
# Ride Blue

## The University of Kentucky Bicycle Master Plan

Transportation Services

# Acknowledgments

All of the students, faculty, and staff who choose to commute by bike.

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# Chapter 1

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# Master Planning Process: The Road Map

In 2018 the League of American Bicyclists recognized the University of Kentucky's extensive efforts to invest in multimodalism by awarding a Gold Bicycle Friendly University designation. The level of commitment to, and availability of, bike-friendly programs at UK has grown significantly over the last several years. In order to continue to evolve bicycling on the University of Kentucky campus into a world-class experience, the League provided a roadmap for Platinum designation:

- Finalize the updated campus bike master plan currently underway to guide future plans with a long-term physical and programmatic vision for the campus, and ensure there is dedicated funding for implementation.
- Continue to increase the amount of high quality bicycle parking at popular destinations across campus.
- Consider increasing cost of the auto parking permit fee for students and employees. Use funds generated from increased parking fees to support active transportation initiatives on campus.
- Continue to expand the bike network and increase network connectivity through the use of different types of bike lanes, cycle tracks and shared lane markings. Partner with Lexington-Fayette Urban County Government (LFUCG) to continue building bicycle network connections to off-campus destinations and student/employee housing areas.
- Start a bicyclist and motorist ticket diversion program.
- Offer more frequent Smart Cycling and cycling skills classes, as well as more regular bike maintenance workshops on campus.
- Increase the number of campus security officers who patrol on bikes, and ensure that all campus security officers are initially and repeatedly educated on the "Share the Road" message and traffic law as it applies to bicyclists and motorists.
- Expand efforts to track and evaluate crash statistics and produce a specific plan to reduce the number of crashes on campus.
- Increase data collection efforts on campus, including automatic bike counters.

"...to evolve bicycling on the University of Kentucky campus into a world-class experience..."

The University has already moved several of these recommendations from the 2005 plan forward through internal programs related to parking, enforcement, and education. A major component of the League recommendations revolved around updating the campus bicycle master plan to support the expansion of the existing bicycle network on- and off-campus, monitoring and addressing safety concerns for vulnerable roadway users, and implementing data-collection programs for active transportation.

To that end, the updated 2021 Ride Blue University of Kentucky Master Plan serves as a road map for enhancing the multimodal experience on and surrounding campus. This plan does so by carrying forward not only the recommendations shared by the League of American Bicyclists, but also the recommendations and guidelines set forth by a vast and wide body of prior University planning efforts, demonstrating UK's commitment to sustainable and active transportation. These efforts include the 2019 UK Sustainability Strategic Plan, the 2015 Transportation Master Plan, and the 2015 Campus Landscape Guidelines related to active transportation improvements for all vulnerable roadway users along with county-wide efforts to connect the community through active transportation in the 2018 Lexington Area Bicycle and Pedestrian Master Plan (Chapter 2). The master plan update also conducted a current multimodal analysis, evaluating existing network gaps, safety analysis, and demand needs (Chapter 3), as well as renewed public and stakeholder involvement and collaboration throughout the planning process (Chapter 4). The result is a holistic set of game-changing recommendations and priority projects (Chapter 5) designed to move the University to the Platinum Bicycle Friendly Campus designation.

*Figure 1.1 Examples of bicycle and pedestrian counters from Eco Counter (www.eco-counter.com)*

# Chapter 2

# Chapter 2

# History to Date: Review of Previous Planning Efforts

Previous planning studies have proven successful in their efforts to develop a more bike-friendly campus for the University of Kentucky. Before embarking on a current planning study, reviewing previous and relevant studies ensures that any gaps or previously unfilled plans are identified and that this work is additive. These studies include (1) the Lexington Area Bicycle and Pedestrian Master Plan developed by the Lexington Area Metropolitan Planning Organization, (2) the 2005 University of Kentucky Bicycle Master Plan, and (3), the 2013 University of Kentucky Campus Master Plan, (4) the 2015 University of Kentucky Transportation Master Plan, (5) The 2015 Campus Landscape Plan, and (6) the2019 Sustainability Strategic Plan. The following pages describe these studies, identifying their successes, relevancies to today's work, and where this plan can improve upon these efforts.

In summary, the Ride Blue Bicycle Master Plan considers several recommendations in these plans, which are directly related to the bicycle and pedestrian improvements on and adjacent to campus. These include the following:

1. Rose Street – At the heart of campus, the Campus Master Plan considers a pedestrian-only or a limited vehicle corridor.
2. University Drive – A spine through campus, the Campus Master Plan recommends a streetscape improvements project.
3. South Limestone – A major corridor connecting to downtown, campus and residential neighborhoods cross this corridor. The intersections and its system are set up to support vehicular movement and neglect pedestrians and cyclists. Multiple plans call for a complete street project and intersection improvements.
4. Martin Luther King Boulevard – This corridor is identified as an alternative way to connect campus to downtown and the Town Branch Commons.
5. Newtown Pike Extension – An extension of Newtown Pike is planned to connect a large student housing population directly to campus. This extension will tie into South Limestone at the Upper Street merge, requiring a sensitive plan for this area that already experiences mobility issues.
6. Columbia Avenue – A residential street that connects the Chevy Chase neighborhood and campus, the Campus Master Plan considers streetscape improvements and the MPO plan calls for bike and pedestrian improvements.
7. Prall Street, Press Avenue, Elizabeth Street, Danztler Drive – Bike lanes are recommended for all residential streets on the west side of South Limestone.

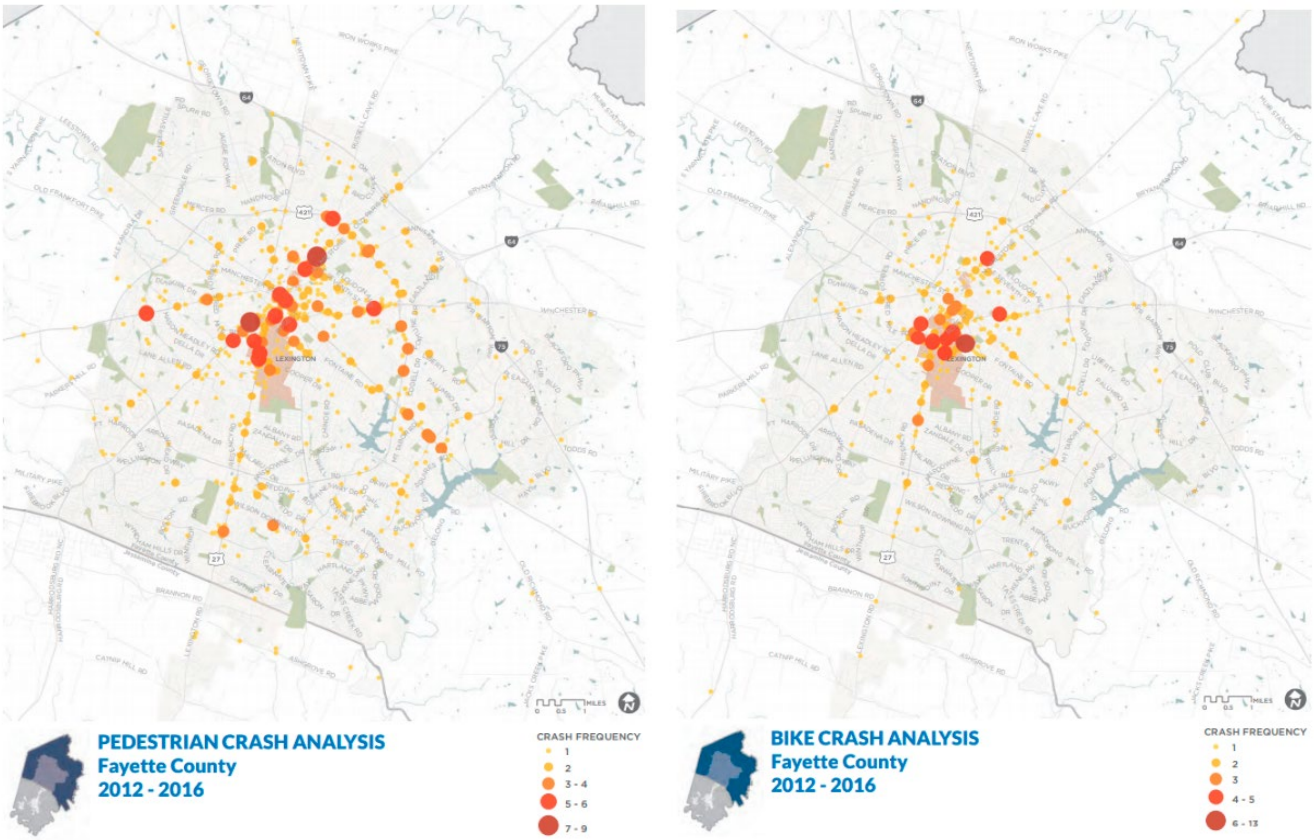
"...to develop a more bike-friendly campus."

## 2.1 Lexington Area Bicycle & Pedestrian Master Plan

The 2018 Connecting Our Region Bicycle and Pedestrian Master Plan builds on the previous 2007 Bicycle and Pedestrian Master Plan, proposing bicycle and pedestrian infrastructure improvements, programming, and policies for both Fayette and Jessamine Counties. The plan was framed around six goals: enhance connectivity, encourage economic growth, promote equity, improve health, increase safety, and increase mobility. The study culminates with a series of bikeway network recommendations, intersection improvements, and it encourages connectivity to the future Town Branch Commons corridor.

The plan recognized unsafe corridors for walking and biking in both counties. Of the top five most unsafe walking and bicycling corridors, three are are immediately adjacent to and/or transverse the University of Kentucky campus, based on the available crash data from 2012-2016 (Figure 2.1). These include Euclid Avenue, Rose Street, and South Limestone.

*Figure 2.1 Bicycle and pedestrian crashes for Fayette County, 2012-2016*



Locations near the University of Kentucky campus were recommended for bicycle network improvements, primarily consisting of short-term neighborhood traffic calming and a few long-term recommendations to explore shared-use path to connect along wider, faster roadways (Figure 2.2). Additionally, the plan promotes policies that encourage the use of complete street best practices, with an emphasis on Vision Zero strategies and complementing policies such as land use codes, overlays, and parking requirements.

Recommendations near campus include the following:

- Buffered or striped bike lanes on Martin Luther King Boulevard between Avenue of Champions and Vine Street, providing an access point to Town Branch Commons Corridor;
- Neighborway striping on Prall Street, Press Avenue, Elizabeth Street, and Dantzler Drive;
- A bike boulevard on Columbia Avenue from Kastle Road to Woodland Avenue; and
- Complete street project on Limestone adjacent to campus.

The plan also takes corridor recommendations one step further by encouraging the use of safe intersection best practices for both walking and biking, heavily influenced by the National Association of City Transportation Officials (NACTO) guidelines (Figure 2.3). Intersections identified for improvements and adjacent to campus include the following:

- South Limestone and Virginia Avenue
- South Limestone and Cooper Drive
- South Limestone and Alumni Drive

Further details on proposed improvements as they relate to the University of Kentucky are discussed in Chapter 3.

*Figure 2.2 Network Priorities - Southwest Lexington*

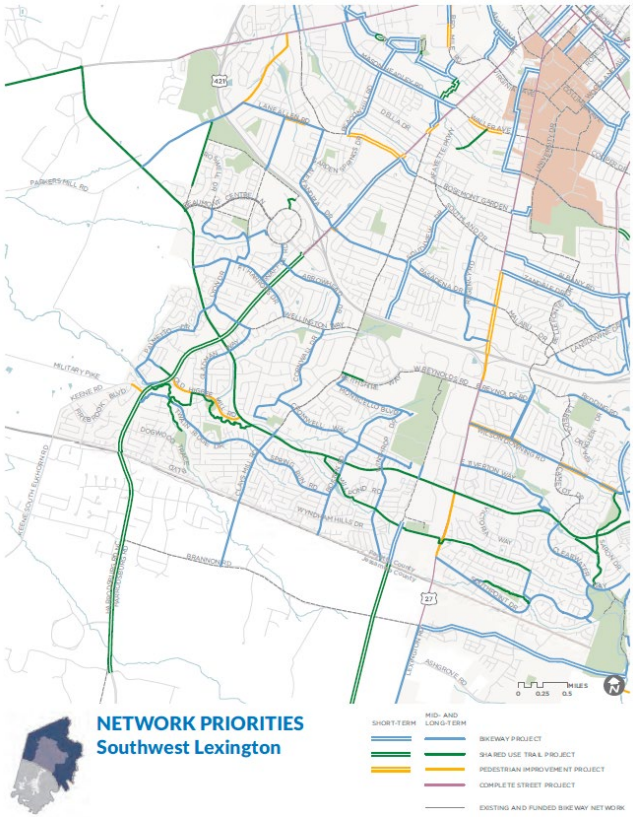


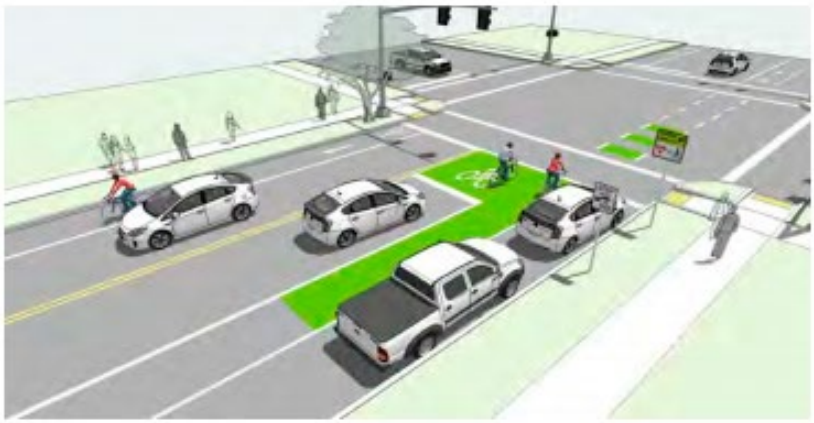
*Figure 2.3 Bicycle intersection guidelines from the Lexington Area Bicycle & Pedestrian Master Plan.*

## BICYCLE INTERSECTION DESIGN GUIDELINES

The design of bicycle facilities is dependent on the surrounding context and environment. Examples of best practice bikeway intersections treatments and their typical applications are provided below.

### Intersection Crossing Markings

Bicycle pavement markings through intersections guide bicycles on a safe and direct path through the intersection and provide a clear boundary between the paths of through bicyclists and vehicles in the adjacent lane. Typical applications include streets with conventional, buffered, or separated bike lanes, and streets with high volumes of adjacent traffic.



