

Draft MU Bicycle Plan

Infrastructure Issues

MU needs to develop a basic framework of a network of bicycle routes through and around campus.

Factors to consider:

- The MU bicycle network needs to address the primary types of users: commuters, students, and faculty/staff getting around campus.
- The three main approaches to campus by bicyclists is Stewart Road from the west, Ashland Gravel Road from the southeast, and Maryland Avenue from the south/southwest. Providence Road from the south and multiple routes from the north/northwest are of less significance
- The MU Recreation trail is difficult to follow coming from the south once one reaches Memorial Stadium
- Creation of bike lanes, with adequate marking and signage, on existing streets would be the quickest and most cost effective step to take to increase the use of bicycles.
- There are three trails on the south/southwest side of campus: the MKT, the Campus Recreation Trail and the Hinkson Trail
- Adequate parking arrangements need to be available for bicyclists. MU had a project 8-10 years ago to install bike racks throughout campus; the current situation needs to be reviewed to determine the need for additional bike racks.
- MSA maintains an air pump on the northwest side of Brady Commons.
- The City of Columbia maintains metered parking on streets that run through campus, in particular 6th Avenue and Maryland Avenue.
- In the short run (at least through 2010), construction at and around University Hospital will provide major barriers to bicycle traffic along Hospital Drive.
- The hills to the south of campus provide a barrier to some for the use of bicycles.
- Stadium and College may have potential use of bicyclists; however, significant thought and design will have to be spent to make sure all arrangements on these roads are perceived to be safe.
- There is a substantial amount of student housing to the southwest of campus, and some to the south
- Bicyclists are unlikely to be willing to park their bicycles in parking structures because these units are not close enough to their destination.
- Bicycle routes should easily connect to bus stops.

Recommendations:

1. Prepare a draft bicycle network for campus delineating bike routes.
2. Mark and install signage along identified bike routes, lanes and paths.
3. Complete an assessment of bike racks and add more where indicated.
4. Consider options for improving the Stewart/Providence and Stadium/Ashland intersections.
5. Consider additional covered bicycle parking
6. Discuss with the City of Columbia the removal of metered parking on those streets running through campus that are identified as bike routes
7. Consider the addition of additional bicycle support/repair facilities, i.e air pumps, flat tire repair kits, on campus

Education and Promotion

A well-planned education and promotion campaign is necessary to make the campus aware of the bicycle plan and to encourage greater use of bicycles.

Factors to consider:

- The City of Columbia will be spending a considerable amount of money on educational and promotional programs/materials with its PedNet Program
- Increased bicycle traffic on campus property could result in increased violations of University Rules and Regulations in regards to bicycle use and parking.
- There are several entities on campus including Student Recreational Services, Student Life, Residential Life, MUPD, and EHS which could oversee educational and promotional programs.
- There will be limited MU funds available with which to implement programs.
- The University could piggyback off of City of Columbia programs.

Recommendations:

1. Prepare a map of the bicycle route network, which includes locations of bike racks, the compressed air station at Brady Commons, and other information of interest to bicyclists. Place this map on the MU web, in addition to distributing hard copies.
2. Coordinate promotion and education campaigns with the City.
3. Work with Campus Recreation Center, Residential Life, and others to develop and promote special bicycle events
4. Incorporate the bicycle network into the Campus Master Plan.
5. Consider development of a bike loan or bike rental program
6. Consider development of a bicycle repair program