

**University of Kentucky
Campus Physical Development Plan**

TRANSPORTATION

Bicycles

1. BACKGROUND

The University of Kentucky is promoting cycling for traveling to and around the campus as a strategy to decrease the amount of traffic on the campus and reduce future parking needs. Increased cycling also is an important objective of the region's long-range transportation plan. Improving bicycle facilities to increase the safety and convenience of riding is one way to encourage more widespread cycling.

As part of the Development Plan study, the Bicycle Plan Advisory Committee (BPAC) was convened to discuss campus needs and identify potential bike routes. The group consisted of representatives from the University (staff, faculty and students), Lexington-Fayette Urban County Government (LFUCG), and State Department of Transportation. This report describes the conclusions and recommendations for bicycle improvements to be incorporated into the Campus Physical Development Plan. There was strong consensus in the committee, and generally in all the committees convened to guide the preparation of the Development Plan, that cycling should be promoted and considered a higher priority for the campus.

Bicycles are now an important means of travel on and to the campus for many people. The climate, topography for parts of the campus and surrounding areas, and relatively short trips make cycling a viable travel option for many students and employees. A detailed bicycle count undertaken in 1999 identified 3,600 bicycle trips in and out of the campus on a typical day, i.e., 1,800 cyclists. This does not include resident students that ride a bike within the campus.

Based on a recent survey by Parking and Transportation Services (PTS), there are 315 bicycle racks at 94 locations providing a total 3,935 spaces (mainly as standard nine-bicycle racks). Observations indicate that there appear to be enough spaces on the campus. PTS moves racks around if they are notified of needs around the campus.

The campus bike map shows a network of bike routes. Striped lanes are provided on sections of Rose Street and Euclid Avenue. Traffic volumes and speeds on several minor streets are sufficiently low so that cyclists can safely use the street (e.g., Hilltop Avenue). Cycling is not permitted on sidewalks, but some paths are designated for shared use.

The region's long-range transportation plan includes extending the Euclid Avenue bike lanes from Rose Street to South Limestone, and completing the Rose Street bike lanes from South Limestone to Washington Avenue. Other projects in the long-range plan affecting the campus include:

- Bike lanes on the Newtown Pike Extension (2006 construction date).

- Bike lanes on Alumni Drive (2019 construction date).

Finally, the Kentucky Transportation Cabinet has adopted *The Pedestrian and Bicycle Travel Policy* (July 2002) which requires a process to ensure that all future major roadway projects consider pedestrian and bicycle accommodations from the outset.

2 . TRANSPORTATION PRINCIPLES

A number of principles have been formulated to guide the Physical Development Plan. Those that are specific to bicycles are:

- Upgrade bicycle routes on campus
- Connect to City Greenways system
- Promote cycling

Several other principles related to transportation generally are supportive of a pedestrian-friendly campus and use of alternative modes:

- Improve selected roadways
- Develop and enhance alternative commuting modes such as transit, ridesharing, park-and-ride, cycling, and teleworking
- Promote and offer incentives for using alternative modes
- Manage traffic on Rose Street
- Modify Limestone Street to improve pedestrian safety
- Close selected streets
- Remove core surface parking lots
- Locate future parking to minimize impacts on pedestrians
- Improve pedestrian facilities and crossings
- Locate new parking on the periphery of campus and serve with high quality shuttle
- Minimize additional parking for employees and commuting students by promoting alternative modes.

3 . EXPERIENCE AT OTHER UNIVERSITIES

There are several examples of successful bicycle programs at universities, as measured by an increase in the use of bicycles, a reduction in traffic and parking needs, and reduced costs. In every case a strong commitment, backed by a substantial increase in the budget, was made to enhancing cycling. The better known programs include:

University of California at Davis

Referred to as the "Bicycle Capital of the US", Davis has hot summers and mild winters, and the terrain is relatively flat. The student population is around 22,000 in a city of 53,000 people. The campus features 14 miles of bicycle paths and 12 miles of shared roadway. They have also installed several unique designs to facilitate cycling, including special traffic circles and bicycle signal heads at a very busy intersection where 1,000

bicycles per hour pass through at peak times. Riding on pedestrian facilities is prohibited. A key element of the program is support for cyclists, including education, bicycle repair and maintenance classes, and showers and clothes lockers.

On any given day there are 15,000 bike commuters. In 1996, 60% of student and 20% of employee trips to campus were on foot or bicycle. The university acknowledges that the program would not have been possible without a strong partnership with the City.

University of Oregon in Eugene

The University of Oregon undertook a \$400,000 capital program in 1996 to improve and expand the campus bicycle system. This includes over 4,600 parking spaces, many of which are lockers or covered because of the climate. It has also adopted a policy that new building projects include an appropriate amount of bicycle parking.

They have also introduced a unique evening "taxi" service where those needing a ride can flag down a tandem or triplet (3- person) bicycle for a free ride. Buses also are equipped with bicycle racks, and cyclists can ride free with their bicycle.

Stanford University

Stanford increased its bicycle budget from \$5,000 to \$800,000 a year for five years. It retrofitted most major campus streets with bike lanes, added showers, changing rooms, clothes lockers, built bicycle garages, and installed a large number of lockers. The objective was to attract 900 bicycle commuters per year. The university determined that a \$4 million investment was worthwhile as it saved the University money, since a bike locker costs \$2,000 compared to \$20,000 for a car parking space. 21% employees now bike to work.

4. SURVEYS OF CYCLISTS

4.1 Bicycle Cordon Count

A field survey was conducted in the Fall of 1998 to count the number of cyclists entering the campus on typical week day (*Bicycle Cordon Count Pilot Study*, Department of Civil Engineering and the Kentucky Transportation Center, University of Kentucky, May 1999). Student counters were stationed at 16 locations around the perimeter of the campus from 7 A.M. to 7 P.M. A total of 3,628 bicycle trips were counted. Assuming the typical cyclists within that 12 hour period, this translates into 1,814 cyclists. Not included were cyclists whose origins and destinations are internal to the campus, e.g., trips between residence halls and classrooms. The flows were generally spread around the campus, though the counts showed that almost half of the cyclists entered from the northeast

4.1 Email Survey

An email survey of approximately 175 UK cyclists was undertaken in early 2002 to ascertain concerns and needs. A full summary of the survey is included as Appendix A.