### Bike Box

A bike box is a designated area located at the head of a traffic lane at a signalized intersection the provides bicyclists with a safe and visible space to get in front of queuing traffic during the red signal phase. Motor vehicles must queue behind the white stop line are the rear of the bike box. On a green signal, all bicyclists can quickly clear the intersection. Typical applications includes at signalized intersections with high bicycle and vehicle volumes.

### Protected Intersection

A protected intersection maintains physical separation within the intersection to define the turning paths of motor vehicles, slow vehicle turning speed, and offer a comfortable place for people bicycling to wait at a red signal. Typical applications include streets with separated bikeways, and where two separated bikeways intersect, and areas where it is desirable to create a safety island for pedestrians.

## 2.2 University of Kentucky Campus Bicycle Plan

The previous bicycle master plan for the University was published in 2005, and it began the process of introducing dedicated bicycle space both on and near campus. The evaluation of existing campus conditions reviewed commuting patterns, available bicycle parking, and available dedicated bicycle infrastructure. Only two roadways at the time had dedicated bicycle lanes: Euclid Avenue and Rose Street. Additionally, the plan noted restrictions to bicycling in the heart of campus, preventing true access to campus by bicycle. Overall, bicycling was recognized as "an underutilized mode of transportation at the University of Kentucky" at the time of the report.

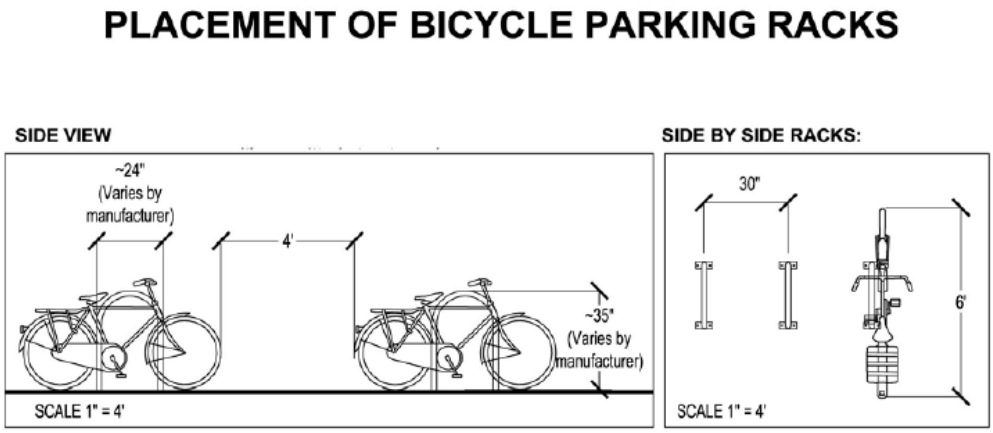
Recommendations to enhance bicycling as a viable mode of transportation on campus covered a range of options, including the following: programming and policy, network expansion and improvements, parking and bicycle rack design, incentivization of bicycling over motor vehicle commuting, wayfinding signage and strategic hires to support bicycling programs on campus. Many of the programming and policy recommendations, as well as the strategic hire recommendations, have been incorporated since the time of the 2005 Master Plan. As an example, new bicycle parking rack recommendations (Figure 2.5) were provided in the 2005 Master Plan to address existing conditions observed at the time (Figure 2.4). Additionally, while based on older standards for bicycle networks, significant progress has been made on the implementation of new bicycle infrastructure and parking.

*Figure 2.4 Images from the 2005 existing conditions for bicycling*

*"No bike" symbol in the academic core*

*Bicycle racks at the Agricultural Science Center*

*Figure 2.5 2005 Master Plan bicycle parking recommendations*



## 2.3 The University of Kentucky Campus Master Plan

The updated 2013 Campus Master Plan "articulates a vision for a revitalized academic core, a renewed student life experience, connected and enhanced open spaces, and a balanced approach to mobility and circulation while responding to the surrounding community context and potential partnership opportunities." The Campus Master Plan uses a series of seven principles as a foundation for developing campus framework plan. Its fifth principle, Mobility, encourages safer and more efficient mobility systems. The document weaves this principle throughout its recommendations and is an excellent reference point for this study.

The Campus Master, as it relates to mobility, focuses on creating a 10-minute pedestrian core zone, moving parking towards the edges of campus, and improving bicycle and transit routes, all in an effort to reduce single occupancy trips and to develop a more pedestrian-centered campus.

*Figure 2.6 Mobility as described within the Sustainability chapter of the Campus Master Plan, Sasaki 2013*

### Mobility

A goal of the master plan is to create a comprehensive system of pedestrian, bicycle, transit and vehicular movement to reduce the need for single-occupancy vehicle trips, and improve overall accessibility across the campus. The master plan creates a more compact campus to facilitate improved pedestrian, bicycle and transit connectivity. It also prioritizes pedestrian movement within the campus core, aligns bicycle routes with bicycle parking facilities, and creates a transit hub with more efficient routes to encourage transit use. The master plan coordinates campus mobility strategies with surrounding city and regional transportation plans and policies.

The Campus Master Plan proposed bicycle network illustrates three levels of service: bicycle lane, shared-use path with pedestrians, and shared street with vehicular traffic.

The 2013 Campus Master Plan only recommends bicycle facilities on Limestone on the northern end of campus, near the Gatton College of Business and White Hall Classroom Building, and continuing north toward downtown. The 2013 Campus Master Plan negelected to include bicycle facilities south along Limestone, thereby limiting north-south bicycle movement to University Drive and Sports Center Drive. Limestone is a significant challenge for cyclists and pedestrians, and the 2013 Campus Master Plan lacks the detail for addressing those challenges.

The 2013 Campus Master Plan's Open Space Framework also recommends streetscape improvements along University Drive, Columbia Avenue, and Rose Street. Bicycle infrastructure must be included in these future streetscape improvements. The plan narrates two options for Rose Street: one restricting vehicular access and one limiting vehicular access. The future of Rose Street is particularly critical to the campus as it is the central corridor through the campus core. This Bicycle Master Plan update has reviewed these streetscape improvement recommendations as they relate to the bicycle network.

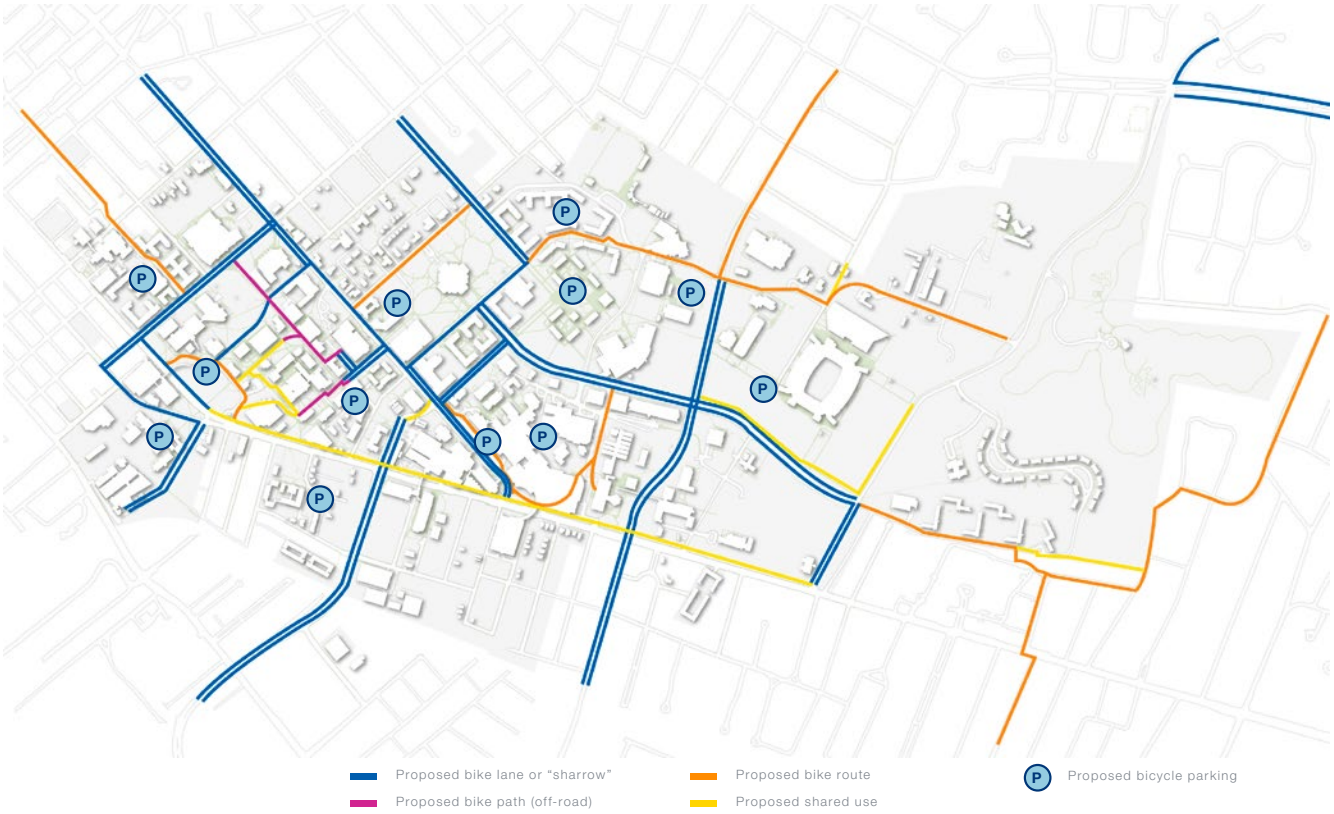
*Figure 2.7 Proposed Bicycle Network, Sasaki 2013*

## 2.4 The University of Kentucky Transportation Master Plan

The 2015 Transportation Master Plan evaluated mode choice on campus, and identified opportunities to improve transportation flow and balance mode choice on campus. This was accomplished through a set of recommendations to improve transportation demand management, parking, bicycle and pedestrian access and safety, access for all ages and abilities, transit. In addition to physical improvements, targeted policy upgrades were identified as part of the holistic evaluation of the entire University of Kentucky transportation network.

A common theme throughout all of the recommendations included reducing the number of single-occupancy motor vehicles operating on campus, including both commutes to campus and cross-campus trips. Suggestions included supporting active transportation such as walking or biking as a mode choice over single occupancy vehicles through improved walking conditions, transit improvements, an enhanced bicycle network, additional support for incentivizing the use of active transportation through a UK Commute Club. Since 2015, several of the bicycle network recommendations have been implemented, paving the way for enhanced connectivity through campus and into the surrounding neighborhoods.

*Figure 2.8 Proposed bicycle network from the 2015 Transportation Master Plan*



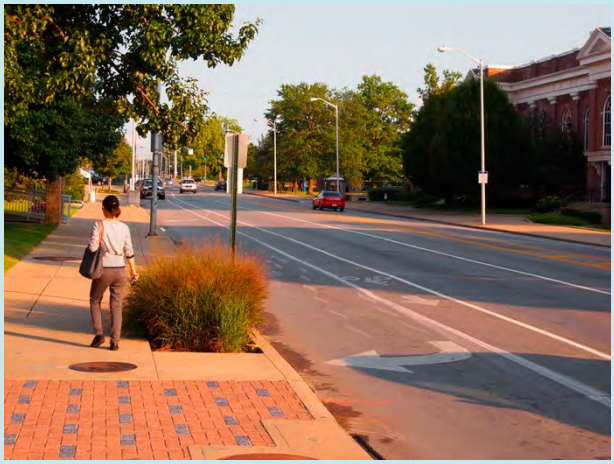
## 2.5 The University of Kentucky Campus Landscape Plan

The 2015 Campus Landscape Plan evaluated the open space, streetscapes, pedestrian corridors, quadrangles and courtyards and developed a list of planting and green space guidelines. These guidelines are particularly important to supporting active transportation as a mode choice by encouraging comfortable and aesthetically pleasing people-scale design. Over-arching campus guidelines related to active transportation included reducing urban heat island through ecosystems improvements, improving safety through lighting, and site elements selection such as bicycle racks and pavements. In addition, specific streetscape and pedestrian corridor guidelines were developed to address transportation networks and included:

- Visual continuity: providing a cohesive look and feel on and near campus
- Landscape image: creating a welcoming, park-like experience on and near campus
- Pedestrian character: separation from motor vehicles, trees for both shade and scale, traffic calming
- Institutional scale: be impressive, but also inviting
- Hierarchical planting: secondary planting subordinate to large mall plantings

Finally, the Campus Landscape Plan sets up "Policy for Promoting Sustainability Through the Campus Landscape," including improving air quality, human health, and outdoor recreation. These policy improvements are key to providing a clean, healthy and sustainable transportation network.

*Figure 2.9 Streetscape guidelines as described in the Campus Landscape Plan, Sasaki 2015*



If trees cannot be located in a verge between the curb and the sidewalk, they should be located in the front yard area outside the sidewalk.

Simple unified plantings of trees and hedges create a clear campus image along public edges and through campus streets.

## 2.6 University of Kentucky Sustainability Strategic Plan

The 2019 Sustainability Strategic Plan builds upon sustainability as one of the seven core principles established in the 2013 Campus Master Plan, identifying campus-wide sustainability targets in six focus areas. Of these six focus areas, the multi-modal network on and near campus directly relate s to three categories:

1. Transportation – Promotes sustainable transportation options through incentives, programs, and transportation management that encourages sustainable transportation choices.
2. Buildings and Grounds – Designing and constructing facilities that support sustainable transportation options, and making people scale places, making it safer and easier to access in a pleasant space to be walking and biking.
3. Greenhouse Gas Emissions – Reducing emissions through support of sustainable transportation options by reducing motor VMT.

Within each of these categories, the following tactics and associated action items are entwined with supporting multi-modal commute choices on campus:

Transportation:

- Improve access to transit options and increase ridership.
- Expand and enhance campus bicycle infrastructure.
- Launch a commute club program to incentivize transportation options other than driving alone.
- Implement parking strategies and technology to increase predictability, save time, and reduce vehicle miles traveled.

