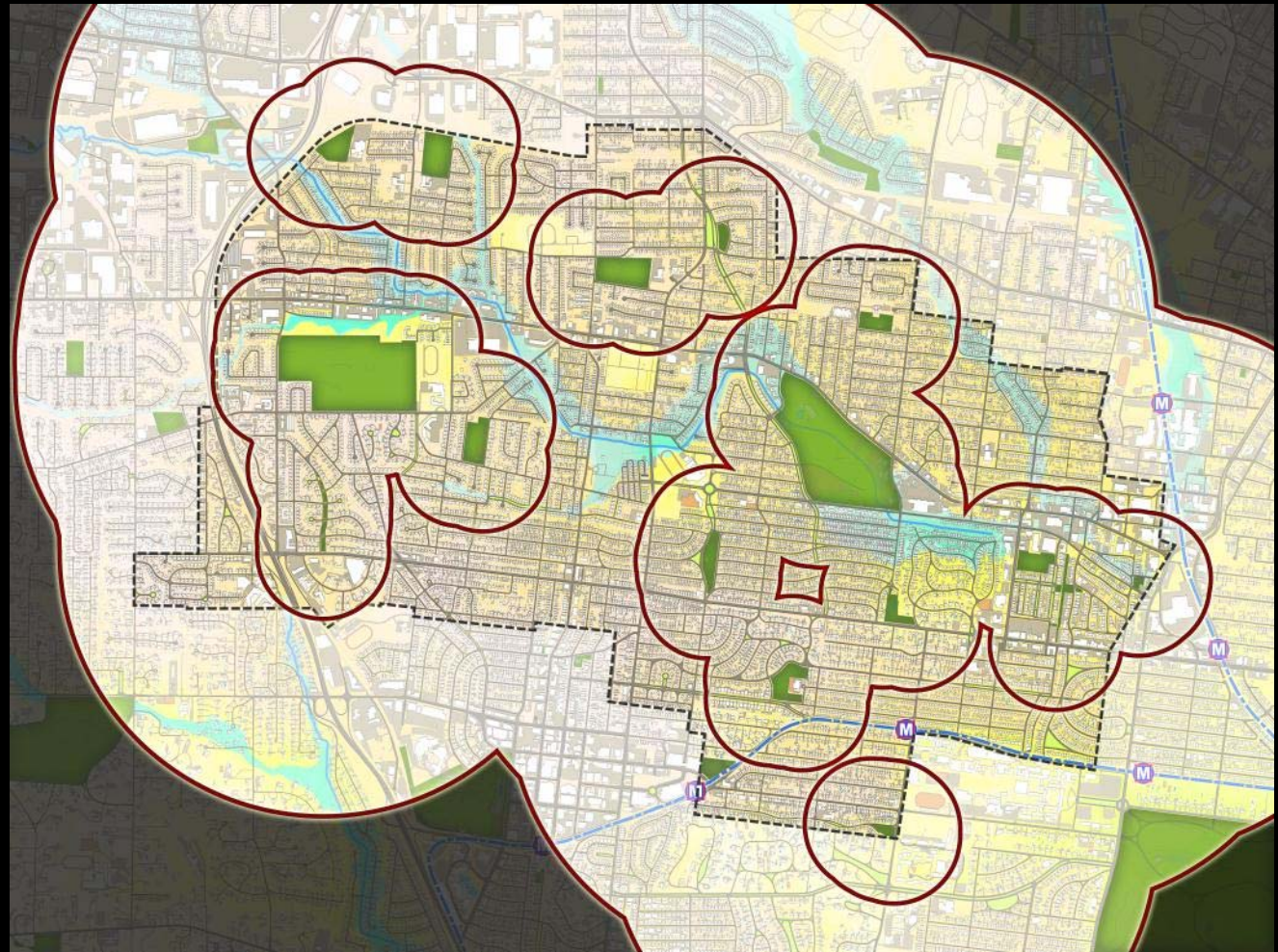
What are University City's major assets and opportunities?



DESIGN ANALYSIS

*Existing walk-ability
to...*

- PARKS

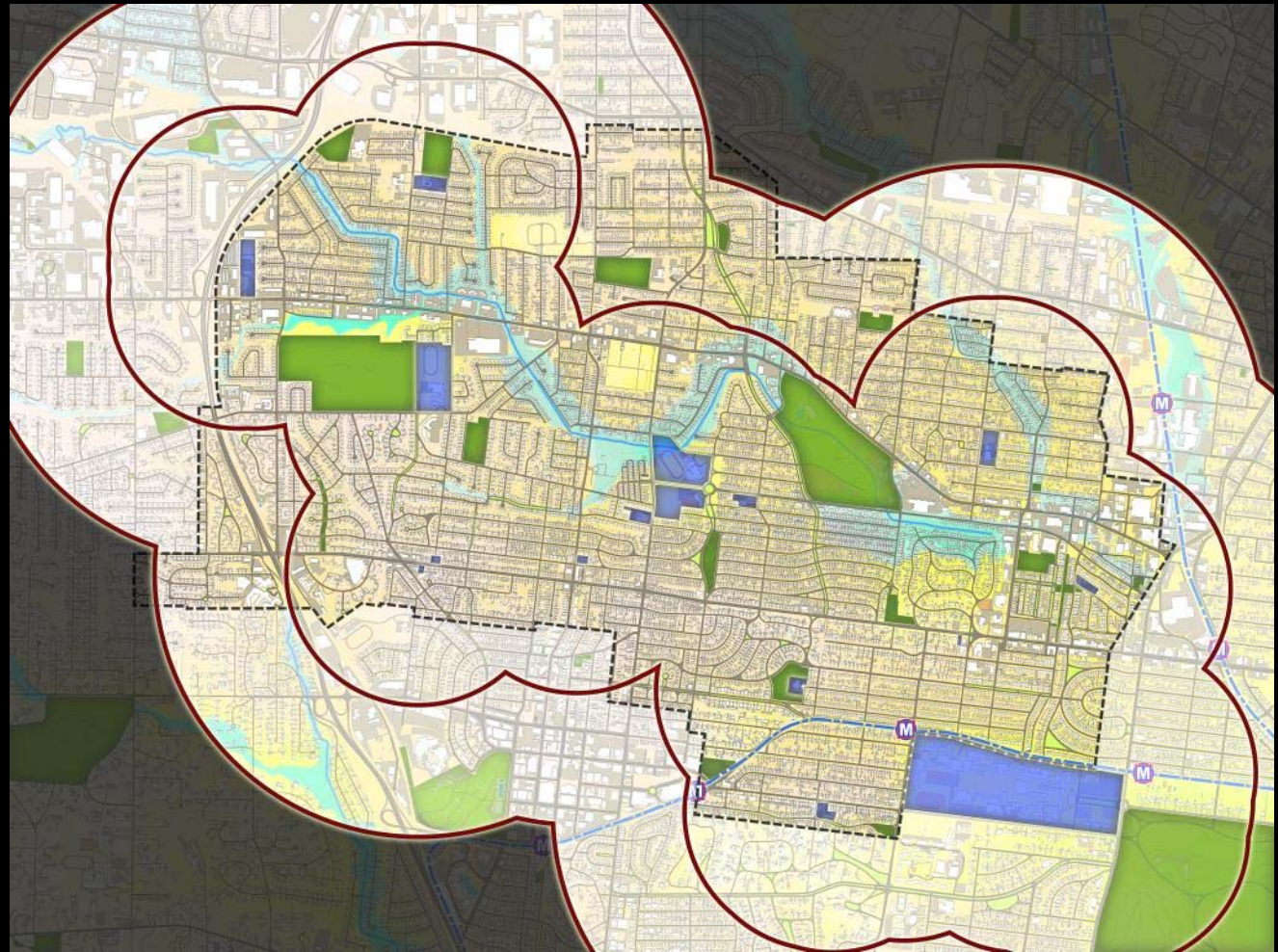


5-minute RIDE: 100% of University City residents
are within a 5-minute bike ride of a park...