Issues of Greatest Concern

The survey identified the following issues of greatest concern to cyclists (in order of priority):

- The need for more bike lanes on off-campus streets
- The need for more bike lanes on on-campus streets
- Fewer restrictions to using a bike on campus
- Better marking of bicycle routes to campus
- Better marking of existing bicycle paths on campus
- More bicycle racks on campus
- More enforcement of cycling regulations off and on campus

Other issues identified include:

- Safety
- The need for more enforcement
- Pedestrian conflicts
- Many of the roads are too narrow to safely accommodate cyclists

The two approach directions that need more attention are from the south as a first priority, and from the north. The most common approach direction was from the south followed by the east.

Need for Additional Bike Routes

The survey identified the need for bike routes in the following locations:

- Central north-south route
- Funkhouser/Memorial Hall E-W route
- Through the middle of campus
- University, Alumni, Columbia, Woodland, Cooper
- From Ag campus to main campus
- Limestone between Cooper Drive and Euclid Avenue
- Through the Young library grounds from North to South
- Between Young library and Education Library.

Streets Needing Improvements

The survey identified the need for improvements to the following streets (in order of priority):

- University Drive
- Limestone Street
- Cooper Drive
- Rose Street
- Alumni Drive (on-campus section)
- Huguelet Avenue
- Woodland Avenue
- Alumni Drive (off-campus section)

- Virginia Avenue
- Euclid Avenue
- College Way
- Washington Street

5 . RECOMMENDATIONS

The main objective of the bicycle study was to identify potential improvements that would facilitate bicycling on and to the campus. These improvements, consisting of bicycle paths, lanes, or routes will be incorporated into the Campus Development Plan.

In addition to improvements to cycling routes, other measures to encourage cycling and improve safety for cyclists are also proposed.

5.1 Route Improvements

Recommended improvements that are incorporated into the Development Plan are shown in Figure 1 and discussed below. The improvements do not provide a complete network of bicycle routes on the campus, but provide a reasonable enhancement of connectivity and safety at a reasonable cost and minimal adverse impact.

Two types of improvements have been considered:

- Bicycle lanes or a wide outside lane on the roadway.
- A separate bicycle path which may also be shared by pedestrians.

Bicycle Lanes or Wide Outside Traffic Lanes

These consist of striped bicycle lanes or a wide outside (curb) lane on streets where traffic volumes or speeds may jeopardize the safety of riders. Studies have shown that the extra width is beneficial, though there is no clear evidence that striping a portion of the pavement is an advantage. Regardless, the pavement width is identical for both options.

The minimum width of the lane or additional pavement is typically four feet. If striped, the lane is also designated by signing and pavement markings.

In developing more detailed designs for the various types of facilities, appropriate design guidelines should be consulted. One example is the *Guide for the Development of Bicycle Facilities* (American Society of State Highway and Transportation Officials, 1999).

Bicycle Paths

Bicycle paths are routes that are located in their own right-of-way, physically separate from a road. They can be most easily and safely provided where there are minimal pedestrian or vehicular crossings. In some cases they may parallel (thereby taking advantage of available right-of-way), or be located in railroad right-of-way. They may be shared with pedestrians, often referred to as greenways.

The desirable width of bicycle path or shared path is 12 feet (with a stripe down the center to separate directions). This is preferable if there is heavy use by cyclists, pedestrians and joggers. The minimum recommended width (and perhaps more common) is nine feet. The path can be striped to separate with a yellow centerline, or to separate cyclists and pedestrians. Careful attention must be paid to the design and signing of a bicycle path where it terminates at a street to ensure the cyclists understands they are entering a street where different rules apply.

In addition, in identifying needed improvements, the study considered that cyclists can also ride in mixed traffic with a reasonable degree of safety on streets where traffic moves slowly, traffic volumes are low, there is no steep uphill grade to prevent cyclists keeping up with the traffic, and other street characteristics provide a favorable environment. This is an option on some campus streets. One basic test for the appropriateness of a street is: would the average cyclist feel safe riding on these streets? Such streets would not be designated as bike routes.

Traffic traveling at low speed is a prerequisite for street to be safe for cyclists to mix with the traffic. The speed limit on streets that predominantly serve campus traffic should be 25 M.P.H. These include University Drive and Cooper Drive. Euclid Avenue/Avenue of Champions, while not a University street, also has sufficient pedestrian activity to warrant reducing the speed to 25 M.P.H. The University administration, along with LFUCG, must be committed to improving pedestrian safety on campus and creating a more pedestrian-friendly campus (including the use of more sign and more enforcement). Continued commitment will result in safer streets for cyclists (and pedestrians).

Table 1 provides a summary of improvements as well as indicating priority and responsibility. These are shown in Figure 1 and described below.

1. University Drive

Improvements to University Drive are a high priority. Observations and informal surveys indicate considerable bike use along University Drive, however; the curb lanes are not sufficiently wide to accommodate a bicycle and vehicle. University Drive has twelve-foot lanes, exclusive of the gutter pans, which could be narrowed to allow a four-foot wide bicycle lane to be striped in both directions. This could be achieved by narrowing the lanes to eleven feet and paving over the gutter (10-foot lanes may also be acceptable if the speed limit is reduce to 25 M.P.H., which avoids the need to pave over the gutter).

More stops signs or pedestrian/traffic signals also are needed to slow traffic along University Drive to improve pedestrian and bicycle safety. Currently, there is only one stop sign between Cooper Drive and Hilltop Avenue (at Huguelet Drive). The uncontrolled pedestrian crossings (consisting of pavement markings and warning signs) at Complex Drive, and Hospital Drive should be analyzed for the feasibility of installing signals or stop signs.

**University of Kentucky
Physical Development Plan
Transportation**

Table 1. Summary of Route Improvements

Project	Cost	Priority	Funding Options	Prime Responsibility	Coord. Required	Next Steps
<i>1. University Drive restriping</i>	Very low	High	UK	UK	None	Obtain UK Admin approval
<i>2. Cooper Drive bike lanes</i>	High since proposed as part of roadway modifications	Low	Probably UK since may be low priority for LFUCG	Although LFUCG-owned road, UK would be responsible	UK and LFUCG (to be included as part of median installation)	Include in LRTP
<i>3. Alumni Avenue path extension</i>	High	Medium	Various state and federal sources channeled through LFUCG may be available	LFUCG	LFUCG and UK	Project is in LRTP for 2019 construction
<i>4. Nicholasville Road bike path</i>	High	Medium	As for Alumni Dr.	UK	LFUCG and UK	Include in LRTP
<i>5. Rose Street bike lanes (south to Huguelet Drive)</i>	Very low (striping only)	High	LFUCG	LFUCG	UK and LFUCG	UK to submit request to LFUCG
<i>6. Avenue of Champions bike lanes</i>	Low	Medium	LFUCG	LFUCG	UK and LFUCG	Await findings from College Town study
<i>7. Arboretum connection</i>	Medium (low if use streets and Hospital parking lot)	High	UK (\$50,000) applied for)	UK	UK and LFUCG	PTS leading study
<i>8. Central Baptist Church connection</i>	Minimal	Medium	Church will fund	Church (has offered to construct path)	Connection across creek requires UK coordination	UK to continue discussions with Church
<i>9. Virginia Ave./Red Mile Rd. bike lanes</i>	High	Medium	LGUCG	LFUCG	None	UK to support making project a priority in TIP

Figure 1

Finally, the southern end of University Drive should be widened to provide four lanes and a median, with bicycle lanes included in the widening. It is also recommended that the speed limit on University Drive be reduced 25 MPH given the urban environment and high level of pedestrian activity.