Buildings and Grounds:

- New construction
- Grounds maintenance and operation
- Urban forest management

Greenhouse Gas Emissions

- Reduce transportation emissions and support sustainable transportation with programs/policies

*Figure 2.10 Key strategies as identified in the 2019 Sustainability Strategic Plan*


WILDCAT WHEELS
Bicycle Library and Campus Repair Shop
Please visit website for program information and current shop hours:
www.uky.edu/transportation/wildcatwheels

Chapter 3

# Chapter 3

# Foundation to Build: Planning Research and Review of Existing Conditions

The University of Kentucky is in the middle of the journey to a robust multimodal campus network that provides a diversity of mobility options to serve students, staff, faculty, and visitors destinations. The University has experienced a significant level of success in implementing network connections, providing parking, and promoting access on and off campus since the University of Kentucky Campus Bicycle Plan that was published in 2005. Now that the initial dedication of space for alternative transportation modes has occurred, it is time to transform those spaces into a safe, comfortable, and accessible network for all ages and abilities.

The first step in this process is understanding the current campus context, combined with an overview of where people are coming from and where they want to go. Next is examining not only where the current network is located, but whether users within it can make reasonably stress-free connections to high demand locations that will encourage people to choose bicycling or scooting as a mode of transportation. Additionally, an evaluation of stress and demand will indicates areas of focus for the greatest positive impact to comfort and access. Finally, establishing the locations of city and campus planned capital improvement projects identifies potential opportunities for collaboration with local and state agencies, and campus institutions to capitalize on funding already allocated for improvements and ensures that multimodal infrastructure is considered during design efforts.

## 3.1 Campus Context and Accessibility

The land use of campus and the surrounding area is the first layer of analysis, which informs where people live near campus and the location of frequent destinations they need to access. The layout of a campus plays a large role in accessibility by alternative modes of transportation like walking, biking, and scooting. The University campus is fairly dense (Figure 3.1), with a core of campus buildings surrounded by a medical campus, undergraduate and graduate housing, and Greek life with sports and recreation opportunities on the periphery of campus. This density of campus allows for easy access through campus for those walking between buildings, and it +creates a highly desirable cluster of destinations accessible by bicycle or scooter. This density can also create conflicts between those walking and biking in the most active areas of campus, where space is tight. Students and campus professionals alike live near campus (Figures 3.2 and 3.3), well within range of walking, biking, and scooting to campus, provided the network and particularly the intersection connections are robust enough to feel safe and comfortable.

"...the journey to a robust multimodal campus network that provides a diversity of options..."

*Figure 3.1 Campus layout map*

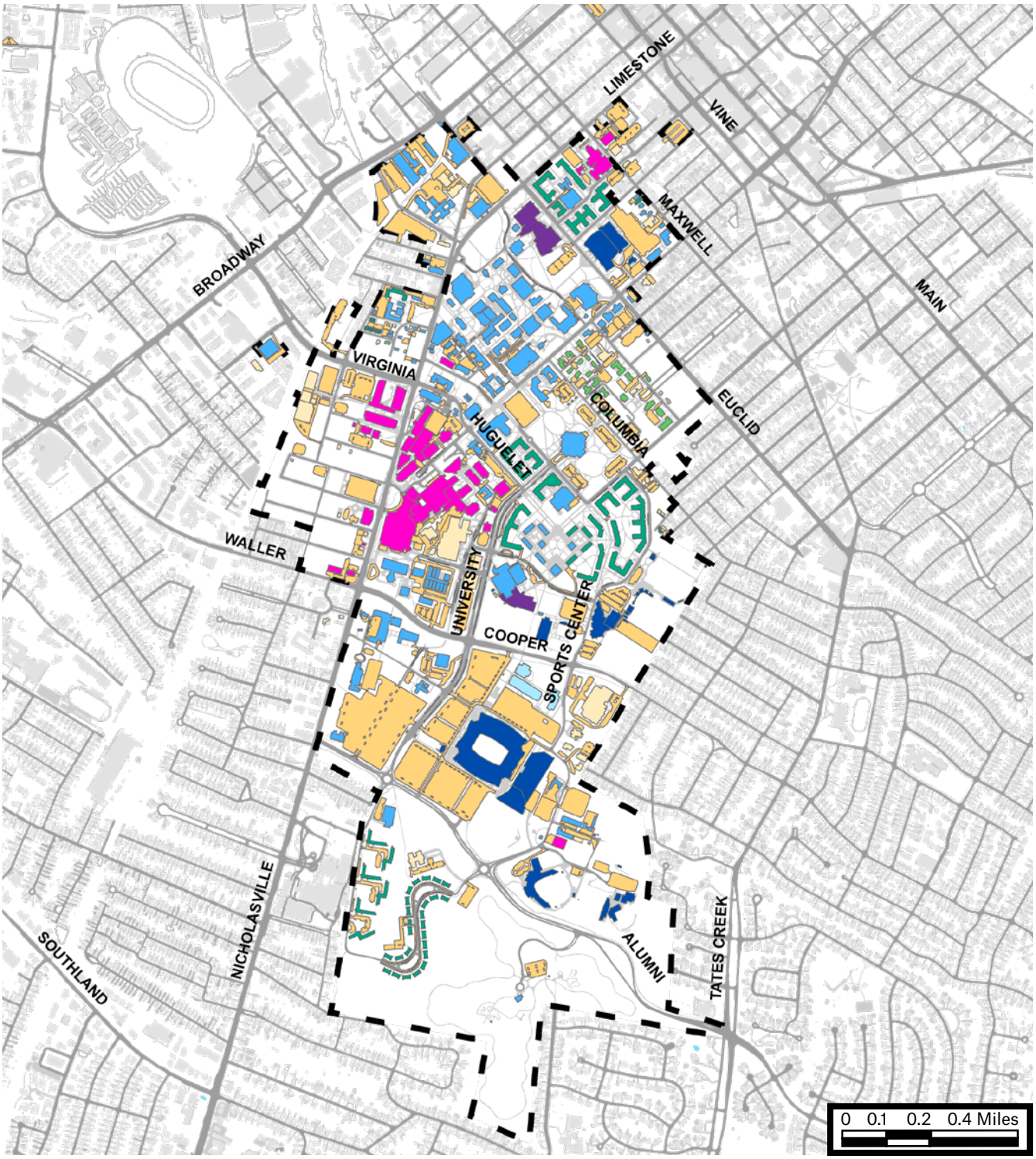


*Figure 3.2* *Student residential density near campus*

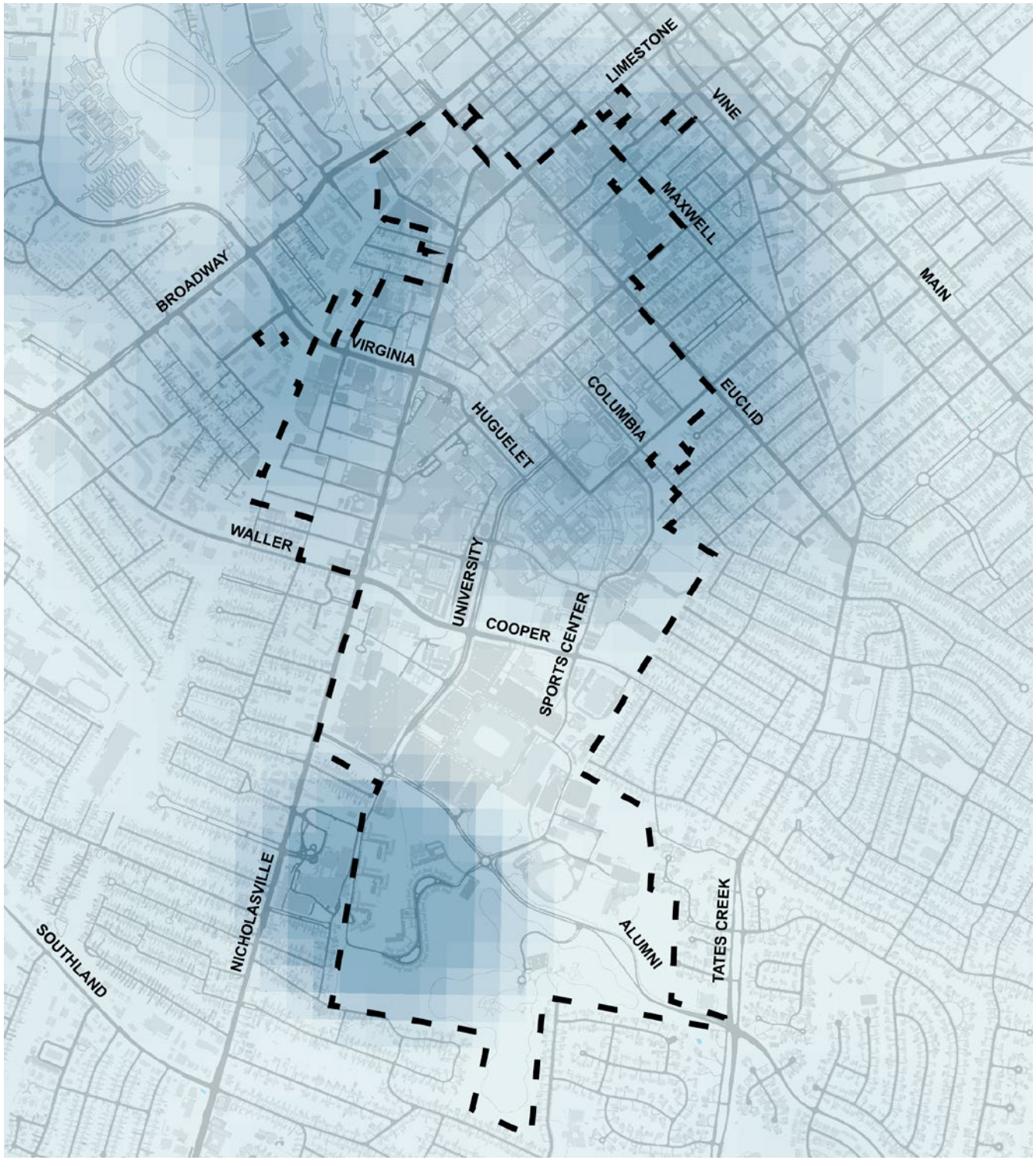


*Figure 3.3 Professional residential density near campus*

## 3.2 Existing Bicycle Infrastructure

At first glance, the UK campus appears to be well-connected internally (Figure 3.4) with existing bicycle lane connections through the heart of campus from north to south on University Drive and Rose Street, as well as east to west on Huguelet Drive and Cooper Drive. A combination of a northside shared-use path and bicycle lanes on Alumni Drive connects residences, Kroger Field, and surrounding sports complex to the south and back to the main campus. Likewise, bicycle lanes on Euclid Avenue/Avenue of Champions and Maxwell Street connect the northern portion of campus with nearby residences and downtown Lexington. These dedicated bicycle lanes and shared-use path are a testament to the progress of the University of Kentucky bicycle network, marking a commitment to recapturing pavement space from motor vehicles, with local and state support, to provide safe access for alternative modes of transportation. Some of these early successes, however, still have room to evolve into spaces for alternative modes of transportation that are truly safe and accessible for all ages and abilities, both on campus and in connecting across boundary roadways and through large intersections to access downtown and nearby residences. As discussed in Section 3.3, the demand of adjacent land uses and high density campus attractions, along with the perceived stress of riders in these high demand locations, play a role in the ability for riders to access campus facilities, near-campus destinations, and downtown attractions.

Bicycle parking is widely available on campus, with a mix of covered, partially covered, and uncovered parking options (Figure 3.5). Covered parking is largely absent from surface parking locations, and it is noticeably absent from farther locations like K Lot at Kroger Field. The introduction of covered bicycle parking, indoor bicycle parking, or bicycle lockers could promote park-and-ride type locations for vehicle or bus commuters to campus. In addition to bicycle parking, bicycle repair stations are located throughout campus.

*Figure 3.4* *Existing bicycle network*

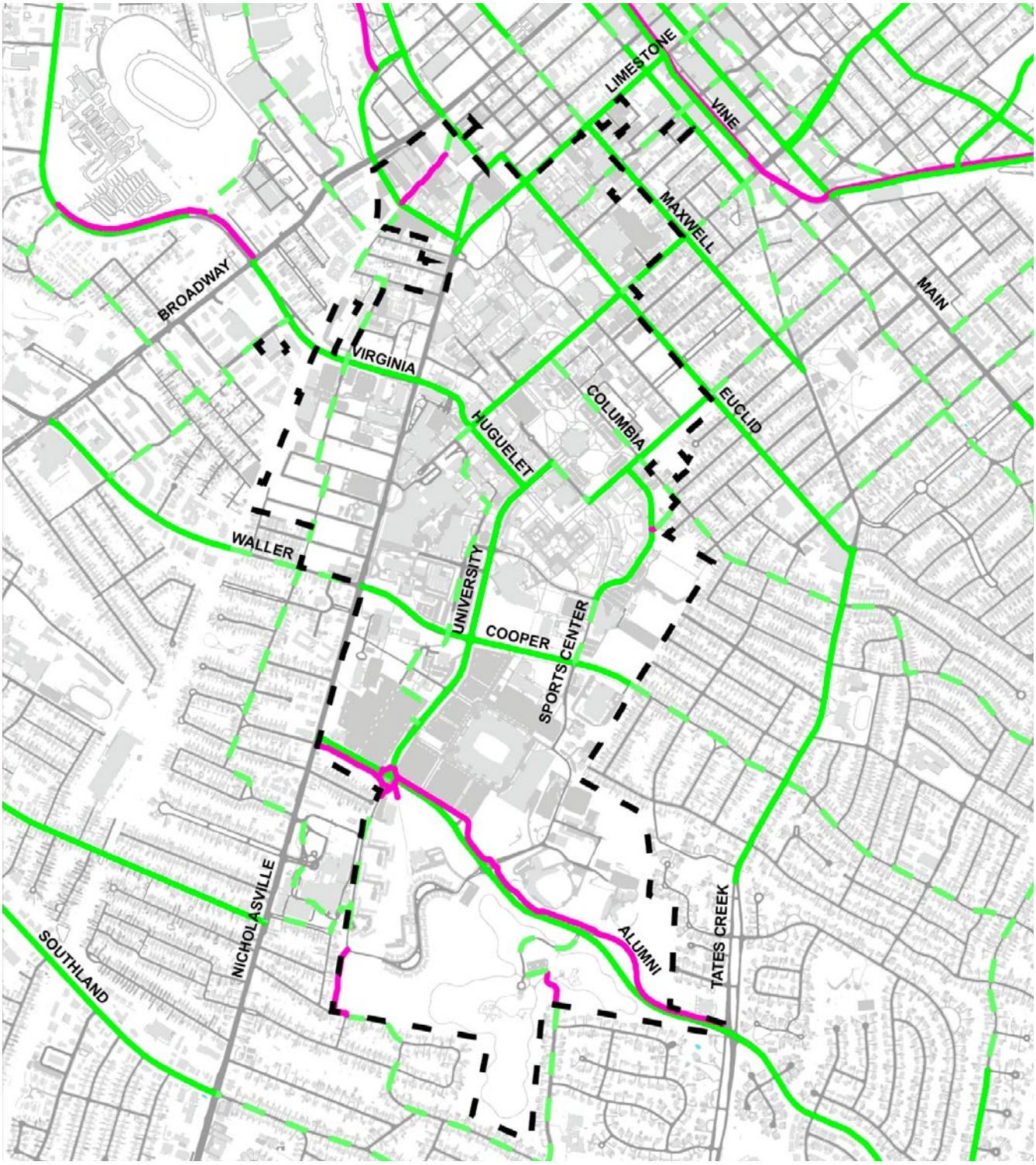


*Figure 3.5 Existing bicycle parking*

## 3.3 Crash Analysis

Vehicle interactions are one of the major contributing factors to perceived stress in a bicycle network, as discussed further in Section 3.4, as motor vehicles can cause great harm to more vulnerable road users ,such as bicyclists and pedestrians, in adverse circumstances. Bicyclists and pedestrians are often exposed to unsafe driver behavior at intersections, and both bicycle and pedestrian activity is high due to the proximity of campus to downtown Lexington.