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

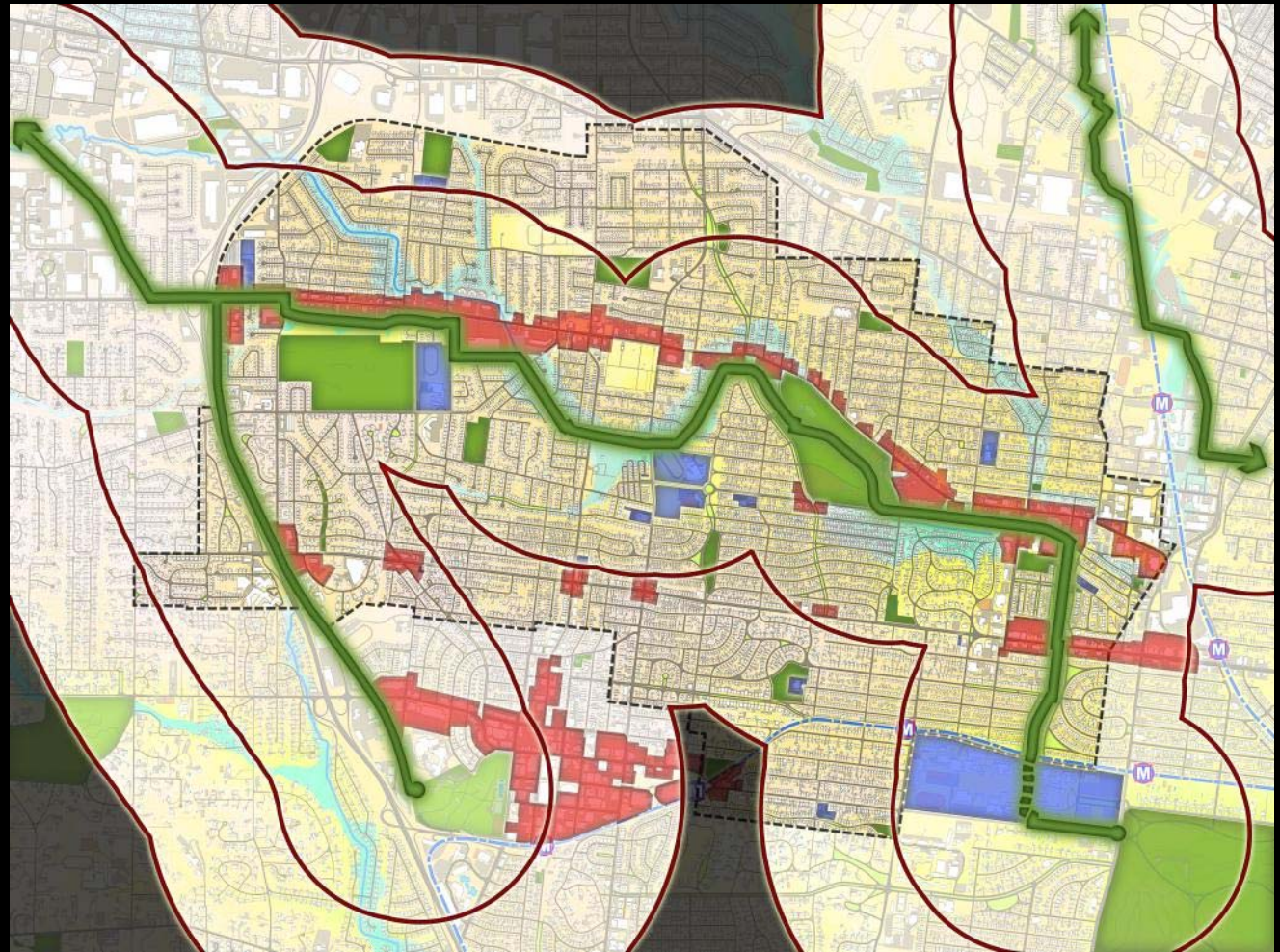


5-minute RIDE: 100% of University City residents are within a 5-minute bike ride of a commercial area...

DESIGN ANALYSIS

Existing walk-ability to...

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

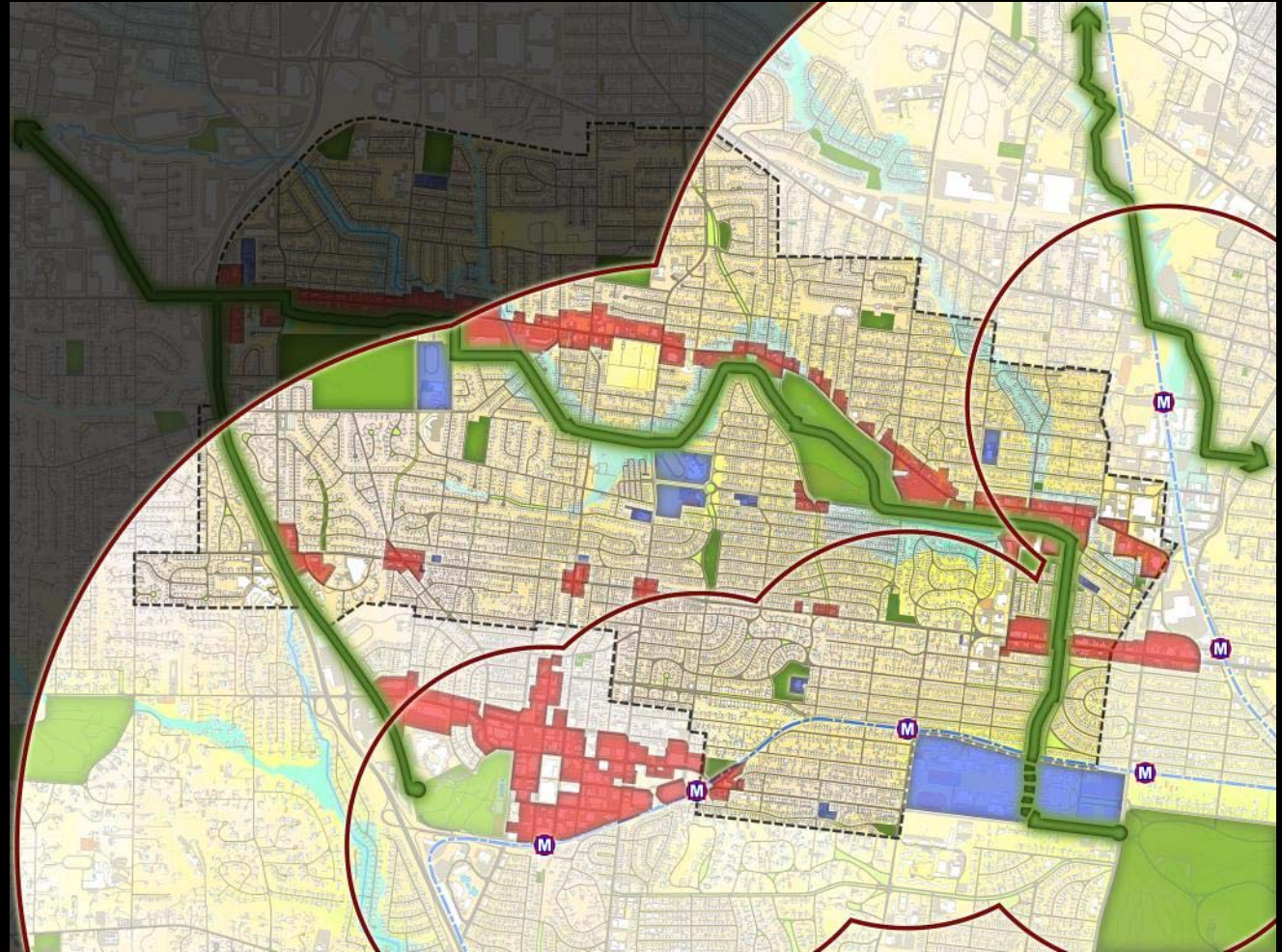


5-minute RIDE: >97% of University City residents are within a 5-minute bike ride of a regional greenway...

