

**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 ped 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 Tate's Creek and Nicholasville

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

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 Building 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 on 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, eg 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 seton center on the round leading up to the libraru 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 tires (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 bldgs with the rest of campus. Currently the dismount and construction zones do not facilitate flow

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 seam 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 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 peds 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 Huglet

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
Huguelet 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 ctr drive at parking gate-give us a safe passage without going on the sidewalk

College Avenue (former Motorpool 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 Chinoe 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 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. 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.

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. Thenm 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.