Both bicyclists and pedestrians have been involved in a high number of crashes both on and near campus between 2015 and 2019 (Figure 3.6). In particular, Nicholasville Road, Avenue of Champions/Euclid Avenue, Rose Street, Cooper Drive, and Woodland Avenue are notable for the number of both bicycle and pedestrian crashes in the last five years. One of these locations, Rose Street, has since been partially closed to motor vehicle access. While not all roadways can or even should be closed to motor vehicle traffic, implementing more robust crossing treatments and roadside features that slow down traffic and bring awareness to other modes of transportation will be key in developing low stress, safe networks on and near campus.

*Rose Street after closure to motor vehicle traffic*

*Figure 3.6 Bicycle and pedestrian involved crashes, 2015-2019*

## 3.4 Impact of Perceived Stress and Unmet Demand

There are several factors that influence a commuter's decisions to choose biking as their mode of transportation. First, the network should directly connect people from where they are to where they want to go. A demand analysis was conducted in order to assess where bicycle demand is greatest around the University of Kentucky, in order to help focus investment in bicycle infrastructure connectivity improvements in these areas.

Within cities, people are increasingly using bicycles to travel to school, work, or for errands, as well as for recreation and exercise. Bicycles are also often a popular mode of transportation in and around college campuses. Bicycle travel can be more efficient than travel by foot over longer distances, and bicycles are generally more flexible forms of transportation, requiring less space and less expense (i.e. parking cost) compared to cars.

Two primary factors in the demand for cycling are the presence of destinations users would like to reach and the distance to those destinations. In order to assess the demand for bicycling around the University of Kentucky, the project team identified destinations of interest to cyclists. These include the following:

- University of Kentucky campus buildings
- City attractions (shopping centers, breweries, sports stadiums, etc.)
- Parks and greenspace (local parks, Arboretum, Legacy Trail, Town Branch Commons, etc.)
- Parking lots/parking decks
- Residential locations (students and employees)

Additionally, campus buildings were identified as high, medium, and low demand destinations as seen in Figure 3.7. As an example, buildings such as the student center, recreation areas, classrooms, dining halls, and residences among others would score high in the demand analysis. While the distance for which travelers are willing to bike varies among users, travelers are generally comfortable traveling from one to three miles by bike. To focus efforts on and near campus, however, the demand analysis was restricted to a 1.5 mile radius around campus. In order to examine bicycling demand in proximity to destinations, a 1.5 mile buffer was drawn around each destination, in increments of 0.15 mile, represented by concentric rings. Within the 1.5 mile buffer, a score of one to ten was designated for each 0.15 mile increment (or each ring), with "ten" representing a distance within 0.15-mile of a destination and "one" representing a distance of 1.35 to 1.5 miles of a destination. The area of analysis was divided into square cells approximately 0.5 acre in area. The more frequently a buffer "ring" crossed a cell, the higher score the cell received, with a high score indicating that there are many destinations within close proximity and therefore a higher biking demand.

The existing network shown in Figure 3.8 generally provides connections between areas of high demand along the north side of campus, stretching into the residential neighborhoods to the north, northwest, and east. Some connection is available to the neighborhoods to the west. There is a noticeable lack of dedicated multimodal space connecting from north to south, particularly along the S. Limestone/Nicholasville Road corridor, indicating that there is unmet demand.

Note: While Figure 3.8 illustrates demand for facilities as compared the existing facilities, it does not describe whether these dedicated lanes provide sufficient comfort that people of all ages and abilities would choose bicycling as a mode of transportation, which is the second indication of unmet demand.

*Figure 3.7 High-, medium- and low-demand campus buildings.*

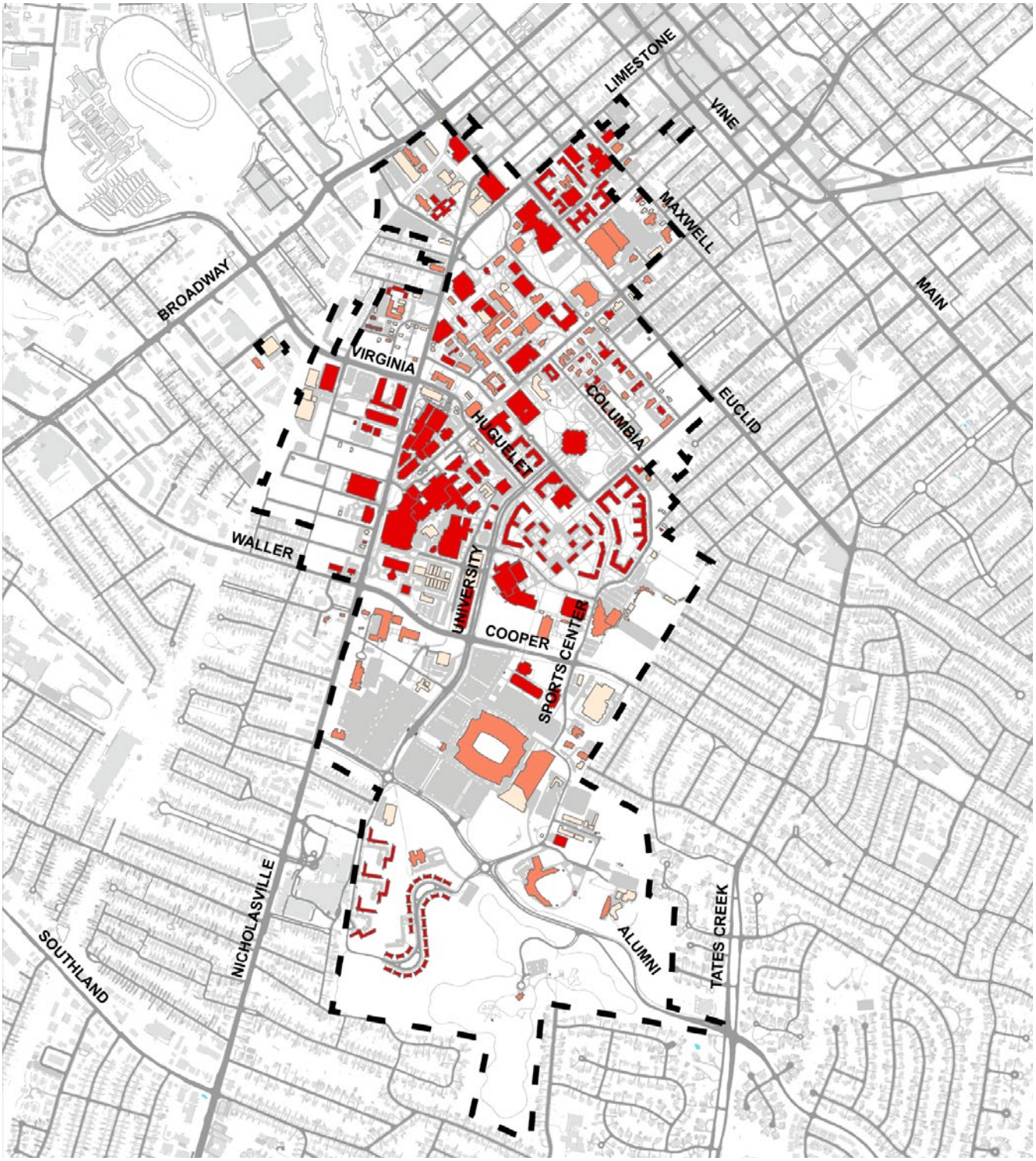
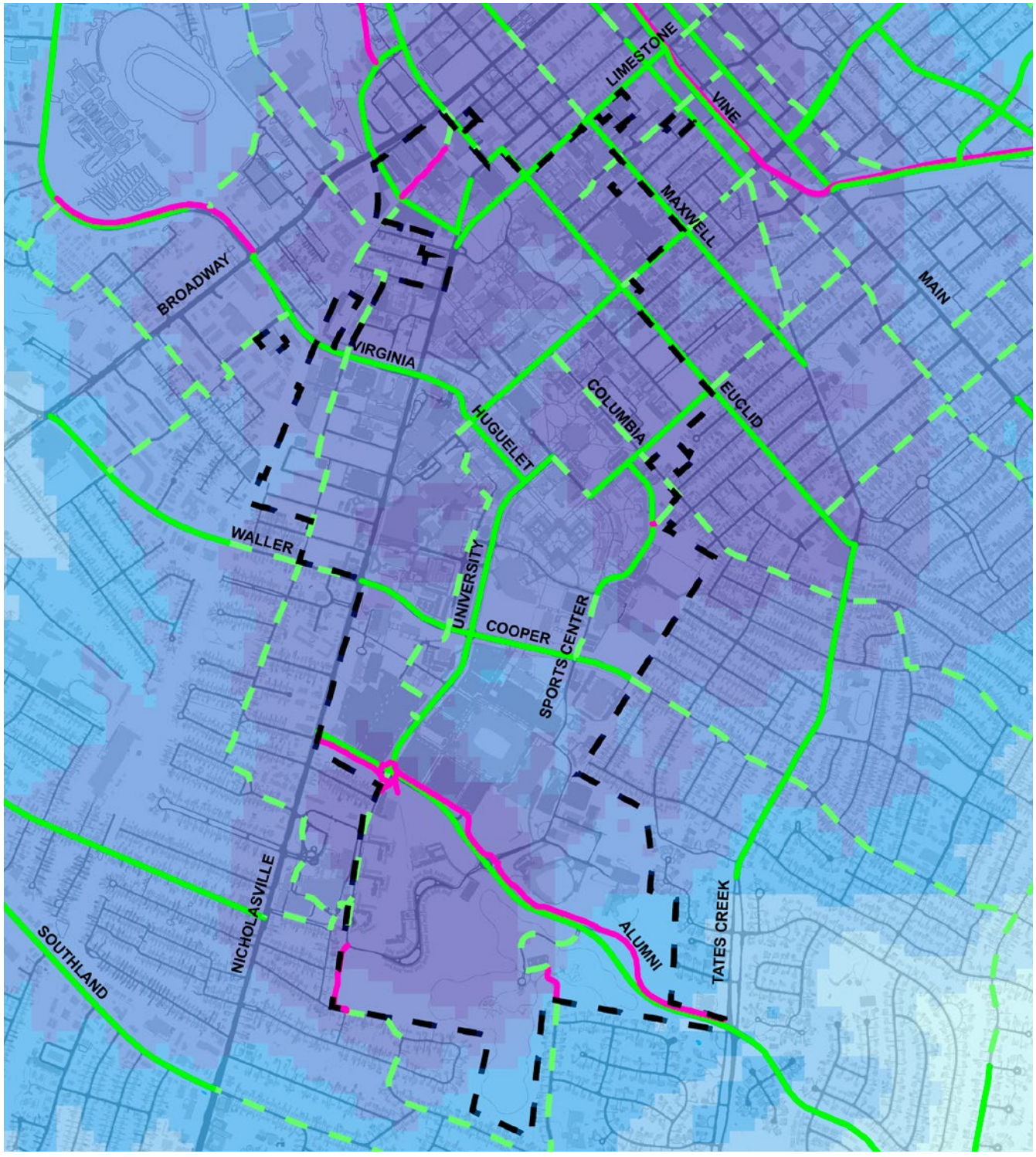


*Figure 3.8 Demand and existing bicycle network*



Stress along a network segment also plays a role in a commuter's decision to choose biking as their mode of transportation. The more comfortable, or less stressful, a network segment is the more likely someone is to choose bicycling as a method of transportation. Stress can be experienced from several factors, which may include the following:

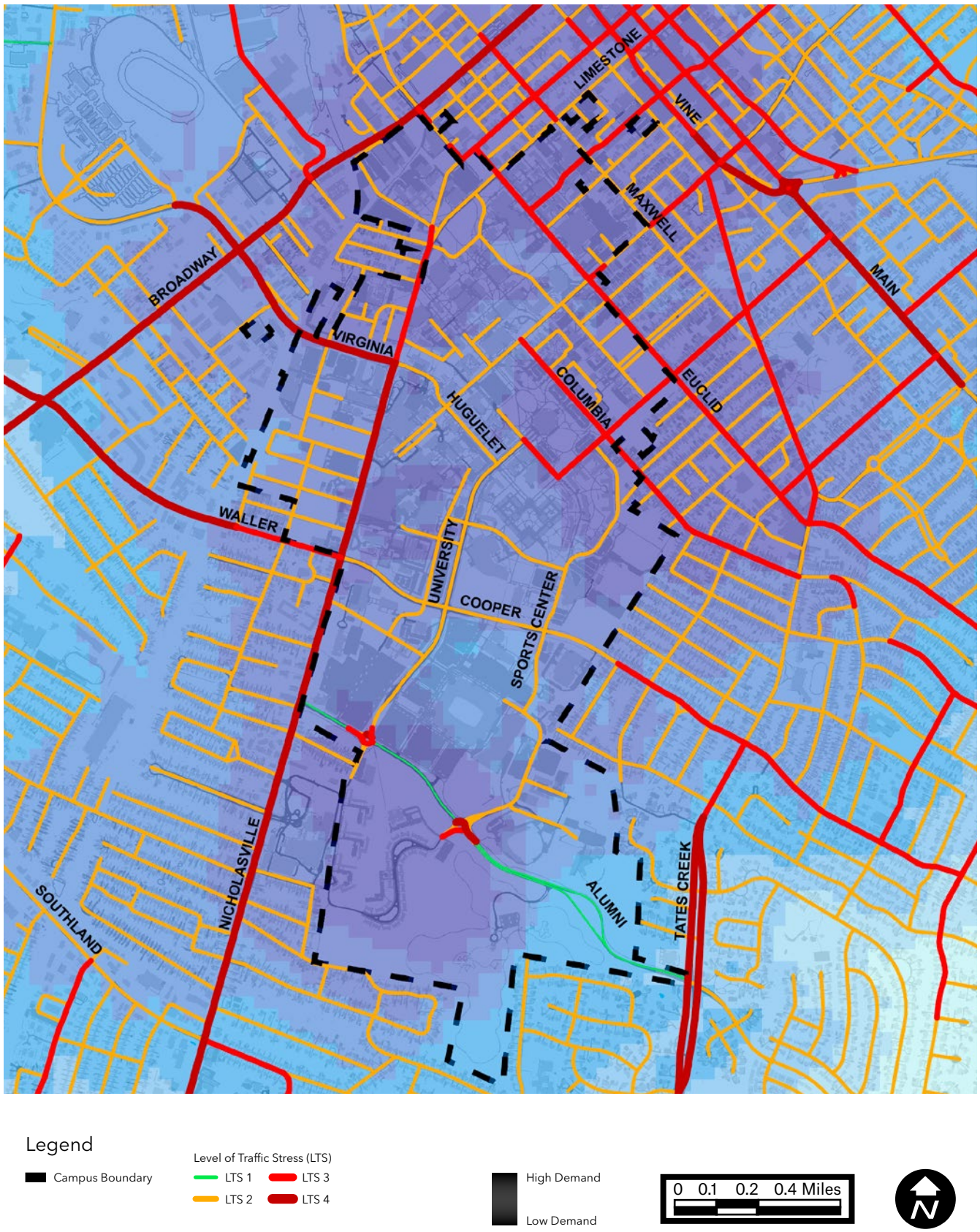
- A high speed differential between modes, where the cars are moving much faster than the bicyclists.
- Unclear navigation, or lack of wayfinding signage or pavement markers that indicate how to get places by bicycle.
- Vehicle interactions, when either a dedicated bicycle lane is not continuous, there are many points of access where vehicles may turn, or intersections are difficult to traverse by bicycle.
- Facilities do not support the safe and comfortable passage of all users.

A Level of Traffic Stress (LTS) analysis shown in Figure 3.9 was conducted in order to examine expected levels of stress experienced by bicyclists on the roads around the University. This LTS rating was developed from research by Peter Furth at Northeastern University College of Engineering and modified to encompass available data in Fayette County. LTS is another layer of analysis to inform recommendations for locational improvements that best address those expected stress levels and design infrastructure that is comfortable and accessible for all users. While a complete overview of the LTS analysis is available in Appendix C, four tiers of LTS were assigned to the existing transportation network based on their characteristics as described below:

- LTS 1 – Complete separation from all traffic (shared-use path, curb or barrier separated cycletracks, etc.) and low-speed and low-volume traffic. These facilities are comfortable and accessible for all ages and abilities.
- LTS 2 – Limited traffic interaction on lower volume and speed roadways. These road segments are typically comfortable enough to capture the "interested but concerned" riders and older children when supervised.
- LTS 3 – These roadway segments feature multiple interactions with moderate speed or multilane traffic, or multimodal facilities are in close proximity to high speed traffic. These road segments are typically utilized by existing, confident adult riders.
- LTS 4 – These road segments experience moderate to high speed traffic with frequent engagements with motor vehicles. Only experienced cyclists falling in the "strong and fearless" category find these road segments acceptable to ride. Additionally, any road segment without bicycle lanes and with a posted speed higher than 45 MPH is automatically considered a LTS 4 due to the significant risk to the rider of serious injury or fatality from a motor vehicle collision.

Two different categories of roadway segments were examined during the analysis. segments with bicycle facilities and segments without bicycle facilities. The scoring criteria and methodology for establishing levels of traffic stress for all segments is located in Appendix C. After the scoring criteria was applied to the network on and near campus, the expected stress level was evaluated for appropriate level of stress given surrounding context. The existing bicycle lanes on and near campus are typically unbuffered, with the exception of a short segment on Cooper Drive, and in many cases they are narrow and uncomfortable with vehicles moving a higher rates of speed near bicyclists. Additionally, a lack of robust, separate facilities on major roadways surrounding campus as well as a lack of protected crossings to get to campus increases the stress of bicyclists near campus, as seen in Figure 3.8. Finally, a lack of clear, dedicated bicycle wayfinding signage both on campus and near campus creates confusion on where to bike and where to expect conflicts with pedestrians, resulting in increased user stress.

*Figure 3.9 Demand and level of traffic stress*



## 3.5 Planned Bicycle Infrastructure

Fayette County and the LFUCG have a current plan for expanding the bicycle network throughout the city and county, with a ranking of both priority (high, medium, low) and cost for implementation (high, moderate, low) depending on the facility type and constraints for implementation (Figure 3.10). These locations provide an opportunity for collaborative efforts on the part of the University to implement improvements that already have local agency support. The plan's recommendations consist primarily of bicycle boulevard improvements, which typically include traffic calming measures, as well as a few on-road bicycle lanes. Some shared-use paths outside of campus are recommended as well.

## 3.6 Planned Capital Improvement Projects

Planned capital improvement projects in the LFUCG and on campus (Figure 3.11) provide opportunities to collaborate with local projects and promote the inclusion of multimodal improvements, whether for walking, biking, scooting, or all three. Improvements to the existing network, as well as expansion to new locations, can be accomplished by capitalizing on existing funding for roadway improvements. Additionally, improvements outside of the typical paint-and-post delineation of bicycle lanes can occur while subgrade construction is already underway for pavement rehabilitiation, utility work, and other subgrade projects. This efficient implementation minimizes cost for physically separated bicycle network improvements. While capitalizing on planned campus improvements and construction zones helps to maximize funding, it is also important to install temporary detour and wayfinding signage for bicyclists to maintain access on campus during construction. A significant source of frustration for current users is finding a dead end when trying to access campus. Unplanned and unmapped detours have the potential to put bicyclists in conflict with pedestrians on sidewalks.

Identified long-range improvements near campus are located along the southern portion of campus on Nicholasville Road, as well as along Scott Street near the northern section of campus. Shorter range Transportation Improvements Program (TIP) projects are primarily located downtown, coinciding with Legacy Trail and Town Branch Commons trail improvements. The campus currently lacks strong network connections to both of these trail systems.

*Figure 3.10 Proposed bicycle network improvements*

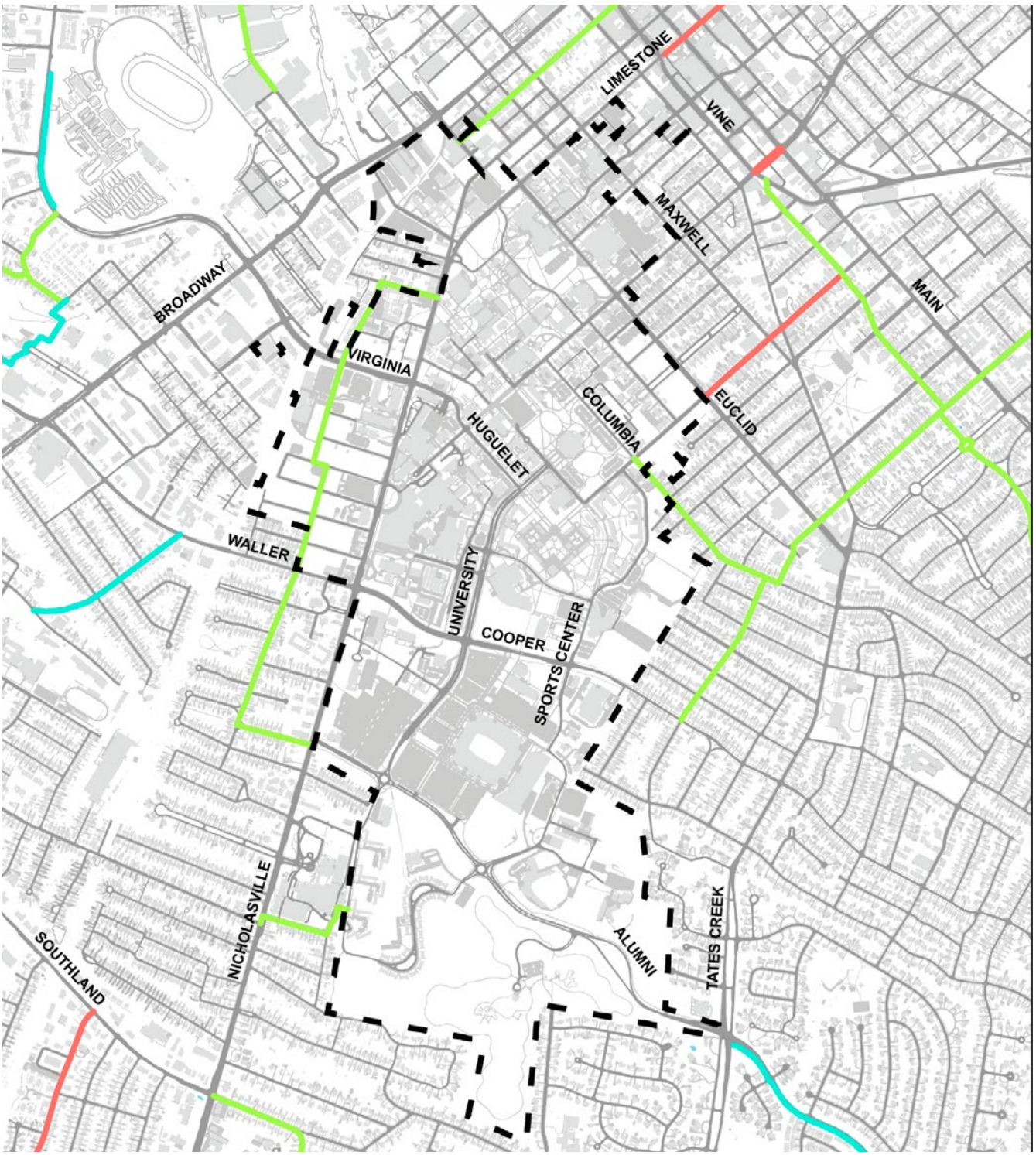
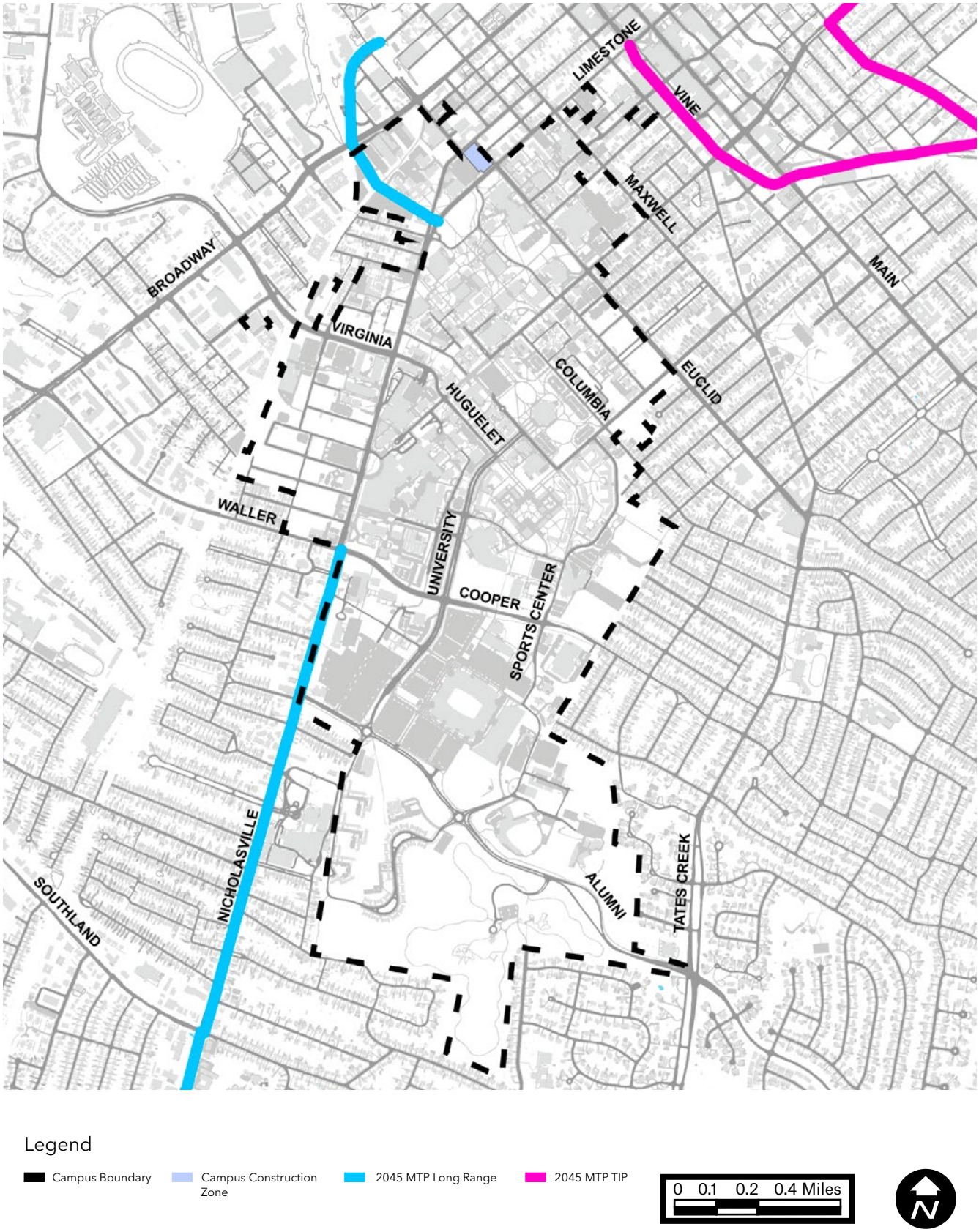


*Figure 3.11 City capital improvement projects and campus construction zones*




# Chapter 4

# Chapter 4

# Learning by Listening: Community Input

The University of Kentucky is committed to delivering a Bicycle Master Plan that lays the groundwork for the future of multimodal transportation on campus. The students, faculty, and staff of UK are a diverse population who all make different transportation choices and have different mobility needs and desires for navigating the campus. Including their voices in every step of the plan development process has ensured that the recommendations incorporated in this plan will serve all people who live, work, study, research, play, cheer, and more at UK. A comprehensive engagement strategy was developed and implemented to integrate opportunities for public feedback along every step of the way.