DESIGN ANALYSIS

*Existing walk-ability
to...*

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



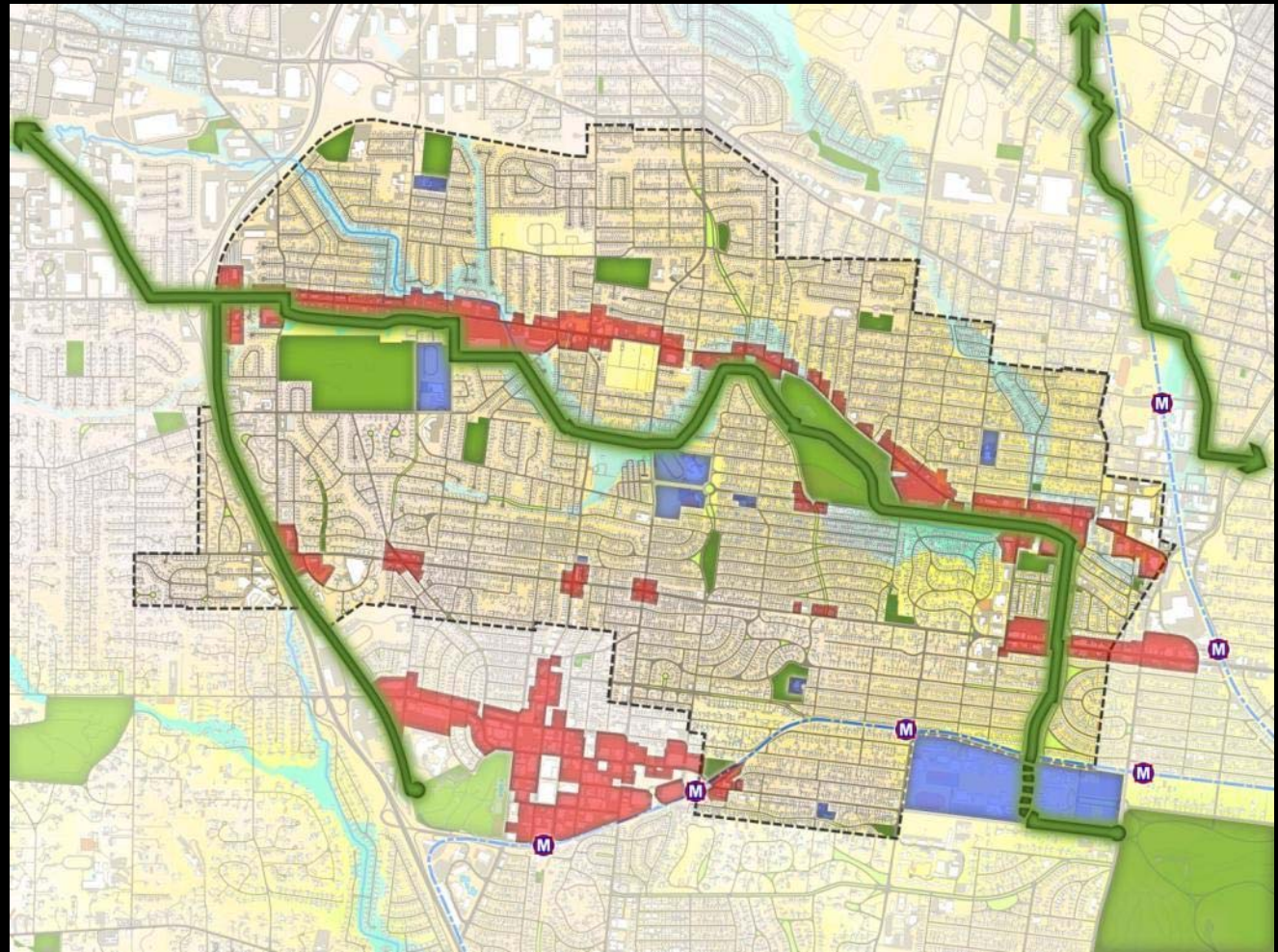
10-minute RIDE: >75% of University City residents are within a 10-minute bike ride of a Metrolink...