2. Cooper Drive

Cooper Drive is a major east-west road through the campus. It is a 65-foot wide, 5-lane road between Limestone Street and University Drive, and continues as two lanes to the east. A raised, landscaped median is proposed for the 5-lane section with bike lanes (or wider outside lanes). The median should be extended east to the residential area beyond Sports Center Drive. This two-lane section would require improvements, including widening and curb and gutters, to install a median. Bike lanes (or wider, 14-foot, outside lanes) should be included.

There are many pedestrians crossing Cooper Drive in the vicinity of the Lexington Community College without the benefit of a pedestrian crossing or any other pedestrian safety measures. A painted pedestrian crossing is recommended at the LCC. While the median may be a longer-term, more capital-intensive project, the pedestrian crossing could be installed in the near future at minimum cost. A short raised median could be included in this project. However, vehicle and pedestrian counts will be required to determine if a pedestrian crossing is warranted. If a crossing is acceptable to LFUCG, more aggressive pedestrian treatments could be considered, including a pedestrian signal, flashing lights embedded in the pavement, and/or a raised pedestrian crossing or speed table.

It is also recommended that the speed limit on Cooper Drive through the campus be reduced 25 MPH given the urban environment and high level of pedestrian activity.

3. Alumni Drive

Improvements to Alumni Drive are a high priority for traffic and cyclists. The section of Alumni Drive between Nicholasville Road and University Drive is often very congested with queues in the afternoon backing all the way from Nicholasville to the University Drive intersection. The shared pedestrian-bike path that extends from Tates Creek Road along the northern side of Alumni Drive as far west as the stadium should be continued to Nicholasville Road. The option of the University contributing funds to accelerate bicycle improvements along this road could be considered.

4. Nicholasville Road/Limestone Street

A large number of students (and many employees) live off South Limestone Street and Nicholasville Road. Both are considered a dangerous route since wide outside lanes are not provided. Widening the street to better accommodate cyclists is not practical. It is recommended that bike path be constructed on University property on the east side of the road from Alumni Drive to Rose Street. At that point cyclists could enter the section of Rose Street that is proposed to be closed to through traffic but continue to serve as the

main entrance to the Hospital (see *Rose Street*). This closure will greatly reduce traffic as well as reduce speeds.

5. *Rose Street*

There are currently bike lanes on Rose Street between Euclid Avenue and Washington Street (LFUCG recently extended the lanes from Rose Lane to Euclid Avenue). The lanes, and median, also should be continued south from Washington Street to Huguelet Drive (it is currently unsafe to try to make a left turn on a bicycle from the center of the road on Rose Street into Huguelet Drive).

The Development Plan proposes closing the south end of Rose Street (between Huguelet Drive and Limestone Street). The closed section would be redesigned to provide access to the Hospital and for service/emergency use only. The redesign should allow for bicycles (either as a path or using the street), and should provide a connection to the bike path recommended on Limestone Street/Nicholasville Road.

In addition, breaks should be provided in the existing median at locations where cyclists are likely to cross. Cyclist now must ride over the median or dismount. One specific location is opposite Funkhouser Drive which is major route for students riding from residence halls).

6. *Avenue of Champions*

Recently Euclid Avenue between Ashland and Rose Street was narrowed from four lanes to three lanes and wide bicycle lanes added on each side (five-foot versus the more standard four-foot). LFUCG and University consider the project a success and could serve as a model for modifying other streets (the width of the bike lanes has resulted in some motorists using the bike lane as a right turn lane).

LFUCG has funding to extend the Euclid Avenue bike lanes along Avenue of Champions between Rose Street and Limestone Street. However the College Town has developed a package of improvements for Avenue of Champions to make it more attractive and pedestrian friendly. The street now represents a major barrier between the campus and the College Town area. The two-lane street carries heavy traffic volumes which makes it difficult and dangerous for the large numbers of pedestrians who cross it each day. Traffic signals are limited to Rose Street, Martin Luther King Boulevard, and Limestone Street, with no intermediate pedestrian crossings. Pedestrian safety and the unattractive environment for pedestrians are major concerns for this street. A large number of pedestrians and cyclists cross at Lexington Avenue without any pedestrian facilities.

Traffic calming measures are necessary to slow traffic on this street. Recommended improvements include:

- Adding on-street parking on both sides

- Extensive landscaping
- Adding a traffic/pedestrian signal at the Lexington Avenue intersection (a signal warrants study must be undertaken to assess the feasibility of adding a signal or to identify safety improvements)

The recommended addition of parking on both sides of the street between Rose and Limestone Streets precludes bike lanes. However, the traffic calming measures proposed are designed to slow drivers, which in turn creates a safer environment for cyclists to ride in mixed traffic.

7. Arboretum Connection

Currently cyclists approaching from the south can ride through the Arboretum. LFUCG Greenways Master Plan also includes a greenway from the south along Bellefonte Drive that continues through the Arboretum to the UK campus. An informal survey has counted approximately 40 cyclists per direction per day through the Arboretum, and approximately the same number through Shawneetown.

However, plans for improvements to the Arboretum would prevent cyclists from entering it. The bicycle plan advisory group, as well as the University in conjunction and LFUCG, have examined alternative routes to skirt the west side of the Arboretum (which would bring cyclists to a location near University Drive at Alumni Drive). Two basic options have been identified:

- Use several streets (Glendover Avenue, Shady Lane, and McDonald Avenue), and the rear of Central Baptist Hospital to access University Court through Shawneetown.
- Use some streets (Glendover Avenue and Shady Lane), and then construct a path through Walnut Woods (adjacent to Shady Lane and McDonald Avenue) to access University Court.