With the advent of the coronavirus health crisis, however, planning for community engagement looked a little bit different than had originally been intended and envisioned. By the middle of March 2020, the rotation of the world had all but come to a halt as businesses were closed, classes were cancelled, and only essential services such as grocery stores and doctor's offices remained open. Students left for home in the middle of the spring semester, and classes were completed online. The impacts of social distancing and quarantine requirements were vast and deep, with ripple effects felt by everyone from graduating students who were unable to walk across the stage to our planners reconsidering how to engage with the Wildcat community if not in person and face-to-face. An online-oriented concert of community engagement efforts and events was undertaken to ensure that, despite the public health and social challenges of the present time, students, faculty, and staff still had robust opportunities to participate in the planning process.

This chapter summarizes the holistic engagement approach employed to inform and influence the Bicycle Master Plan findings and recommendations with feedback from the public. From the construction of a project website complete with an interactive vision board, to a Wikimap for collecting geocoded comments and a Virtual Bicycle Tour of campus, and an online Story Map summarizing the project research and results, members of UK were met with multiple options for collaborating with the project team on their own time in a self-paced and self-directed manner. Throughout the summer, a targeted email and social media campaign was deployed to inform UK students and faculty about the project, generate excitement about the process, and seek their participation on the Wikimap and the Virtual Bicycle Tour. Additionally, a stakeholder workshop with members of the Bicycle and Pedestrian Advisory Committees was held to initiate project dialogue with key representatives from diverse organizations across UK. Further, a livestreamed Virtual Forum was hosted on Facebook, YouTube, and Twitch in conjunction with K Week activities to get people involved and collect meaningful input. Finally, an online Story Map was developed to publish the feedback heard during the initial community engagement activities, the results of the project team's multimodal analysis, and the proposed priority projects for community response. This corresponded with a parallel winter community engagement campaign and secondary survey. Overall, engagement efforts creatively replicated face-to-face experiences with virtual platforms, and the level of reach equaled (if not surpassed) that of in-person events. With a goal of learning about existing conditions by listening to students, employees, and staff from UK who make the choice to bicycle (or not) daily on campus, and who have experienced the strengths of UK's robust and award-winning multimodal facilities, as well as the areas where improvements could take things to the next level, the community engagement process has directly influenced the recommendations (and their prioritization) found in this plan.

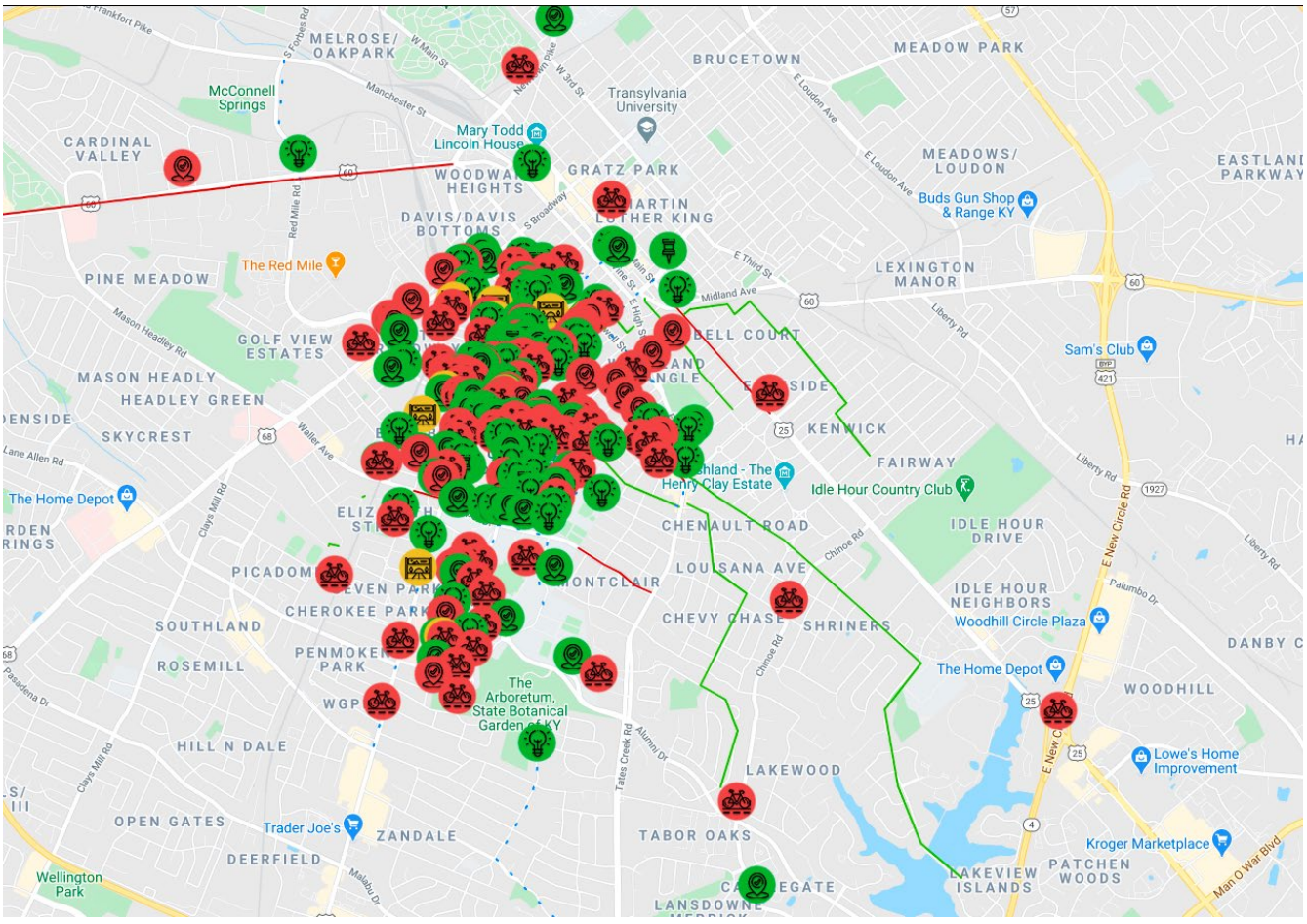
## 4.1 Website

A project website was developed as a central online location for information regarding the project. The goals of the project were introduced to set a shared foundation, and information regarding University of Kentucky Transportation Services was published to familiarize students and faculty with the organization's purpose and programs. Community engagement materials, including the summer engagement campaigns, were published on the website for project record and reference, along with a recording of the Summer Virtual Forum for self-directed viewing.

A variety of feedback collection mechanisms was also published on the website including a Wikimap for geocoded comments, the Virtual Bicycle Tour survey, and a Mentimeter Vision Board. The Mentimeter Vision Board collected aspirational words describing what students and faculty at UK would like biking on campus to feel like, and it was updated in real-time as website visitors participated in the exercise.

*Figure 4.1* *Mentimeter vision board*


*Figure 4.2* *Wikimap - comprehensive view*



## 4.2 Wikimap

A Wikimap was built and embedded in the project website. This online, interactive map allowed participants to share their suggestions for making moving around campus as safe, convenient and comfortable as possible. Comments from participants were geocoded and dropped on the map as pins indicating Big Ideas, Destinations, Places I Like, Planned Projects, Signage/Wayfinding Locations, Conflict or Barriers, and Places Avoided. Participants were also invited to draw recommended routes and to indicate good or bad cycle routes on campus.

As of September 18, 2020, 358 unique users participated in the Wikimap exercise, recording 588 unique data points. 255 pinpoints were dropped on the map by participants, indicating their Big Ideas, Destinations, etc. Those 255 initial pinpoints generated 425 interactive comments and conversations by users agreeing, disagreeing, or sharing additional insight. Additionally, 43 lines were drawn on the map illustrating cycle routes participants thought were either good or bad, as well as requests for additional route connectivity. The Wikimap also invited participants to comment or indicate their level of agreement with other commenters. This generated good dialogue and provided an additional layer of insight.

*Figure 4.3 Wikimap - detail views*

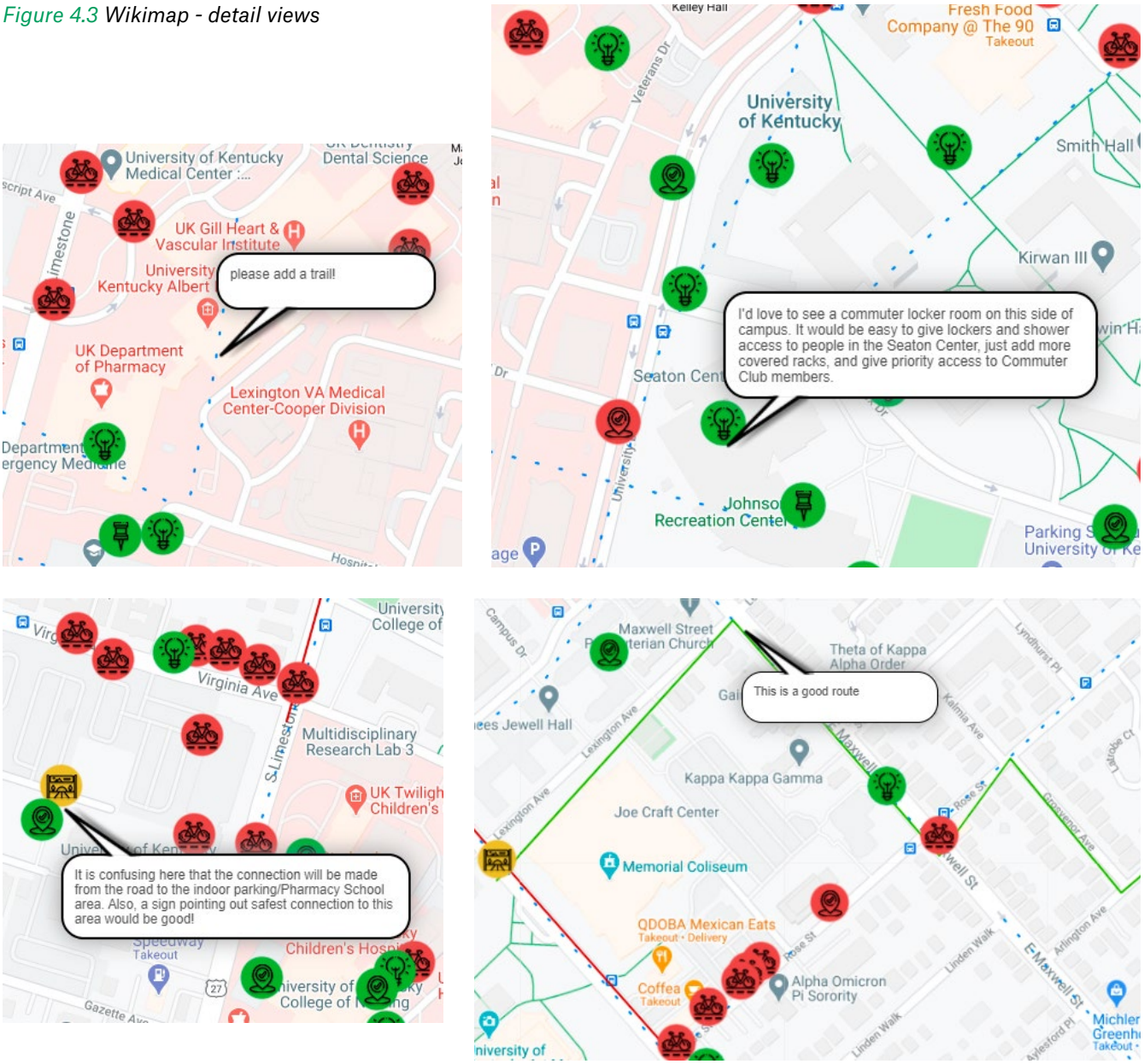
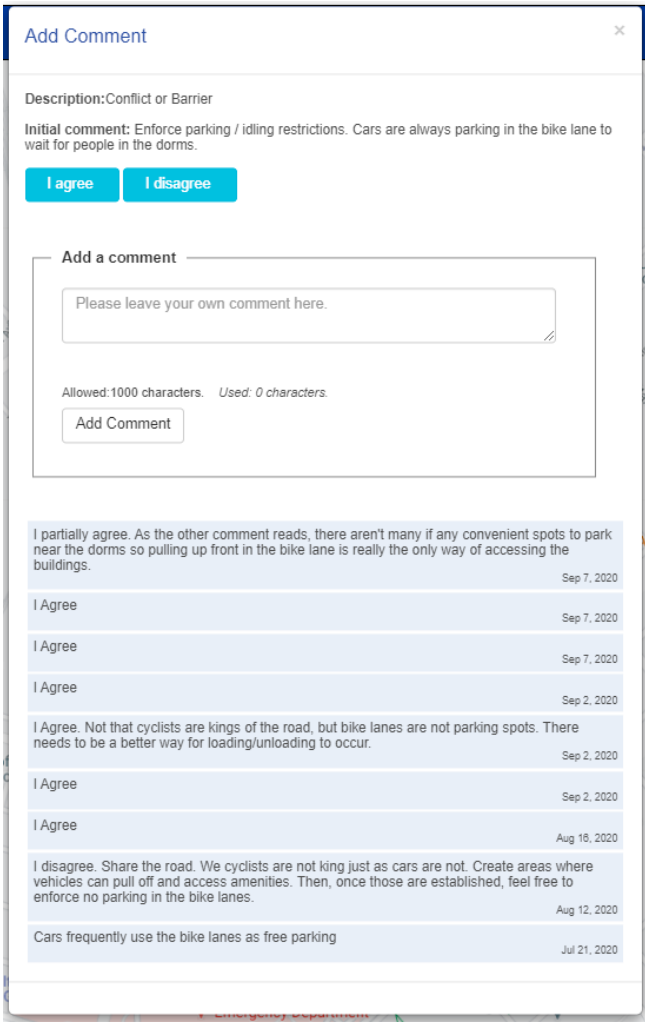


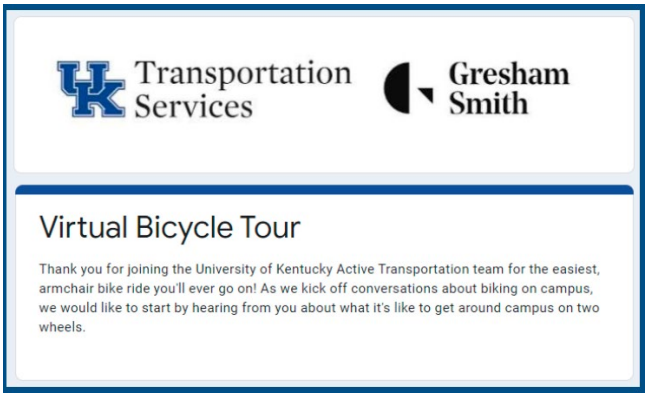
*Figure 4.4 Wikimap - sample coversation panel*




## 4.3 Virtual Bicycle Tour

In response to mandatory Coronavirus social distancing practices during the spring and summer 2020 semesters, the project team reconceptualized the kick-off, in-person bicycle tour around campus as a virtual event. Three members of the project team cycled over six miles of UK's campus and its surrounding roads to demonstrate what road conditions and bike facilities are like for the faculty and students who choose to bike instead of drive. One team member cycled ahead, while two other team members followed behind with action-mounted, point-of-view video cameras. The team made eight stops along the tour route to discuss their observations and reflections of each segment, recorded with a 360° camera. While roadway conditions demonstrated lower traffic volumes and decreased pedestrian activity due to quarantine restrictions in force at the time, the video tour served as an illustrative exercise to begin conversations about multimodal accessibility on and around the UK campus.