DESIGN ANALYSIS

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

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

*"The area's truly
walking / biking /
car-optional city!"*

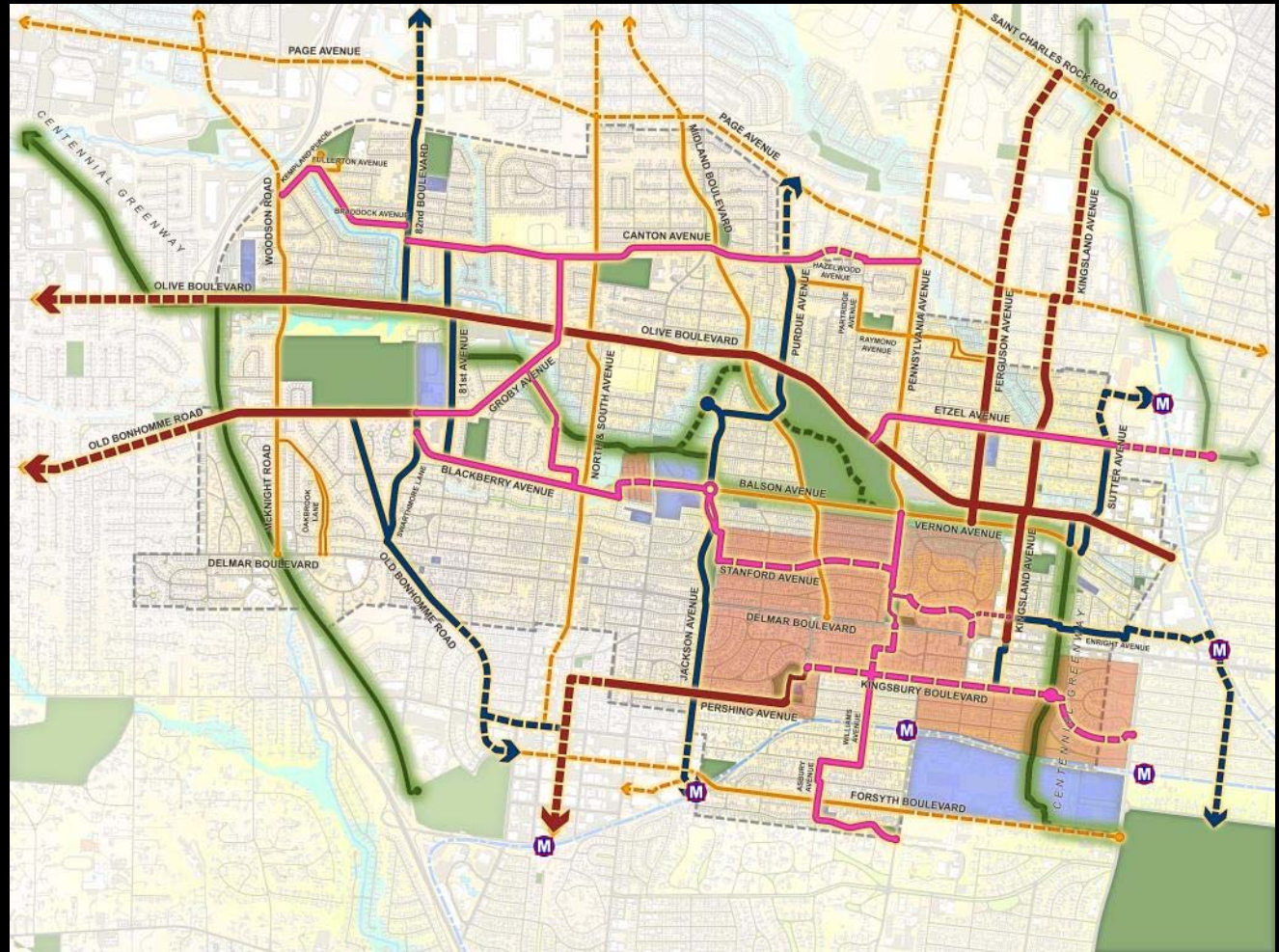


BICYCLE & PEDESTRIAN FACILITY NETWORK

“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

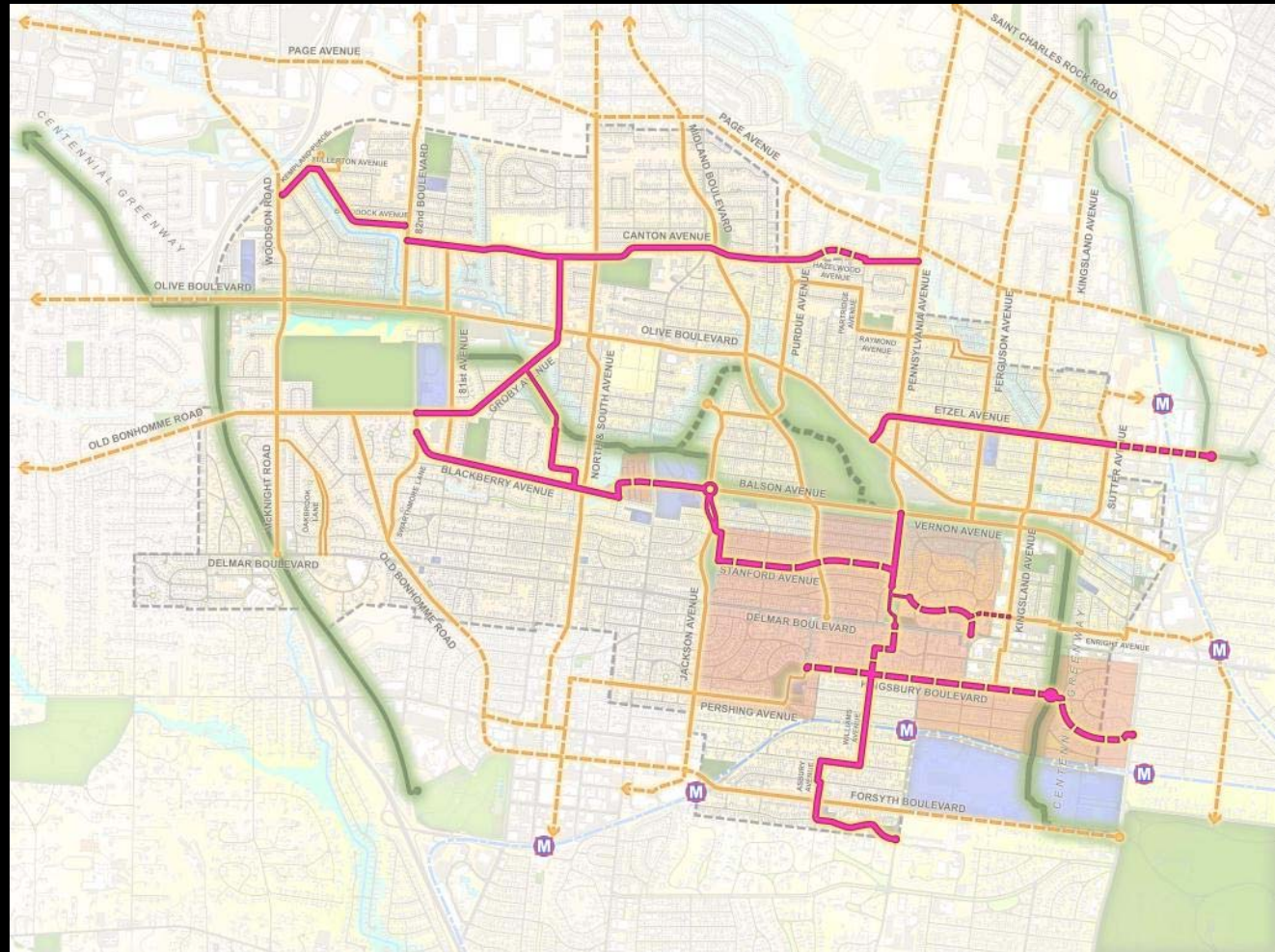
- Dedicated bicycle facilities are located within **1/4 mile or less** of all residents
- Blackberry/Balson Avenue Bicycle Boulevard provides east-west alternative to Delmar Boulevard
- Canton Avenue Bike Boulevard provides an east-west alternative to Olive Boulevard
- Shared bike routes and improved 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**)