UK has received a grant to construct a bicycle route through this area. Both the path through the woods (which poses security risks after dark) and the street route (Shady Lane is narrow and passing or parked vehicles can be hazardous) are being studied.

The street option is emerging as a strong possibility. Currently about the same number of cyclists use this route as cyclists using the path through the Arboretum. This would require the Hospital converting a 20-foot wide strip of the south end of the parking lot into a bicycle-pedestrian path that would connect McDonald Road and University Place. A bridge over the creek along the western side of University Place would need to be constructed, but only a small amount of additional paving would be needed to be done. This path would be more secure as it would pass adjacent to a well-used parking lot and would be well lit. The Hospital would lose a small number of parking spaces, but would no longer have cyclists passing through its parking lot (currently many cyclists pass

through the Hospital parking lot to travel from McDonald Avenue to University Place or vice versa.)

If a path were constructed through the woods, cyclists may still prefer to stay on the streets after dark when security on a bike path may be an issue. This would require the connection over the creek to the Hospital to be built.

Any future redevelopment of Shawneetown should ensure that a safe route is provided along the eastern side of the creek for cyclists. If future uses of this area generate more truck traffic, a separate bike path should be considered. In addition, safety must be improved for crossing Alumni Drive at the University Drive intersection (possibly by installing a traffic signal which is proposed as part of the street improvements).

Regardless of which of these solutions is ultimately adopted, convenient pedestrian access should continue to be provided through the Arboretum. The entrances to the path can be designed to be inaccessible to cyclists. A safe pedestrian crossing for visitors to the Arboretum should also be provided, in the vicinity of College Way, or the at the Arboretum driveway).

8. Central Baptist Church Connection

The Central Baptist Church land north of the Central Baptist Hospital is being redeveloped, and as part of the plan a buffer with a bike path is being proposed along the northern boundary of the site directly behind the homes fronting the south side of Shawnee Place. This would provide bicycle access from Nicholasville Road and places to the west to connect to University Court via a small bridge.

9. Virginia Avenue/Red Mile Road

LFUCG has completed a new design for Red Mile Road and Virginia Avenue which includes bike lanes and sidewalks from Horsemans Lane to Limestone Street. It is anticipated that this project will be added into LFUCG's Transportation Improvement Plan (TIP) and assigned a priority rating. The University should support this project since this a route used by UK cyclists.

5.2 Shared Paths on Campus

Currently cyclist are not permitted to ride on sidewalks, but may use designated multi-use paths. The latter include the path continuing from the end of Funkhouser Drive to Memorial Hall (as well as Funkhouser Drive itself), the closed portion of Hilltop Avenue, and the paths along the east and south side of the Six Pack.

The bicycle plan advisory committee agreed that within the campus, as general rule, cyclists should be able to share the pedestrian paths with pedestrians but cyclists must give way to pedestrians. It is strongly recommended that the onus be on cyclists to avoid pedestrians, and that this be made clear through education, enforcement and signage. If regulations are changed to allow this, cyclists must be informed of this policy (e.g., by

requiring cyclists to register their bikes, placing signs at bicycle racks, distributing brochures, etc.). Recently at the University of California at Davis a pedestrian was struck and severely handicapped by a cyclist. The university was held liable because of inadequate precautions and regulations.

Major new walkways on campus should be designed, to the extent feasible, to accommodate pedestrians and cyclists (where feasible, separate paths are preferable). Future planning should consider wider sidewalks where bicycle volumes are anticipated to be high. East-west movement would be improved by including a bicycle (or shared use path) through Funkhouser Drive to Limestone Street as part of improvements proposed in the Development Plan. The path should be wide enough to accommodate pedestrians and cyclists (where shared paths are provided off the central part of the campus, they should be 12-feet wide with a stripe down the center to separate directions). The existing path on the north side of Memorial Hall should be widened to facilitate shared use.

Areas with high concentrations of pedestrians should be considered for designation as dismount zones where cyclists must walk their bicycle. Since dismount zones have some disadvantages, namely that they require constant enforcement, and, since they slow cyclists down, can discourage the use of bicycles, they should be applied sparingly.

5.3 Other Street Improvements

Some intersections can pose a particular hazard to cyclists. Some signalized intersections use loops embedded in the pavement to detect the presence of a waiting vehicle and activate a change in the light. Because these loops do not detect bicycles, cyclists have no way of changing the light. It is recommended that bike detection be installed at key signalized intersections (e.g., at University Drive/Cooper Drive, Euclid Avenue onto Rose Street).

6. OTHER IMPROVEMENTS

Bicycle routes and paths address only the travel portion of the bicycle trip. Just like the need to park a car at the end of a trip, cyclists have other essential needs that must be taken care of. The following recommendations are made:

- The email survey identified the need for more bike lanes on off-campus streets as the highest priority to cyclists. The University (through BPAC) should continue to work with LFUCG to plan and fund improvements, and generally promote and increase safety for cycling.
- All future capital projects should have input to identify potential improvements for cyclists. The BPAC is the appropriate group to provide this input or review.
- The planning and design of new buildings and facilities should include storage for bicycles. Storage lockers and building design which enables bicycle to be brought

into the building also should be considered (removable components on some bicycles can be very costly and are not protected by a bicycle rack).

- The planning and design of some new buildings and facilities should include showers. The inability to shower after riding in hot weather is major deterrent for commuters to ride. Lockers to store clothing, books, etc., are also needed.
- Future parking decks should include storage for bicycles for those motorists who may want to use a bicycle for traveling around the campus after parking their vehicle.
- The feasibility of installing some bike shelters that offer weather protection should be examined. Possibly, one should be installed as a trial.
- Directional signs should be strategically located to help cyclists locate bicycle parking facilities at each building or complex of buildings.]
- A detailed field survey should be undertaken to identify minor improvements that will facilitate cycling (e.g., curb cuts).
- The idea of a campus bike pool should be considered, using the bikes that are recovered by the PTS. These could be painted a standard color and available to anyone on campus to use. The users would find the nearest available bike and then leave it for somebody else at their trips end.

1. POLICIES TO ENHANCE CYCLING,

Policies the University can consider to encourage cycling include:

- The University should recognize that commuters choosing to cycle to work make a positive contribution to the campus environment, as well as decreasing parking costs. The possibility of offering incentives could be considered.
- Cyclists should be eligible to receive, at no cost, a number of one-day parking permits for when they need to use their vehicle (carpoolers now receive 12 free coupons a year to use on days they have to drive). While hourly paid parking is available, e.g., at Garage #5, the cost is such that parking for three days a month is equivalent to the monthly cost of a permit. This policy will require an increase in the Parking and Transportation Department's resources, as this privilege can be abused.
- There should be a recurring funding source for bicycle improvements. A portion of parking revenue could be used since cyclists save the University money. At the time the University is planning a new building or other facility, some of the project budget could be allocated to bicycle improvements. Bike racks, storage lockers, showers, etc. should be considered for new projects.