*Figure 4.5 Virtual Bicycle Tour introduction*




The virtual tour was developed as a self-paced and self-directed experience. Participants were invited to imagine themselves underneath the riders' bike helmets and to think about what it would be like for them riding along the same places. After viewing an introductory video, participants followed along a route map and watched the footage of riders for each of the eight segments, along with the corresponding discussion video. Videos were uploaded to YouTube for ease of access on its public platform, and closed captioning was provided to ensure hearing impaired populations could participate. An overview of the virtual tour route is included below.

## Segment 1: Memorial Coliseum to Boone Center (Rose St. / Columbia Ave.)

This segment of the bike tour route begins at Memorial Coliseum and heads northwest on Avenue of Champions, turns right to head northeast on Limestone St., turns right to head southeast on Maxwell St., and turns right to head southwest on Rose St. This segment ends at the UK gates at the intersection of Rose St. and Columbia Ave.

## Segment 2: Columbia Avenue to Oldham Court

This segment of the bike tour route begins at the intersection of Rose St. and Columbia Ave. and heads southeast on Columbia Ave., and turns right on Oldham Ct.

## Segment 3: Oldham Court to Kroger K Field Parking Lot

This segment of the bike tour route begins by heading northeast on Oldham Ct., turns left to head northwest on Columbia Ave., turns left to head southwest on Woodland Ave., and turns left to head southwest on Cooperstown Dr. From there, Cooperstown Dr. connects with Sports Center Dr. The route heads south on Sports Center Dr., turns right to head west on Cooper Dr., and turns left off of Cooper Dr. to head southwest on internal stadium roads and paths, ending at the K Parking Lot at Kroger Field.

## Segment 4: Kroger Field K Parking Lot to Ag North Plaza

This segment of the bike tour route begins by heading northwest on internal stadium roads and paths, turns right to head northeast on University Dr., turns left to travel northwest on UK Farm Rd., and turns right to head northeast on Veterans Dr., and travels in the pedestrian underpass. On Veterans Dr. the route makes a loop by turning right on Hospital Dr. to head east, turns right to head south on University Dr., turns left to head west on Cooper Dr., and turns right to terminate at the Ag North Plaza.

## Segment 5: Ag North Plaza to Healthy KY Research Building

This segment of the bike tour route begins by heading west on Cooper Dr., which is named Waller Ave. once east of Nicholasville Rd./S. Limestone St. The route continues by turning right to head north on Elizabeth St., turns left to briefly head northwest on Transcript Ave., turns right to head north on Press Ave., and turns right on Leader Ave. to end at the indoor bike facility in the Healthy KY Research Building.

## Segment 6: Healthy KY Research Building to University Drive

This segment of the bike tour route begins by navigating internal roads/paths from the Healthy KY Research Building, then turning right to head north on Press Ave., and turning right to head east on Virginia Ave., which is named Huguelet Dr. east of S. Limestone St. The route heads east/southeast on Huguelet Dr. and then turns right on Veterans Dr. to head south. The route continues south on Veterans Dr., turning left briefly onto Complex Dr. heading, then turns left to head north on University Dr., ending at the intersection with Huguelet Dr.

## Segment 7: University Drive to Rose Street Plaza

This segment of the bike tour route begins by heading northeast on University Dr., turning left on Hilltop Ave., and stopping at the Rose St. Plaza.

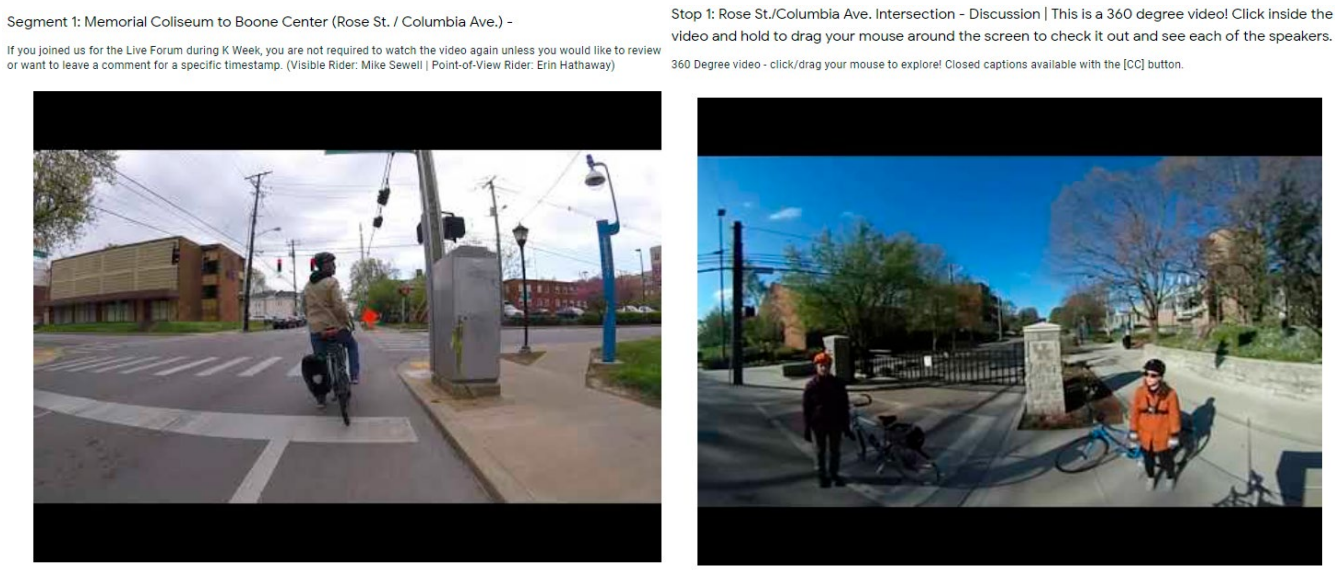
## Segment 8: Rose Street Plaza to White Hall Classroom Building

This segment of the bike tour route begins by heading northeast on Rose St., turns left into UK's internal campus pathway network, and ends at the White Hall Classroom Building.

After viewing the tour videos, participants were asked to respond with their reflections and impressions. Participants described how safe they would feel biking along each segment, how comfortable they felt the riders looked riding along each segment, and how easy it appeared to navigate a bicycle along each segment. Participants also shared any conflicts or barriers they observed in the videos that made it challenging for the riders to navigate, as well as one thing that, if changed, would make it more likely for them to choose to bicycle along each segment.

Meaningful feedback was collected regarding each segment, applicable to specific project recommendations for the Bicycle Master Plan and influencing system-wide policies and programming to support multimodal transportation on campus. A summary of the comments shared by segment is included below. A copy of the full results can be found in Appendix D.

*Figure 4.6 Virtual Bicycle Tour sample videos*




## Segment 1: Memorial Coliseum to Boone Center

Responses regarding this segment were fairly evenly split. Most participants thought this segment appeared either fully (47%) or somewhat (51%) safe, comfortable, and easy to navigate. Levels of safety and comfort scored higher for Rose St. and Avenue of Champions, while Limestone St. and Maxwell St. received mixed reviews with predominately lower scores.

| Barriers | Would Change |
|---|---|
| Bike lanes blocked by cars/delivery trucks | Wider space |
| Narrow available space | Continuous, connected, and defined bike network |
| Heavy auto traffic | Separation of modes |
| Drainage inlet | Signage for cars & pedestrians |


## Segment 2: Columbia Avenue to Oldham Court

Generally, most participants thought this segment appeared either fully (67%) or somewhat (28%) safe, comfortable, and easy to navigate. Responses for the level of safety and comfort for both Columbia Ave. and Oldham Ct. varied, but skewed predominately to very (30%) and completely (26%) safe, with Oldham Ct. scoring slightly higher than Columbia Ave.

| Barriers | Would Change |
|---|---|
| Parked cars | Separated/designated space |
| No designated space | Wayfinding signage |
| Gutter pan | Intersection safety |
| Poor pavement conditions & street cleaning | Street parking |
| Vehicle and pedestrian congestion | Mill & resurface |


## Segment 3: Oldham Court to Kroger Field K Parking Lot

Generally, most participants thought this segment appeared either fully (68%) or somewhat (30%) safe, comfortable, and easy to navigate. Levels of safety and comfort scored high for Oldham Ct., Columbia Ave., Woodland Ave., the residence hall sidewalks, and the roads and paths around the stadium. Conditions appeared to degrade for participants, however, along Sports Center Dr. and Cooper Dr.

| Barriers | Would Change |
|---|---|
| Speed bumps and stairs | More bike lanes |
| Safety at intersections | Striping and signage |
| Pedestrian congestion | Separated paths – from cars and pedestrians |
| Difficulty making turns/ poor visibility | Intersection transitions |


## Segment 4: Kroger Field K Parking Lot to Ag North Plaza

Responses regarding this segment were fairly evenly split. Most participants thought this segment appeared either fully (56%) or somewhat (41%) safe, comfortable, and easy to navigate. Levels of safety and comfort scored higher for UK Farm Rd., Veterans Dr., Hospital Dr., and the internal paths around campus. University Dr., however, received mixed reviews, and Cooper Dr. skewed toward feelings of either somewhat or not very safe.

| Barriers | Would Change |
|---|---|
| Unclear/missing wayfinding | Separated/designated space |
| Parked cars | Wayfinding signage |
| Pavement conditions | Intersection safety |
| Gutter pan | Lighting at tunnel |


## Segment 5: Ag North Plaza to Healthy KY Research Building

Responses regarding this segment were mixed. Participants thought this segment appeared either somewhat (51%) or fully (42%) safe, comfortable, and easy to navigate. Levels of safety and comfort scored higher for Elizabeth St., Transcript Ave., Press Ave., Leader Ave., and the internal paths around campus. Conditions degraded noticeably for Cooper Dr. and Waller Ave., and the Nicholasville Rd./Limestone St. intersection scored among the lowest for safety and comfort.

| Barriers | Would Change |
|---|---|
| Narrow available space<br>Vehicle and pedestrian congestion<br>Lack of facilities on Waller Ave. | Wayfinding signage<br>Intersection safety<br>Dedicated, separated bike lanes/paths<br>Add other internal connections in lieu of this route |


## Segment 6: Healthy KY Research Building to University Drive

Generally, most participants thought this segment appeared either fully (50%) or somewhat (46%) safe, comfortable, and easy to navigate. Levels of safety and comfort scored high for Press Ave., Veterans Dr., Complex Dr., University Dr., and the internal paths around campus. Conditions appeared to degrade for participants at Huguelet Dr., and both the S. Limestone intersection and Virginia Ave. scored among the lowest for safety and comfort.

| Barriers | Would Change |
|---|---|
| Big, busy intersections | Separation of cars & bikes |
| Rush hour traffic | Traffic calming |
| Poor conditions on Virginia Ave. | Bike lane markings |
| Parked cars | Signage and wayfinding |
| Poor bike markings | Parking lot/garage interactions |


## Segment 7: University Drive to Rose Plaza

Generally, most participants thought this segment appeared either fully (74%) or somewhat (25%) safe, comfortable, and easy to navigate. Responses for the level of safety and comfort for both University Dr. and Hilltop Ave. varied, but skewed predominately to very (34%) and completely (30%) safe, with Hilltop Ave higher than University Drive.

| Barriers | Would Change |
|---|---|
| Parked cars | Separated/designated space |
| No designated space | Wayfinding signage |
| Gutter pan | Intersection safety |
| Poor pavement conditions & street cleaning | Street parking |
| Vehicle and pedestrian congestion | Mill & resurface |


## Segment 8: Rose Street Plaza to Whitehall Classroom Building

Generally, most participants thought this segment appeared either fully (73%) or somewhat (23%) safe, comfortable, and easy to navigate. Responses for the level of safety and comfort for Rose St. and the internal paths around campus were high, but participants were varied in their response regarding the current construction zone.

| Barriers | Would Change |
|---|---|
| Big, busy intersections | Separation of cars & bikes |
| Rush hour traffic | Traffic calming |
| Poor conditions on Virginia Ave. | Bike lane markings |
| Parked cars | Signage and wayfinding |
| Poor bike markings | Parking lot/garage interactions |

In summary, the most common barriers for bicycling on campus were vehicle and pedestrian congestion, the need for more dedicated bicycling space (paths and lanes), interactions with parked cars, and intersection safety. The most common suggestions for changes that would make it more likely for people to choose to bicycle include separated and designated bicycling space (from both cars and pedestrians), striping and signage, wayfinding and route designations, and improved intersections.

## 4.4 Stakeholder Workshop

On June 29, 2020, the project team facilitated a stakeholder workshop with the members of the Bicycle and Pedestrian Advisory Committees. Committee members represent various schools and departments across campus, including: UK Sustainability, the UK Police Department, University Architecture, the Kentucky Transportation Center, UK Risk Management, UK Occupational Health and Safety, UK Student and Employee Health & Wellness, UK Facilities Management, UK Transportation Services, UK Grounds, Office of the Executive Vice President for Finance and Administration, and UK Landscape Architecture.. Prior to the workshop, participants completed a separate version of the Virtual Bicycle Tour and survey.

The workshop began with a summary of the project plan goals and a description of the project process and phases: a Learning phase whereby previous campus/city/county plans are studied along with surrounding existing conditions; a Listening phase whereby interactive community engagement is conducted through the project; and a Recommendation phase whereby recommended projects are defined and prioritized for future implementation.