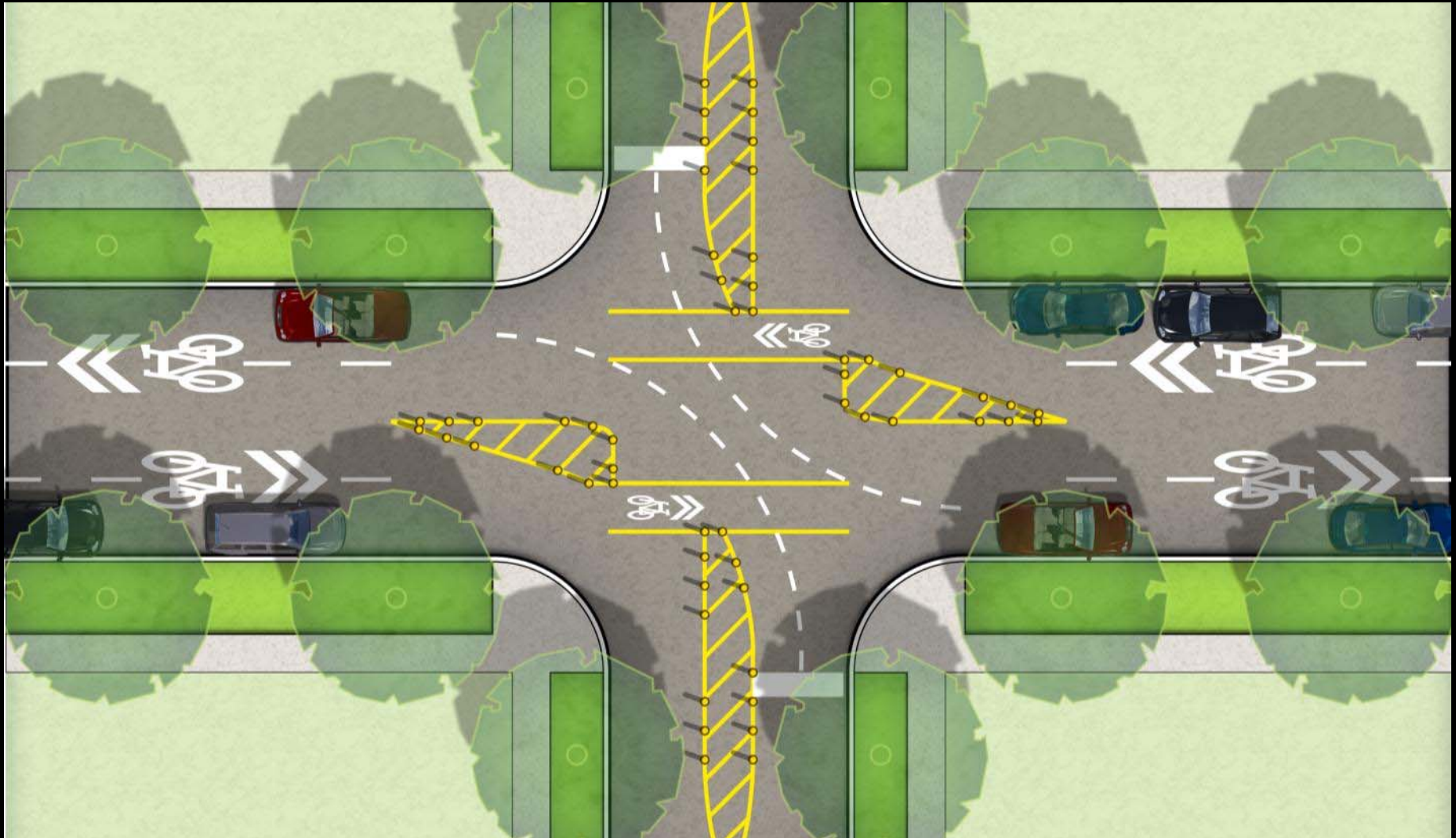
BICYCLE & PEDESTRIAN FACILITY NETWORK

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

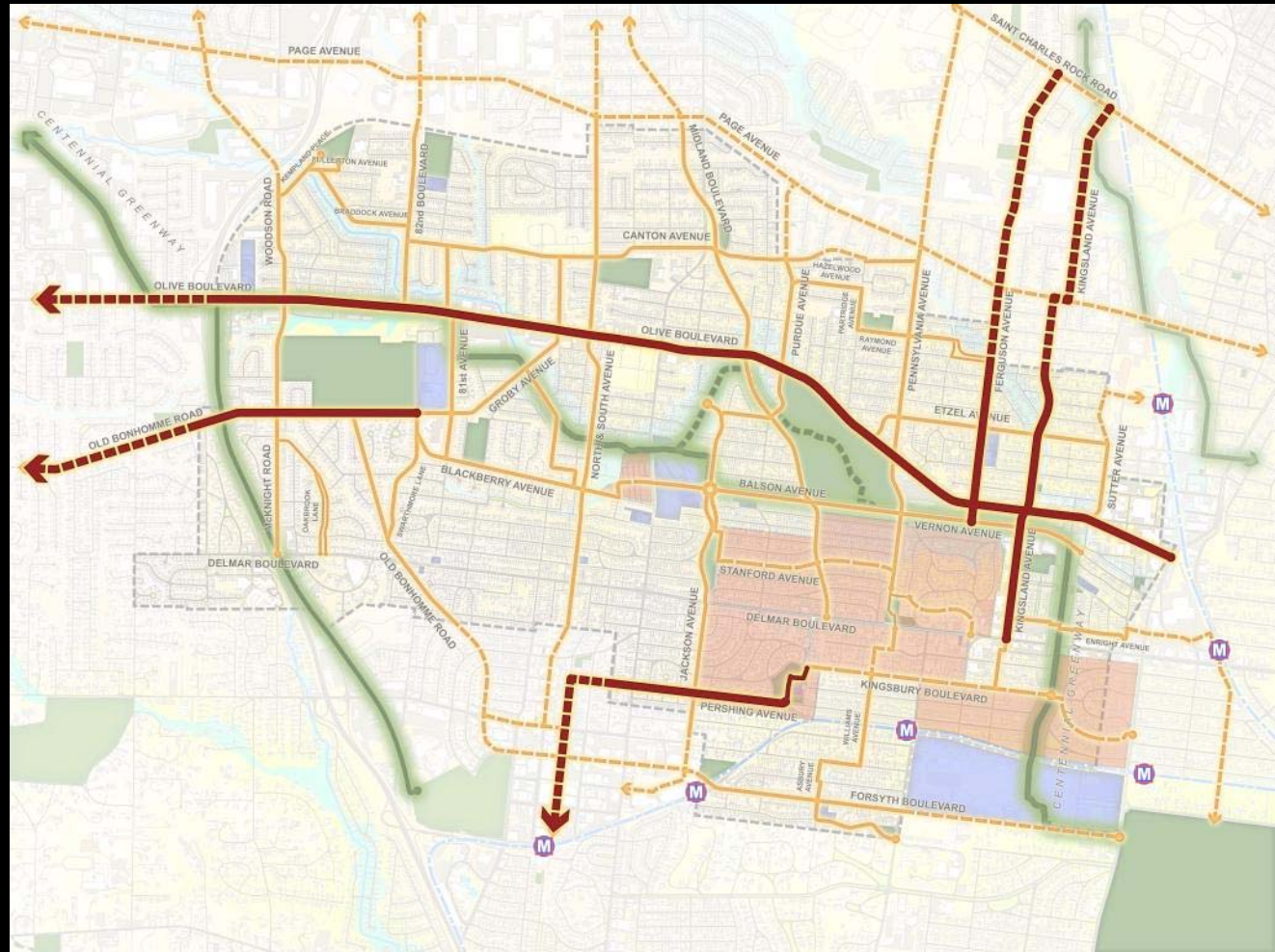


BICYCLE & PEDESTRIAN FACILITY NETWORK