- Safety equipment should continue to be distributed free of charge, funded by proceeds of abandoned bicycle sales. In addition to helmets, this could include lights and reflective vests.
- The program of installing bicycle racks on LexTran buses should be continued.

8 EDUCATION AND ENFORCEMENT

At the heart of successful bicycle program is education and enforcement. Many people regardless of how they travel, simply do not understand the other options that are available, or the rules and regulations that apply. A lack of enforcement of the laws (on the part of motorists, cyclists and pedestrians) undermines efforts to improve safety and promote change.

The University administration should recognize that ongoing education, enforcement, surveys and plan refinement are as essential as building facilities. Programs to increase awareness of cycling are important. There should be an orientation program to introduce bicycles, and other alternatives such as transit and ridesharing, to all incoming students and employees so that they become familiar and understand these options. The media such as the Kernel should be used to publicize alternative modes. There could be kiosks/information centers at the main entrances to the campus. Designated Bike to Campus days also can increase awareness of cycling. A bicycle map showing routes and location of racks, as well including regulations and responsibilities, should be prepared.

9 . IMPLEMENTATION

While this study has identified a number of improvements for cyclists, an obstacle to implementation is the absence of a formal process and responsible department or person at the University to seek or identify funding and ensure projects move forward. There is also no identifiable person for LFUCG to coordinate and work with (LFUCG is in the process of hiring a bicycle and pedestrian coordinator to oversee its efforts).

The University needs to elevate the importance of transportation generally on the campus. The following motion was unanimously approved by Bicycle Plan Advisory Committee (BPAC) in that respect:

The University should establish and provide funding for a position in which the person will be responsible for ongoing planning and implementation of transportation improvements on campus and has the authority to seek funding. This position could be within parking and transportation services (PTS), physical plant department, or under the University Architect.

The following recommendations also are made:

University of Kentucky
Physical Development Plan
Transportation

- The position should be responsible for implementing the recommendations contained in this report.
- BPAC should be an advisory groups for all bicycle planning and issues.
- The Kentucky Transportation Center should be considered for undertaking the studies that would be necessary to progress a project.
- There should be a stable, ongoing funding source for bicycle improvements. Lack of funding is an obstacle to implementing bicycle improvements (as well as other transportation improvements that are the responsibility of the University). At the time the University is planning a new building or other facility, some of the project budget could be allocated to bicycle improvements. Bike racks, storage lockers, showers, etc. should be considered for new projects (bike racks are now funded by PTS unless they are part of a building project). A portion of parking revenue could be used since cyclists save the University money.
- There may be some public funding, i.e., LFUCG, state and federal, but for projects to be eligible typically requires that they be incorporated into the region's Long-Range Transportation Plan (LRTP) and then into the Transportation Improvement Program (TIP) where projects are prioritized for funding. To be eligible for funding, a project in the LRTP must be in the TIP. What is critical and is not happening is the University formally approaching LFUCG with such requests. Commencement of the LRTP update will commence later in 2002, and the University should ensure that as many as possible of its transportation projects are included in that plan. This is an essential step to be considered for state and federal funding. The TIP, which details the next four years of projects, is updated every year. The last one was approved in May, 2002. Once the Physical Development Plan is approved by the University, transportation projects that need to be coordinated with LFUCG or where LFUCG funding is being sort should be formally presented to LFUCG so that it may consider them in its planning and budgeting.
- All bicycle planning should be coordinated with pedestrian planning.

APPENDIX A

**Survey of Commuter-Cyclists (mostly UK faculty
and staff)
Mid-April 2002
Profs. Greg Brock and Bob Grossman**

Question 1: Three Biking Issues of Greatest Concern:

(8) More bike lanes (off-campus streets)	76%	61
(7) More bike lanes (on-campus streets)	61%	49
(1) Fewer Restrictions to bikes on campus	30%	24
(3) Better marking of bicycle routes to campus	29%	23
(2) Better marking of existing bicycle paths on campus	24%	19
(4) More bicycle racks on campus	19%	15
(6) More enforcement of cycling regulations off campus	15%	12
(9) Other	11%	9
(5) More enforcement of cycling regulations on campus	5%	4

Statements from all who listed "other" on this question

Marking of routes and lanes adds awareness of bicyclists, right of way to motorists, and would encourage more students/staff to bicycle to campus

I am very concerned about safety

Better marking of bike routes, having more bike routes. Having more bike routes without them marked would be kind of a safety problem.

Standardizing bike traffic rules and informing the community of these rules-making sure cyclists are on the correct side of the street, so as to reduce the dangers that cyclists pose to other cyclists.

Keeping bicycle lanes on campus free of debris and obstacles

Bike riding is not encouraged by limited number of bike racks and inconvenient placement of those that are present

Better maintenance of street-side bike lanes

Better making of bike lanes e.g. university drive from cooper to library

Narrow roads with no shoulders

Other cyclists on the wrong side of the street

Route through the arboretum

Maintaining pedestrian/bicycle separation, thereby reducing the number of areas where conflict/accidents can occur

Riding a bike on campus or in town can be dangerous. Many auto drivers are rude and hostile. While it is a small minority the number is nontrivial given the thousands of cars there are. Trying to be better separate bikes and cars is important.

Parkers Mill Road from Man-O-War to Lane Allen is the "death mile." Parkers Mill is a great way to get into Lexington (and UK) from the west, until you get inside Man-O-War. Then you take your life in your own hands.

More signed routes around all of Lexington in general in all areas.

Education of motor vehicle drivers of the importance of driving with the safety of bicyclists in mind.

Bottle Bill: There's too much broken glass on the streets! Keep the Arboretum path open and free. Weather-protected bike racks. Just had to add this one: Too many SUV's and other polluters! I'm choking to death out there.

Question 2: If you think the number of bicycle routes on campus need to be increased, specifically where do you think the new routes should be placed?

Bike paths and pedestrian paths need to be divided. Where bike routes use pedestrian routes such as from the engineering quad parking lot past Memorial Hall to the business school, and between Anderson and the business school. There should be clearly marked pedestrian and bike paths.

Need a central N-S route

Bicycle routes to and from campus are more important than on-campus routes. On-campus routes can be made to exist simply by allowing bikes on campus. Off-campus routes require cooperation between UK, the city, and citizen activists groups. This is where the more effort should be placed. Once there are safe ways to GET to campus, pressure will increase for on-campus routes.

All streets that have auto traffic through campus should have bike lanes.

From alumni to central, and east and west ends of campus

From Bellefonte Drive (through the arboretum) to the center of campus. Need bicycle lane parallel to College Ave (Old Motorpool Drive)

A route directly through campus would be helpful. Perhaps from Rose Street down to Funkhouser Lane all the way to Lime.

along cooper drive

Too many to mention, have UK campus master planners include a bike plan.

Coordinate effort with LFUCG Greenway master plan

Through the middle of campus

I don't mind walking the bike across sections of campus, but it would be very convenient if there were lanes or routes that placed the bike user in a convenient location. It is more effort to circumnavigate the campus on bike than in a car.

The problem of bike access is so vast as to defy identifying only a few areas.

University, Alumni, Columbia, Woodland, Cooper

cooper drive

The route on University needs to be marked and kept clean of construction debris and mud

On rose street after the intersection with the light the bike lane just ends, Woodland Avenue and Columbia-the area surrounding the library

University Drive, the rest of Rose Street; from the library to main campus and across Rose at Funkhouser Drive

From Ag campus to main campus

Fontaine Drive leading to Euclid, Waller/Cooper, Limestone

South end of university drive, alumni drive between tates creek and nicholasville

On limestone between Cooper Drive and Euclid. Also, through the Young library grounds from North to South.

University of Kentucky
Physical Development Plan
Transportation

Connecting engineering buildings with the rest of campus. Currently the dismount and construction zones do not facilitate flow

Path out University Drive and a path out sports center drive, plus along Cooper and Alumni Drive through campus.

From the president's house past king library and gillis bldg to admin drive

Most of the current bicycle routes are unacceptable because the roads are not wide enough to allow safe riding.

Bikes need to be allowed onto campus. It is a bit ridiculous, not to mention anti-environment to all vehicles all over campus and not bikes. Look at other major universities, especially those that we consider peers; these schools are increasingly restricting auto access while adding and improving cycling and pedestrian conditions.

We have bike lanes of Euclid but not Ave of Champions. We have bike lanes on Rose but not on the half-block between rose lane and euclid. I would also like to see an official bike path connecting Rose Street to Hilltop Ave., and bike lanes on University drive. Around the library, Columbia Ave., and Woodland Ave. need bike lanes.

Make bike lanes along Limestone and Upper Streets. Also, make lanes along Alumni Drive and University Drive in the stadium area. Otherwise, one is forced to ride on the sidewalk and come in conflict with pedestrians.

Rose street, Limestone, Maxwell St., High St., Broadway, Virginia Ave., Red Mile Rd., Alumni Drive

The bike lane on Alumni Drive disappears before crossing Tates Creek on the way towards campus, making this crossing challenging. Going by bike from the end of Bellefonte, through the Arboretum should be maintained. There is no bike-friendly route from Arboretum to and through campus, e.g. to Patterson Office Tower.

Better cross campus bicycle access to the area of the student center area from the young library

University Avenue near the seaton center (fix worn striping, Red Mile and Virginia fives mark the lanes with bike symbols.)

Rose Street between Biological Sciences and AG north. Limestone needs help as well.

Rose Street, Columbia Ave, Avenue of Champions, through central campus

Need a route within campus from Euclid up to KY clinic (between Rose and Lime)

Everywhere possible. The more encouragement bicycling receives, the better for this planet and for all of us.

Nicholasville, Limestone, east west flow on south campus.

Main roads leading to UK campus. MLK, Limestone, Nicholasville, Tates Creek, Maxwell, and some downtown (that would be nice)

From Ag campus to main campus

University Avenue near Seaton Center (fix worn striping, Red Mile and Virginia mark the lanes with bike symbols)

Better cross campus bicycle access to the area of the student center area from the Young Library

Bike routes should be made through campus, between the library and chem/phys

Think routes on campus are fine . . . Most people walk, and bikes (even mine) get in their way

Avenue of champions, near patterson office near admin. Drive, Please!

From North Campus to the Seaton Center

Question 3: Explain why the current routes that do not meet your needs

They are in serious conflict with pedestrians. It is very dangerous and pedestrians don't watch for bikes.

A N-S route would connect the existing E-W routes and make them more useful

Euclid Avenue works for me, but it ends at the Chevy Chase intersection. Fontaine is quite dangerous, as is High Street.

Why is there a bike lane on Euclid that ends on Rose? Can't it continue?

I refuse to ride on Limestone/Nicholasville road until bike lanes are added. There are no current routes from Arbor/Tatescreek areas.

No existing bike lanes

University Drive needs bike lanes

Something that cuts directly across central campus would be a big help. I sometimes have to travel between Young library and the Education Library. Traveling main roads around campus with no bike lanes is pretty dangerous, especially when one must make several lefts to get where s/he's going

safety and convenience

There are many blind loops so it is difficult to get across campus.

There should be bike racks outside every entrance on campus, regardless if they are on bike paths. Students and faculty crossing campus on foot would be served better by having parking more accessible.

There are no bike-friendly routes from south Lexington into campus.

Euclid Street bike path dies a block before Rose Street, and Vice versa. There is no bike paths in Chevy Chase to connect Euclid. Riding on Euclid is like a sucking on a tailpipe.

The path along alumni from the edge of campus to the stadium is good, especially since it was repaved, but there are no good crossing options for commuters to cross Alumni. I often wait upwards of three minutes to cross alumni.

I think that there is a bike lane in the area around the seaton center on the round leading up to the library but the lines are extremely faded. Also there is a huge seam in the road right in the middle of the bike lane, which can be dangerous for bikes with narrow tired (what cars don't feel, bikes feel with 10 times the severity)

University Drive is dangerous and depressing to pedestrians and bike riders. It would be nice to be able to cross over the median strip at Funkhouser Drive

Ag campus is not bike friendly

For a six mile commute I am on bike paths for only 3/4 of a mile

South end and University Drive narrows to a point where there is no room for a bike. Alumni drive has an asphalt sidewalk but it is not marked for bicycles and is used by pedestrians. The street itself ought to be widened by about 2 feet each side to accommodate bikes. Also there should be some way to get across Alumni without risking life and limb (a bridge maybe)

On limestone between Cooper and Euclid the car lanes are narrow and the sidewalks are full of walkers. Library grounds are a large north-south barrier-at least one path is needed.