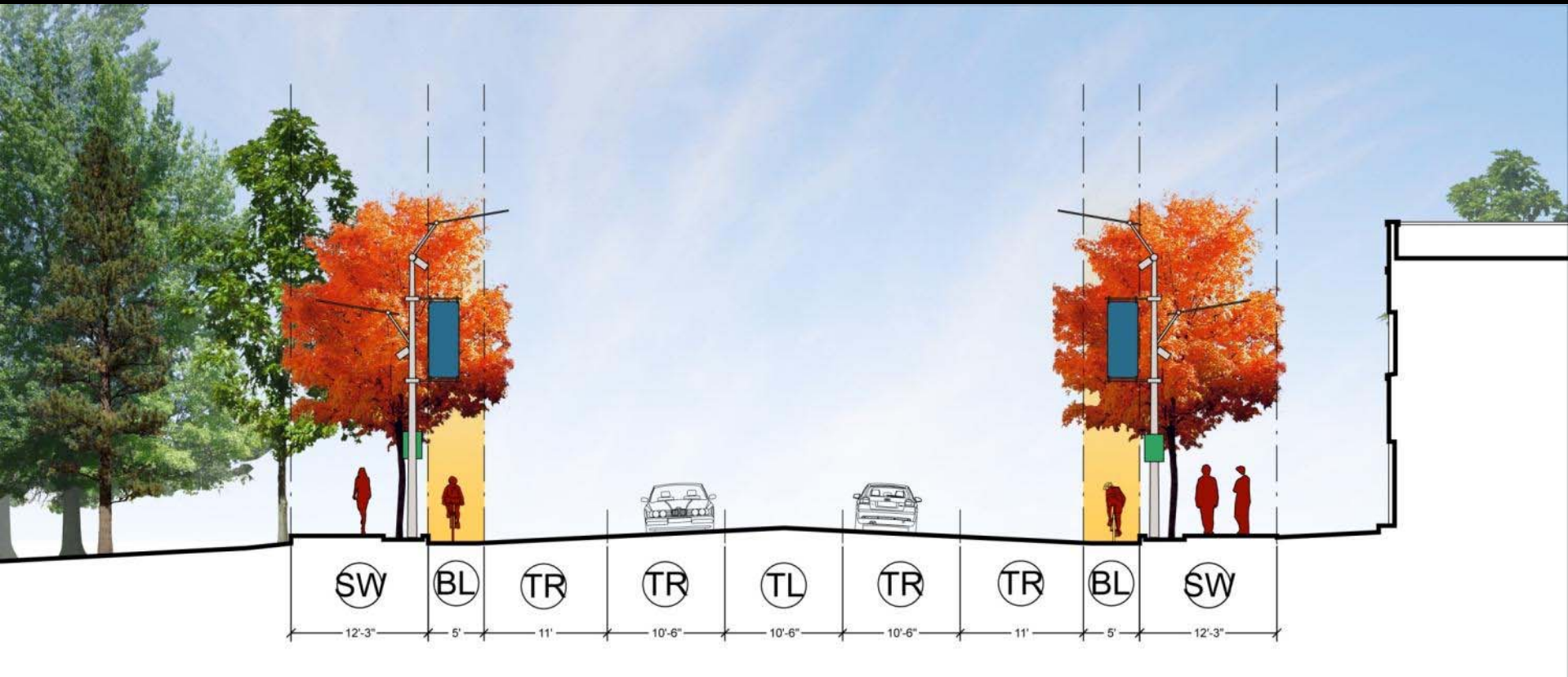
Bike/Walk Streets

Bike Lanes

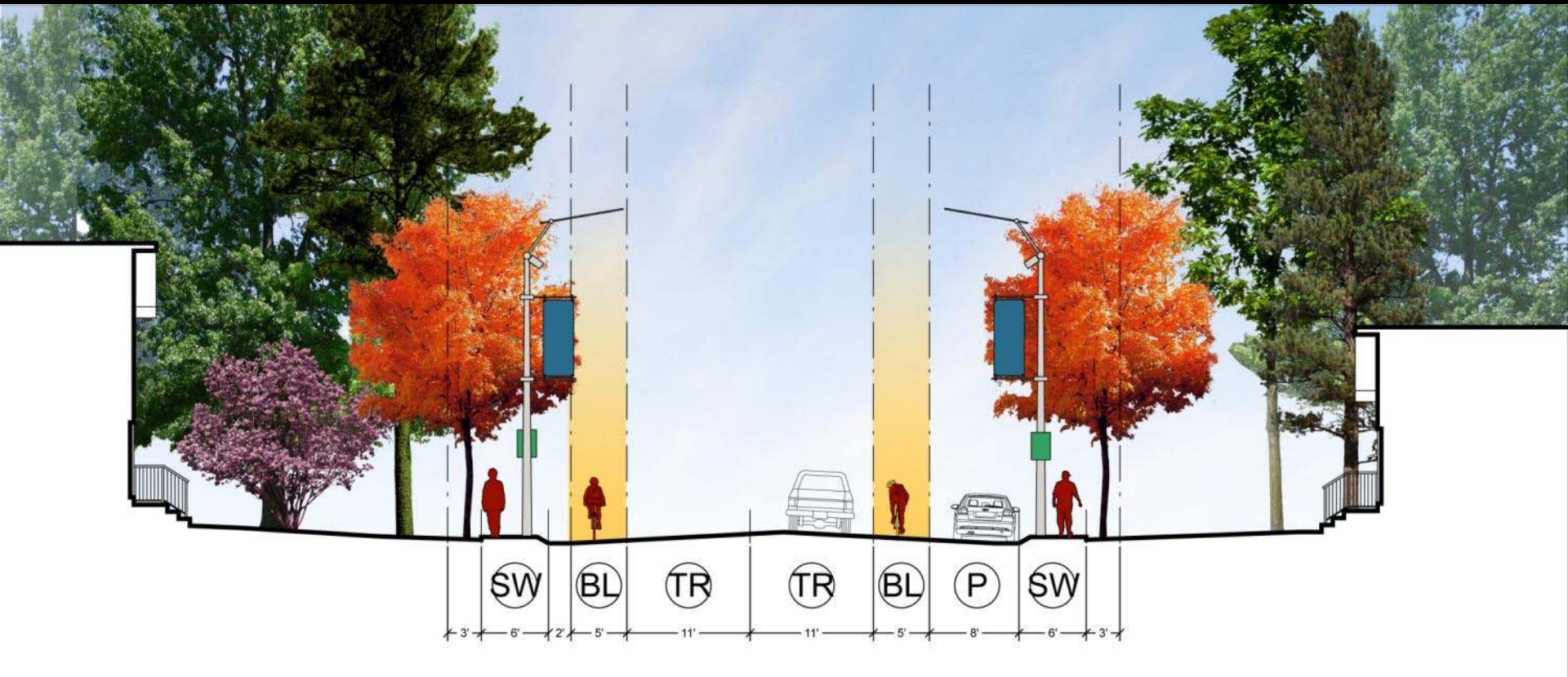
- Olive Boulevard
- Kingsland Avenue
- Old Bonhomme Road
- Ferguson Avenue
- Pershing Avenue