Connecting engineering buildings with the rest of campus. Currently the dismount and construction zones do not facilitate flow

University of Kentucky
Physical Development Plan
Transportation

Rose Street bike lane just stops at Washington. The University drive one stops at Cooper and trying to navigate the entrance to K-lot is dangerous: need to watch six directions for oncoming cars. University drive bike lane has an uneven seem in the middle as well as drainage grates that can be jarring.

They are not wide enough nor safe enough for cyclists. For example, riding south from the library to the stadium, the road is not wide enough in the right lane. Riding north on this road, there is a bike lane but it is basically forces cyclists to ride in the gutter. There is no bike lane access between campus and the college of agriculture buildings, and no bike lane access between any of the campus and arboretum (through which many of us ride to get home).

No bikeways painted on streets.

There are gaps in the current routes, and they don't cover everywhere bicyclists go.

On many of the previously mentioned streets in Question 2, there are no existing bike lanes.

Overall, I think mixing pedestrians and bikes in a charged area is bad. There needs to be a way to separate the two out for safety.

Riding anywhere on limestone is dangerous without a designated bike lane. University drive is okay, but crossing Alumni drive during rush hour is difficult (too many cars turning)-perhaps a change can be made in the traffic signal. Dedicated bike lanes through campus itself is needed.

As far as I can tell there is no Cross-campus bicycle route between the two most frequented parts of campus-the young library and the student center.

Too many "NO BIKE" symbols

The aforementioned are very dangerous to cyclists trying to ride on the road or trying to cross the road.

Marked routes don't all connect with each other. (EG Euclid and Rose St)

We need a good way to go north from Rose to Funkhouser

Too dangerous on Rose and Lime at rush hour especially.

Most roads are choked with dangerous vehicles, especially during the day. This is unavoidable around the hospital, perhaps, but other roads should only allow service vehicles.

Construction, congestion, not bike friendly.

If you come from off campus you have to ride in the street with the traffic. . . . There are no bike lanes once you get on limestone and such roads as mentioned above.

I would like to ride along Alumni to get to campus. There is a partial lane, but then it disappears and I'm either in traffic, or in the dirt.

AG campus is not bike friendly

Too many bike symbols.

As far as I can tell there are no CROSS-campus bicycle routes between the two most frequented parts of campus. The Young library and the Student Center area.

It is strange that many places to park bikes is 10 feet from a bike lane, making it illegal to ride your bike relatively close to the place where it is to be parked. Most bikers are not reckless, and are very aware of pedestrians. It is often pedestrians who fail to notice bikes and cars.

There are no safe routes to go from south campus to north, a significant distance for some classes that must be traveled. This encourages me to drive

No marked lanes on Rose from Washington south; no marked lanes on University south of library: none on Huguelet

Question 4: Which streets need to be more bicycle friendly?

University Drive	63%	50
Limestone Road	61%	49
Rose Street	54%	43
Cooper Drive	46%	37
Alumni Drive (on-campus section)	46%	37
Alumni Drive (off-campus section)	40%	32
Hugely Avenue	38%	30
Woodland Avenue	38%	30
Virginia Avenue	36%	29
Euclid Avenue	31%	25
College Way	30%	24
Complex Drive	25%	20
Washington Road	24%	19
Other	24%	19
Sports Center Drive	16%	13
Hilltop Avenue	16%	13

Statements from all who listed "other" on this question

- Columbia Drive
- Sports Center drive at parking gate-give us a safe passage without going on the sidewalk
- College Avenue (former Motor pool Drive)
- Nicholasville Road
- Clays Mill Road, Harrodsburg Road, Nicholasville Road
- Columbia Avenue. All of these streets could be marked with watch for bike riders and pedestrians signs. That might encourage more bike riders and reduce traffic in the campus area.
- Tates Creek Road or Chino something from the Southeast
- Waller Avenue-westbound bike lane is in disgraceful condition
- I would like to see Nicholasville Road marked with a bike a bike lanes from Rosemont to Cooper
- Waller, Fontaine
- Some of these streets are a lost cause and other I am unfamiliar with; others wouldn't be so bad if they were repaved in a bike friendly way
- Broadway, from Mason-Headley/Waller Avenue to Virginia Avenue
- Columbia Street
- Red Mile
- Nicholasville Road, MLK, Maxwell, High Street, and many more down town.
- Perhaps Rose Street, the median could be removed, and more space made for bicycle lanes.
- Red Mile Road from apartments to campus

Red Mile.
 All of the roads listed can be checked.
 Martin Luther King

Question 5: Bicycle accesses to campus you think need to be safer:

From the South (Arboretum)	59%	47
From the North (downtown)	44%	35
From the East (Chevy Chase)	36%	29
From the West (Virginia Avenue)	35%	28

Question 6: When riding to campus from which direction do you usually come?

South	45%	36
East	21%	17
West	16%	13
North	15%	12
Duplicate	5%	4

Question 7: Additional comments

Involvement of people not solely focused on UK will provide a broader impact. In addition, the state seems to be receptive right now to make roads safer for cycling. Take advantage of this!

Thanks!

Bike path along alumni drive across from arb is difficult to access; along alumni need path/lane in both directions

The exit off the new B parking structure on Rose is very dangerous, as cars shoot out and don't stop!

Thanks!

Narrow the Euclid bike lanes by a foot or so to deter cars from using them as turn lanes. Need Directional arrows in all lanes. Sweep the bike lanes regularly.

All accesses to campus need to be safer as well as on-campus riding. I happen to come from the southwest so my main concern is with those roads.

It would be nice if the placement of bike racks were determined by a committee with at least one bike rider on it.

A very important need given UK and Lexington's terrible traffic problems

There needs to be a break in the divider on Rose street so when you are traveling North you can make a left turn into the parking lot toward chemistry building/funkhouser without getting killed trying to go over the raised divider (the break could be wide enough for bikes and not cars). The university should make a major effort to promote bicycling among faculty, staff, and students as a daily mode of transportation as a means to promote health, decrease traffic congestion and improve the environment. This could be done as a partnership with Lexington-Fayette county government to develop safer routes to the university.

It will be very discouraging if the University and the city close the bike access to campus by the watertower.

Enforcement of regulations is very important to the bicyclists credibility. We can't have all of these people riding the wrong way in the lanes, not stopping for lights or pedestrians, etc.

There should be an enormous legal fine for throwing lit cigarette butts out car windows!

I think the access from south is very good overall with the exception of the arboretum issue. Another issue that I'd like to bring up that may be of importance to some bicycle to some bicycle commuters relates to parking. I live eight miles from campus by bike, so it is not always possible for me to ride to work. I'd really like to see Parking offer a few more options than a flat-rate \$20 monthly pass and daily parking at \$6 a pop. This isn't an issue for everyone, but I'm sure other cyclist would appreciate some flexibility.

I ride my bike to school 2 miles everyday and two problems I see are debris in the road, including glass, which can be very dangerous, and uneven or broken roads (including large sewers that a bike cannot drive over) forcing the biker to move further out into traffic. It is not acceptable to suggest that bikers take to the sidewalks because the conditions of the sidewalks in many places are far worse than the conditions of the road and present perhaps a greater hazard. These problems of course are in addition to bike lanes that go nowhere (just end at arbitrary points) and lack of bike lanes on campus.

What can we do about people riding the wrong way (against traffic) in bike lanes

As parking lots increase on alumni drive car congestion increases, making the area increasingly dangerous for cyclists and pedestrians alike.

Snow shoveling laws should be enforced for home owners and businesses on Nicholasville road for the sake of pedestrians and bikers.

Get rid of the no biking symbols every twenty feet. I save the university a parking space tons of pollution everyday and I love doing it. The least the drivers could do is not hit me.

I suggest that more folks would bike-commute if (1) they didn't have to wear cycling clothes all day and (2) they felt their bikes were secure when left on campus. The outdoor bike racks are notoriously insecure. My modest proposal--build a bicycle barn (bicycle parking facility with enclosed locking bike-stalls) adjacent to the Seaton Center, so that commuters can leave their bikes for the day in security, and also get a shower and change of clothes after bicycling.

many bike paths that used to exist are now very faded and difficult to discern.

I have worked at numerous university campuses in my career, both as a student (3 universities) and as a faculty member (2 universities). This campus is pitiful for how dangerous it is for cyclists and how generally unfriendly it is for cyclists. I never worked at a worse campus for bike safety. Laws to protect bicyclists and pedestrian safety are never enforced by police (while walking I am chased out of cross walks by cars almost every day and have been hit twice while cycling, by cars turning through me when I had the right of way). I have even had police fail to yield to me while I was in a cross walk-not only do they fail to enforce the law, but they fail to obey them. I know of at least five other cyclists that have been hit by cars while riding at UK. I was even threatened by a motorist once to get out of the way or he would run me off the road.

University of Kentucky
Physical Development Plan
Transportation

Regarding Bike Parking: I have never been to a university where bike parking was so difficult to find (there should be at least one rack at every building) and where the bike racks are often on the far side of parking lots. I am tenured, with large amounts of external grant dollars, and have been courted by other universities twice. Because I like to ride daily (and have been doing so for >10 years), I have seriously considered leaving UK for a more friendly campus. As much as I like UK as a university, I hate traveling to work every day. I know I am not the only faculty member to consider leaving UK for a place that actually respects pedestrians and cyclists.

Keep in mind that this group is not strictly UK staff and students. It was introduced for bike commuters. I for example commute to work from the south (Nicholasville Road) to work at the VA medical center. Nicholasville Rd. and the Cooper Drive intersection is a nightmare. Cars pay no heed to pedestrians, let alone bikers. I broke my arm in August swerving to avoid hitting a truck that cut in front of me, turning right from the non turn lane.

We are lagging behind other campuses on developing a bike transport system.

Since there are bike racks next to the library now, they should allow biking up to bike racks near the library entrance-the paths to the library are wide enough that it would not be dangerous.

UK has done relatively well at recognizing bicycling as a transportation mode. Lexington, on the other hand, appears to have given little or no recognition to cycling.

You're very UK oriented. Understand why, but we need routes to UK and Downtown and around town.

Make a better connection between Shawneetown and Central Baptist.

I am happy with the bike lane of Euclid Ave., and I foresee only positive results as we as a local community incorporate more bike friendly pathways both in and around the university.

Thanks

Simply that any planning of future traffic flow to and through campus should explicitly consider bicycles-they should not be left as an after thought after cars and pedestrians. Bicycle friendly campuses like UC Davis, are simply wonderful to see, and invite substantial decreases in cars.

Thanks for doing this!

Upgrade to bike routes should be a part of the construction planning process. The new sidewalks in front of Stuckart Career Center and King Alumni House could have been set back to allow bike lanes when they were re-done recently.

Please start enforcing traffic regs before someone is killed. The bike lanes on Rose are chaos.

I have been driving and parking rather than biking from Park plaza because of a lack of a safe route to KY clinic and UKMC.

Anything that improves the view of bicyclists from one of obstructionist radical freaks to one of viable alternate vehicle is a move in the right direction.

Cars/Drivers use BIKE LANES AS TURNING LANES! Man that pisses me off! Are police allowed to ticket people for that or can lobbying be implemented to find some kind of way to stop that from happening. It's a bike's lane not a turning lane.

As parking lots increase on Alumni Drive car congestion increases, making the area increasingly more dangerous for cyclists and pedestrians alike.

University of Kentucky
Physical Development Plan
Transportation

Developing safe, well marked bike lanes will ease traffic congestion and the parking problem. An important area to work on. UNC-Chapel Hill and UM-Ann Arbor have a great system of bike lanes. UK is very lacking in this. I feel safe riding my bike especially on the streets mentioned above.

Thanks for doing this!!!

This is not a bike friendly town, due primarily to the lack of safe bike lanes (actual lanes not paths). The model should be Madison WI where bikes outnumber cars and bike lanes are around. I think that more would consider biking if bikes and cars did not compete for the same space.

Everyone should bike to school and work everyday, except when it rains.

Please inform me of any changes made to bicycling paths, etc (jdroma0@uky.edu)

As a biker I want to see more of the directional rules enforced in the bike lanes, with greater outreach and education to remind other bike riders that those bike lanes in place are one way only. People abuse it, and go any way they want, and it causes as much havoc as it would for a car doing the same thing. Also (and this happens a lot on Euclid), people use the bike lanes for easing into traffic, and I have had to go around a car that was waiting to get into traffic, causing me to have to get into the car lane and go around them. Then the driver will often surge forward to get into traffic not paying any attention to the bike riders in their appropriate lanes. There is no way to have 24-hour surveillance, but an attempt to educate students (drivers/bikers alike) about the fact that there are rules with bike lanes for both parties concerned would help. Thanks for the survey. It is needed. I would love to help you in any way I can.