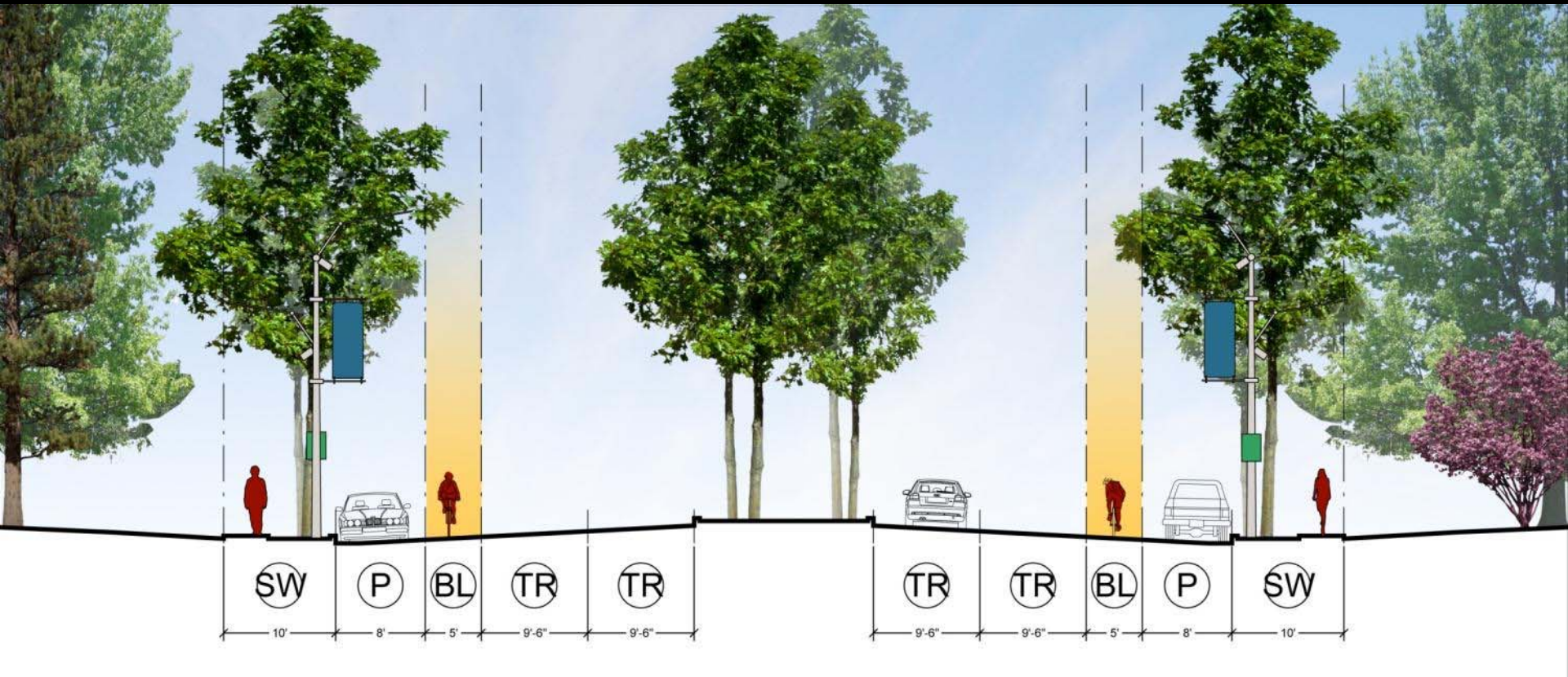
BIKE LANES: OLIVE BOULEVARD



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



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



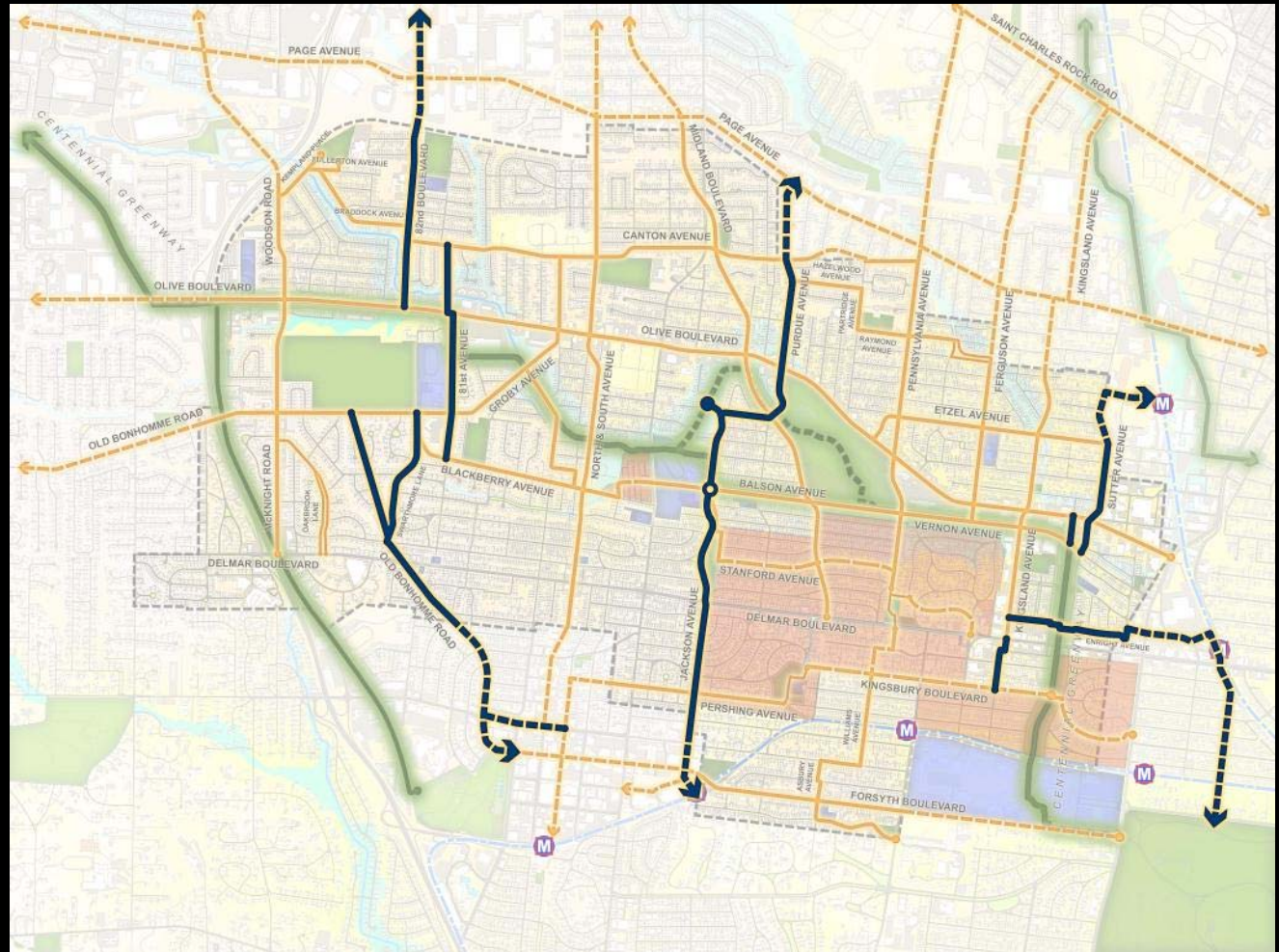
BICYCLE & PEDESTRIAN FACILITY NETWORK

Bike/Walk Streets

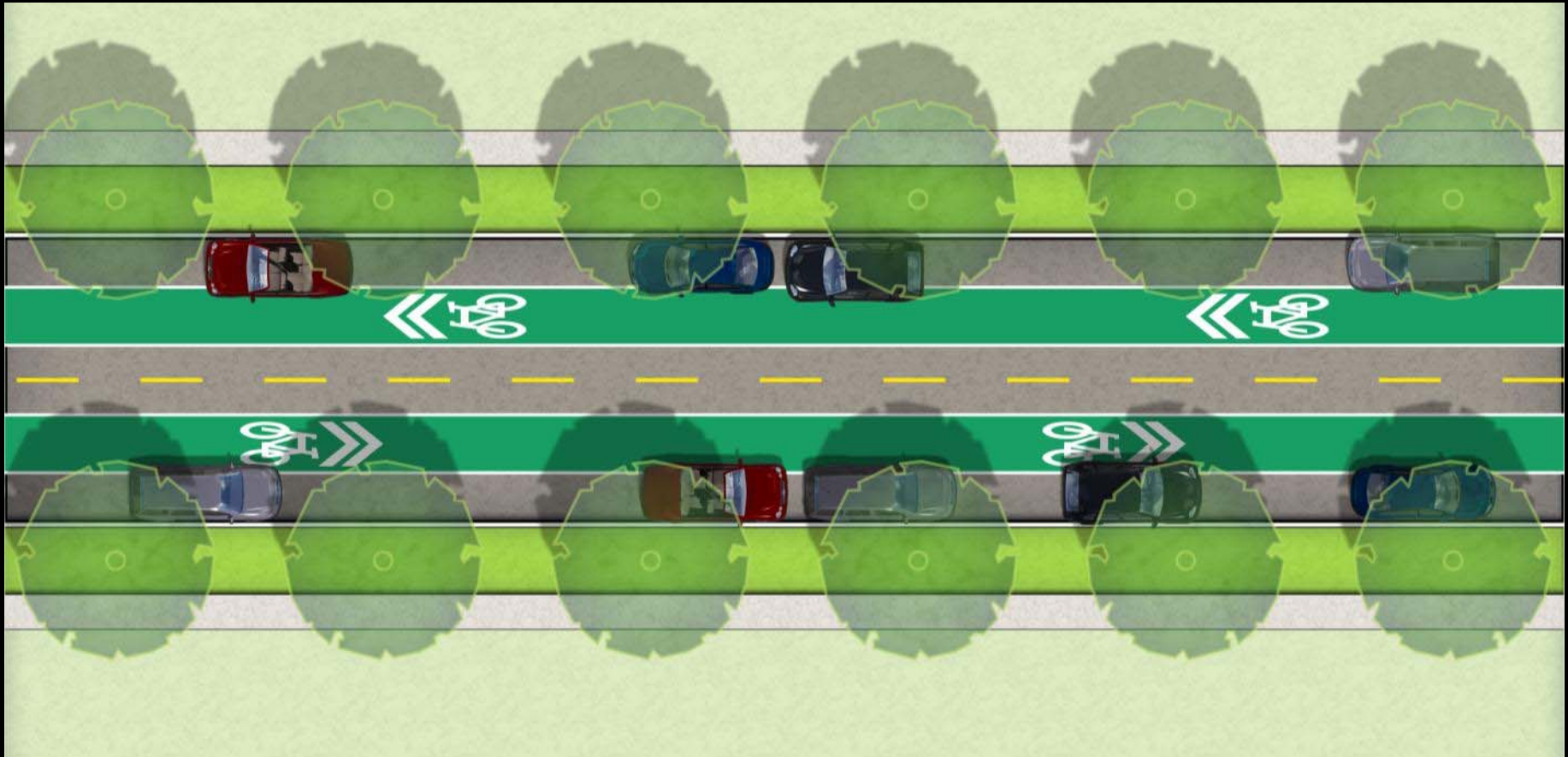
Bike Lanes

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"



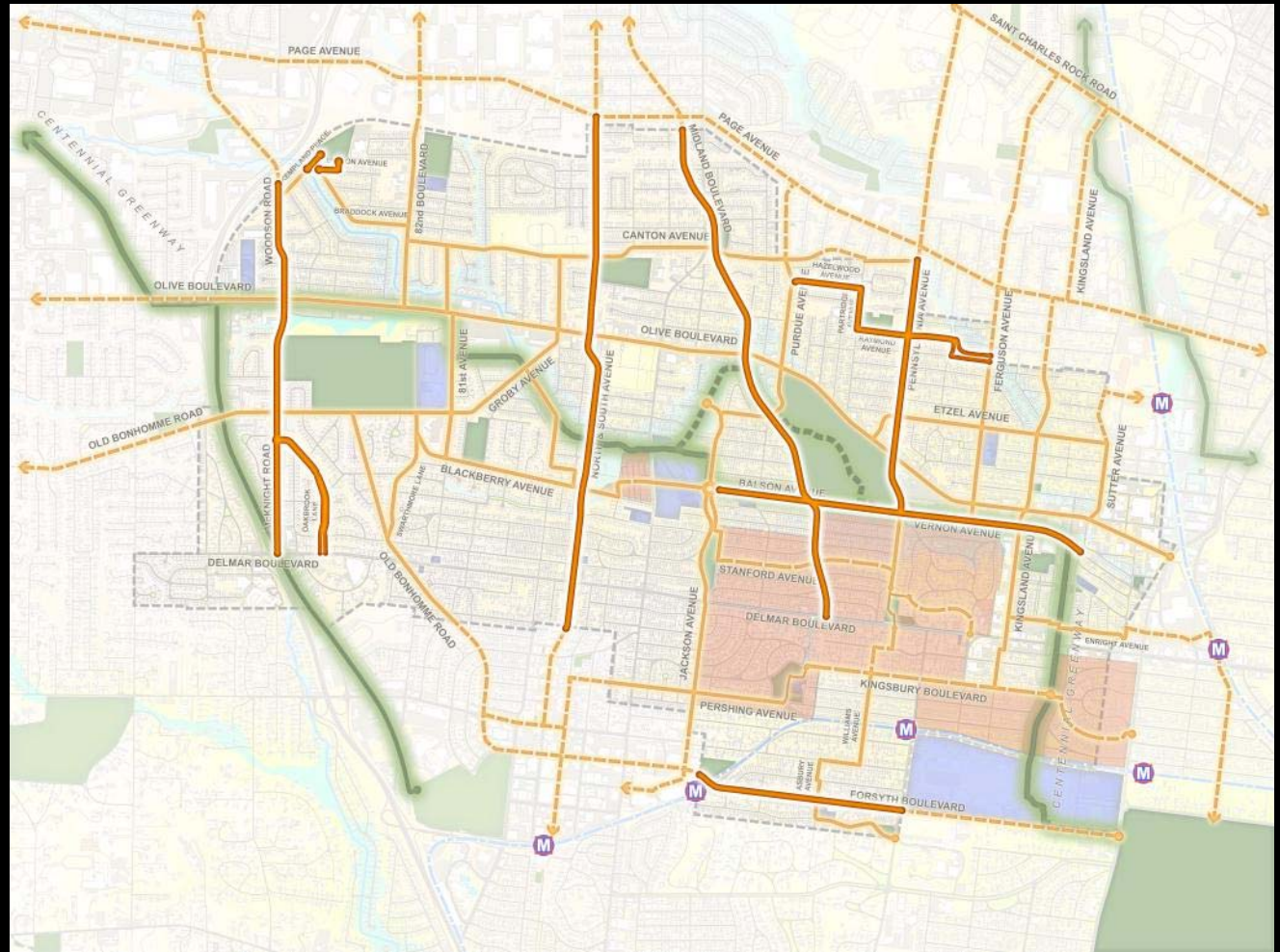
BICYCLE & PEDESTRIAN FACILITY NETWORK

Bike/Walk Streets

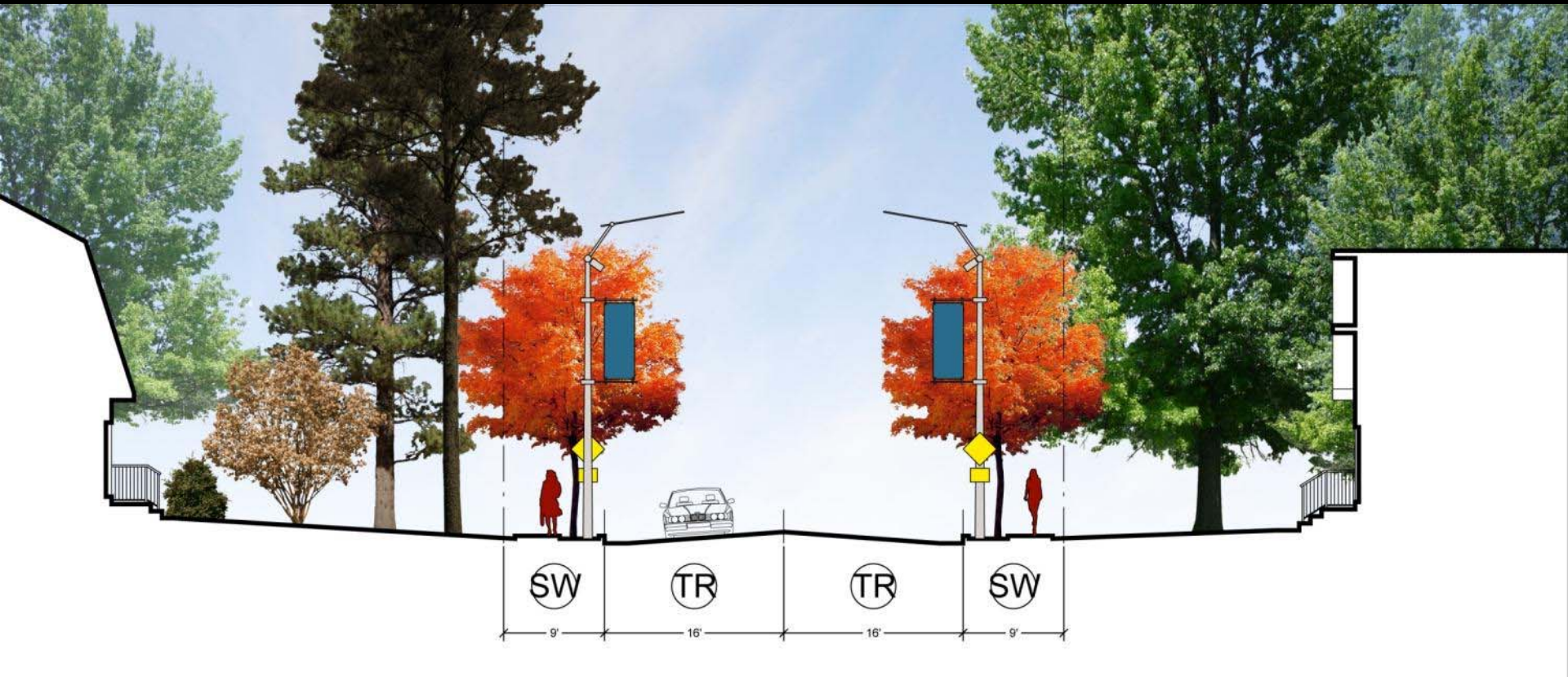
Bike Lanes

Super Sharrows

Bike Routes

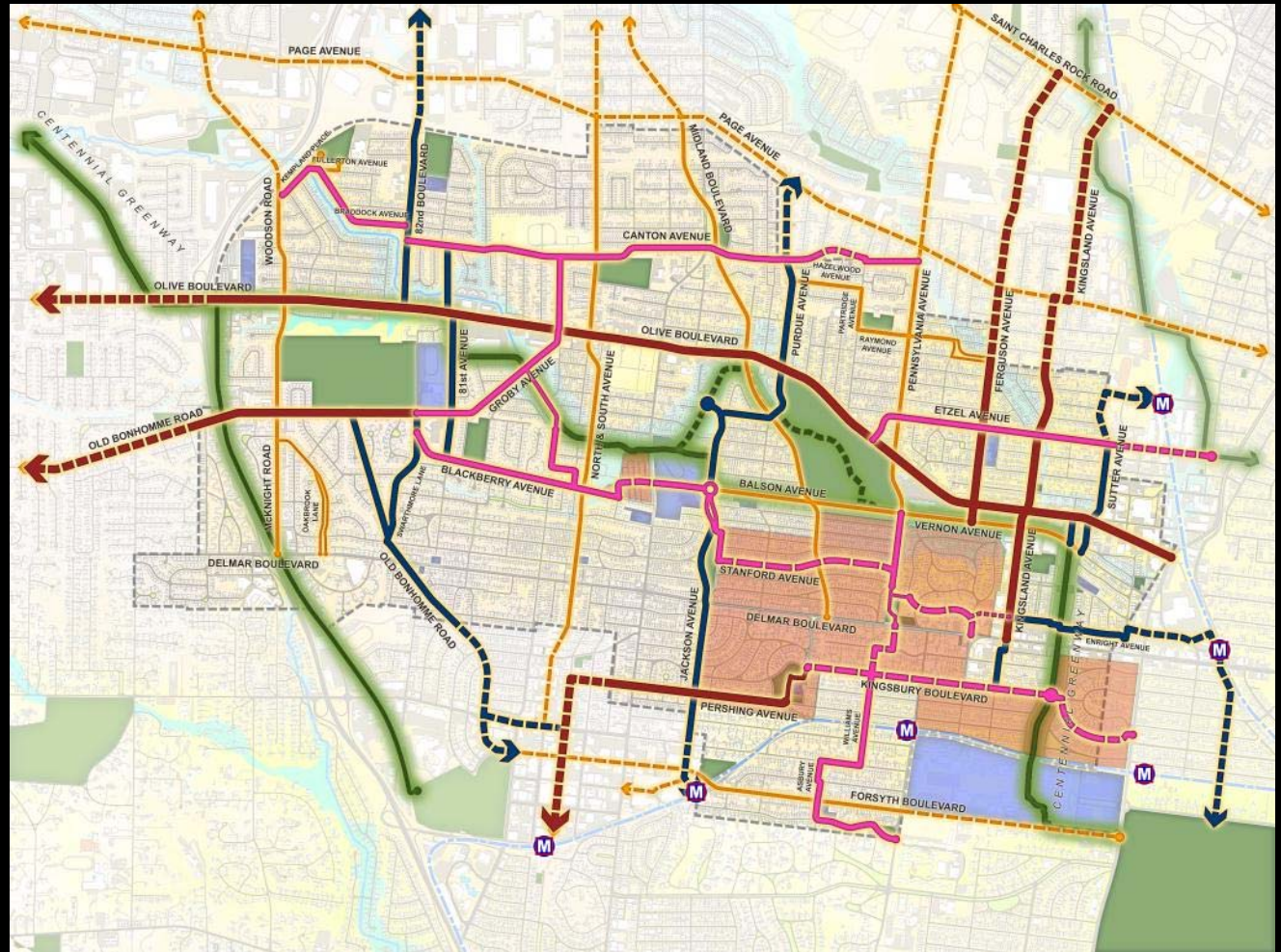


BIKE ROUTES



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.