This was followed by a summary of principles to follow when designing multimodal networks: managing speed differential, vehicle interaction, network connectivity, seeking comfort, and supporting ease of navigation. This discussion ensured attendees spoke a shared language and had a framework for participating in the group conversations.

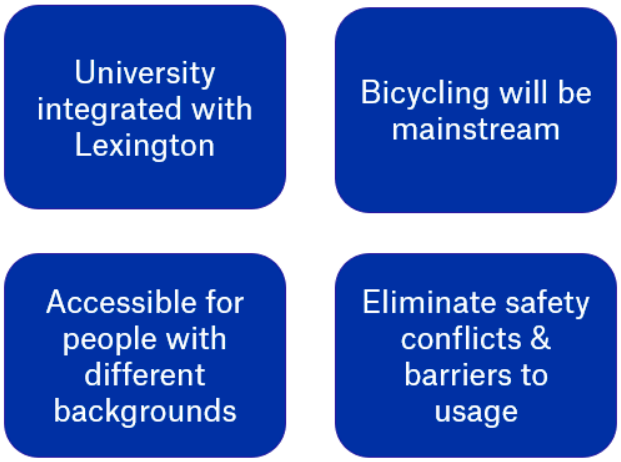
*Figure 4.7 Stakeholder workshop exercise and group discussion*


A group discussion was then facilitated regarding the virtual bicycle tour experience. Results from the group's survey responses were shared, and video clips were played during the event to generate conversation. Comments heard in the group discussion included congestion and mixing with vehicles/pedestrians, the need for comprehensive design standards to promote multimodal safety (including those for drainage), and dedication of right-of-way for bike lanes or separated facilities.

The final segment of the workshop included two breakout small group sessions to develop a vision for the future of bicycling on campus after reviewing existing conditions, identifying constraints and barriers for multimodal transportation, and brainstorming ideas for positive change. The first group developed four overarching themes, and the second group developed a vision statement.

Common themes shared between both groups during this exercise included increased connectivity, equity in accessibility, the normalization of cycling, and improved safety and comfort, all of which would encourage more and new people to try and adopt bicycling as their preferred mode of transportation.

*Figure 4.8 Stakeholder workshop visioning exercise output*




"We envision a UK that is safe and comfortable for multimodal users. Routes are connected, blend with external roads, and are well-marked. This will provide alternative ways of getting around and provide equity in access. Signage, maps, and interactive technology make it easy to navigate and will include where to make a quick repair and where to park. This will make it easy for people to choose to bike, especially for those who are new to cycling, and make cycling the norm at UK."

—Stakeholder Workshop Vison Statement

## 4.5 Summer Engagement Campaign

Engagement efforts with the broader UK audience began with a summer engagement campaign with three goals: Inform, Excite, and Inquire. The campaign served to inform and provide students, faculty, and staff with information regarding the project intent and goals to develop an understanding of the project and process. It also served to excite and generate positive energy and momentum with students about the project. Finally, it served to involve students in the planning process by directly seeking their feedback and response. The campaign then promoted the virtual forum event hosted at the end of the summer.

The campaign was distributed via email through internal distribution lists to students, faculty and staff, including the UK Transportation Listserv, Bicycle Listserv, UKNow, Wildcat Rundown, Bicycle Voucher List, Wildcat Wheels List, and Bicycle Rental Email List. Additionally, the campaign was distributed to 118 registered student organizations: 22 of which promote engineering and transportation; 8 of which promote sustainability; 28 of which support fitness and health; 36 of which promote culture, diversity, and inclusion; and 24 of which promote engaged student leaders. The campaign was also promoted on Facebook, and Twitter for a variety of registered UK social media channels. Full copies of the campaign materials can be found in Appendix D.

The first campaign was released the week of July 6, 2020, with a special emphasis on informing. The materials described the intent of the master plan project and explained the process, along with instructions for participating and access information for the project website.

*Figure 4.9 Summer Inform campaign social media snapshot*


The second campaign was released the week of July 13, 2020, with a special emphasis generating excitement. The materials described the five goals for the master plan project, and it shared a copy of the in-process vision board available for live feedback on the project's website. Links to the project website and Wikimap were included.

*Figure 4.10 Summer Excite campaign social media snapshot*


The third campaign was released the week of July 21, 2020, with a special emphasis on inquiring with students, faculty, and staff and seeking their feedback. The materials introduced the virtual bicycle tour, along with the project team members who participated in the ride.

*Figure 4.11 Summer Excite campaign social media snapshot*

## 4.6 Virtual Forum

While social distancing practices were still in place at the beginning of the Fall 2020 semester, the project team secured a presentation slot on the virtual K Week schedule. On Sunday, August 16, 2020, the project team facilitated a Virtual Student Forum which served as the culmination of the summer engagement campaigns and stakeholder workshop. Combining the inform, excite, and inquire principles, the interactive and livestreamed event successfully reached hundreds of students, faculty, and staff.

### Analytics

The 90-minute event was broadcast live on three platforms, simultaneously: Facebook Live (from the Wildcat Wheels page), YouTube Live (from the RideBlueKY channel), and Twitch (from the RideBlueKY channel). Altogether, there were 345 unique views of our broadcast, with 56 viewers the maximum watching at any one given time. Most of our views were on YouTube (41.7%) and Facebook (38.9%), and the remainder of the views were on Twitch (19.4%). There were 89 messages posted in the combined chat (capturing comments from Facebook, YouTube and Twitch in one central location), roughly evenly distributed across the three platforms.

*Figure 4.12 Sample of comments received during virtual forum*

#### Project Recommendations

- "I have trouble alerting people I am behind them from behind while they have headphones in! Maybe signage to those walking to watch out for bikes"
- "UK commuting 'segments' via Strava for people to utilize and explore."

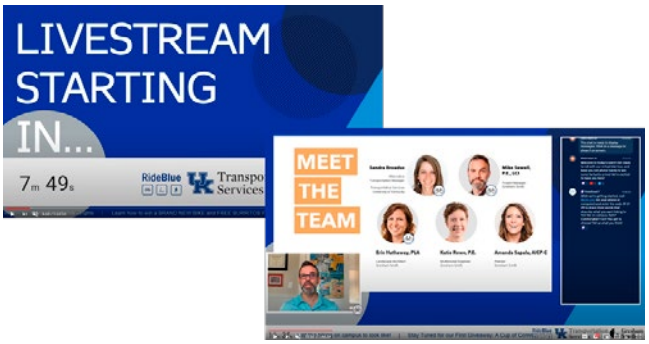
#### Engaging Questions

- "I'm very new to cycling and was wondering what your top tips would be to staying safe while riding?"
- "What are the rules related to riding on sidewalks?"

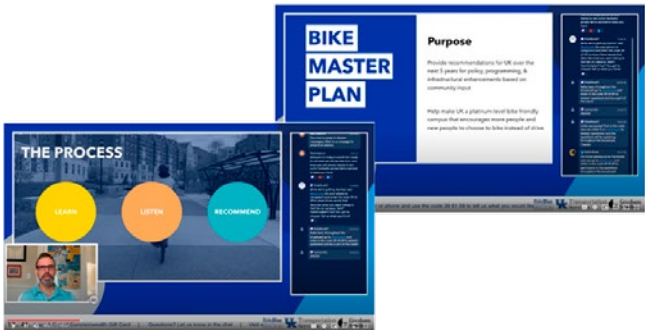
#### Feedback

- "Thanks! I appreciate that you all created this event!"
- "Thank you all for doing this!!"
- "Love the wealth of bike resources"

The program began with a welcome and introduction from behind the scenes project team members running the broadcast, followed by an introduction of the project team. Project executive Mike Sewell introduced the project and described the project purpose as developing policy, programming, and infrastructure recommendations for UK to support the university on its journey to becoming a platinum-level bicycle friendly campus.



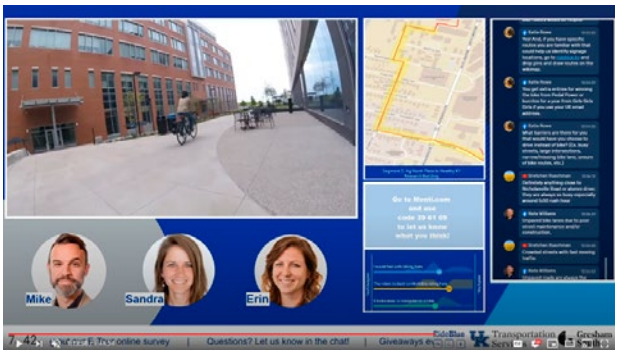

Mike then described the three-tier project process: Learn, Listen, and Recommend. Walking students through this process not only built confidence that the plan would be comprehensive in its approach, but it was educational for student populations who may not have previously participated in civic engagement and public process. The presentation continued with Sandra Broadus, UK Alternative Transportation Manager, who provided valuable information for attendees regarding the robust programs and services available to support UK cyclists.



Sandra outlined campus resources, described the Wildcat Wheels Bicycle Library, promoted the Indoor Bike Facility at the Healthy KY Research Building, shared the locations of DIY Fix-It stations around campus, gave advice for locking bicycles up safely on campus, provided tips for combining bicycle and public transit trips, and invited students to take advantage of personalized commute planning assistance.


The last segment of the presentation portion of the event was delivered by Erin Hathaway, project landscape architect. Erin educated participants regarding five important factors for consideration when developing multi-modal networks: (1) What the speed differential is between modes, (2) How intuitive it is to use and navigate, (3) How comfortable or stressful it feels, (4) How different modes interact and mix, and (5) how connected the network is.

The forum then continued with a Virtual Bicycle Tour of campus. The video footage for each of the segments was played while the three presenters, who were the bicycle riders on the tour, discussed together and answered questions in the chat. Participants were encouraged to provide real-time feedback by responding to the Mentimeter survey questions asking if they would feel safe riding the segment, if the riders looked comfortable, and if it looked like the segment would be easy to navigate on a bike. Additional thought-provoking questions were dropped in the chat throughout the presentation by a forum moderator to keep the conversation and dialogue going.




Every fifteen minutes or so, the broadcast was paused to give out door prizes to attendees. Sponsored by project partner Gresham Smith, $20 gift cards were raffled for five local establishments: Cup of Commonwealth, Great Bagel, Common Grounds, Bicycle Face, and Broomwagon. Throughout the forum and at each giveaway break, participants were encouraged to visit the project Wikimap and a survey developed for the Virtual Bicycle Tour to earn entries for two grand prizes: (1) a brand new Momentum bicycle from local bicycle shop, Pedal Power, sponsored by UK Transportation; and (2) free burritos for a year from Girls Girls Girls, sponsored by Gresham Smith. A copy of the survey, which received over 100 responses, can be found in the appendix (Appendix D).

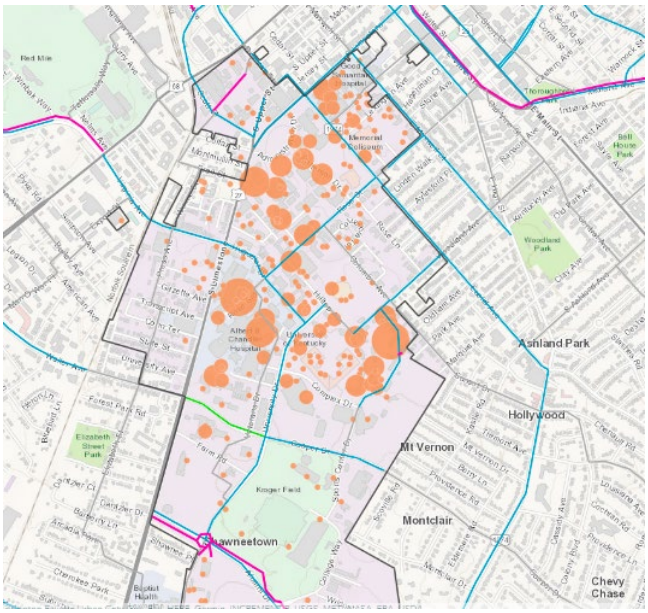



Overall, the event successfully attracted and retained participants through the broadcast, and it generated meaningful dialogue between project team members and people from across the spectrum of brand-new-to-bicycling to seasoned and confident cyclists. The Virtual Forum informed students of the project, educated them about bicycling, inquired about their vision for UK's multimodal network, and excited students about the process (giveaways and all).

## 4.7 Story Map

Concurrent with the summer and early fall community engagement events facilitated as a part of this process, the project team conducted a multimodal analysis and generated recommendations for priority projects to include in the updated campus bicycle master plan. To transparently share the feedback received over the summer, to inform UK students, faculty, and other stakeholders of the results of the multimodal analysis, and to seek additional community feedback, a Story Map was built in ArcGIS to summarize this information in five sections: "Why We're Here," "What We've Heard," "What We've Seen," "What We're Doing," and "How Can I Get Involved." The Story Map was published in November 2020.

*Figure 4.13 Multimodal network map*




The "Why We're Here" section set forth the project purpose, laying the foundation of goals of the campus bicycle master plan to inform new audiences and remind past participants. In this section, a map illustrated existing multimodal facilities on and around UK's campus, including unbuffered bike lanes (blue), isolated buffered bike lanes (green), separated shared-use paths (magenta), and bicycle parking facilities scaled by usage count (orange).

The "What We've Heard" section summarized the first phase of community engagement feedback results. This included the vision statement developed by participants in the summer workshop. Results also included the most common improvement requests, the places people most liked to ride their bicycles, the places people avoided while cycling, the conflicts and barriers people faced while cycling, and their big ideas for addressing their concerns.

The "What We've Seen" section illustrated three dimensions of the multimodal analysis conducted by the project team: crash hot spots, stress analysis, and demand analysis. The crash hotspots depicted dense pedestrian and bike crash locations indicate areas of unsafe conflict with motor vehicles. The stress analysis looked at speed, traffic volume, roadway characteristics, and the presence (or lack) of separated bicycle lanes and assigned a perceived stress level. The stress level indicated how comfortable a roadway would be for bicycling, with red and darkest red the least comfortable. The demand analysis looked at where people are coming from and where they wanted to go within a comfortable biking distance. Areas of darkest blue indicated the highest demand.

The “What We’re Doing” section illustrated the secondary level of analysis, where the crash hot spots, stress analysis, and demand analysis informed the development of primary focus corridors (shown in green) and secondary focus and campus interior corridors (yellow).

*Figure 4.14 Multimodal Analysis Maps: Crash Hot Spots, Stress Analysis, Demand Analysis*

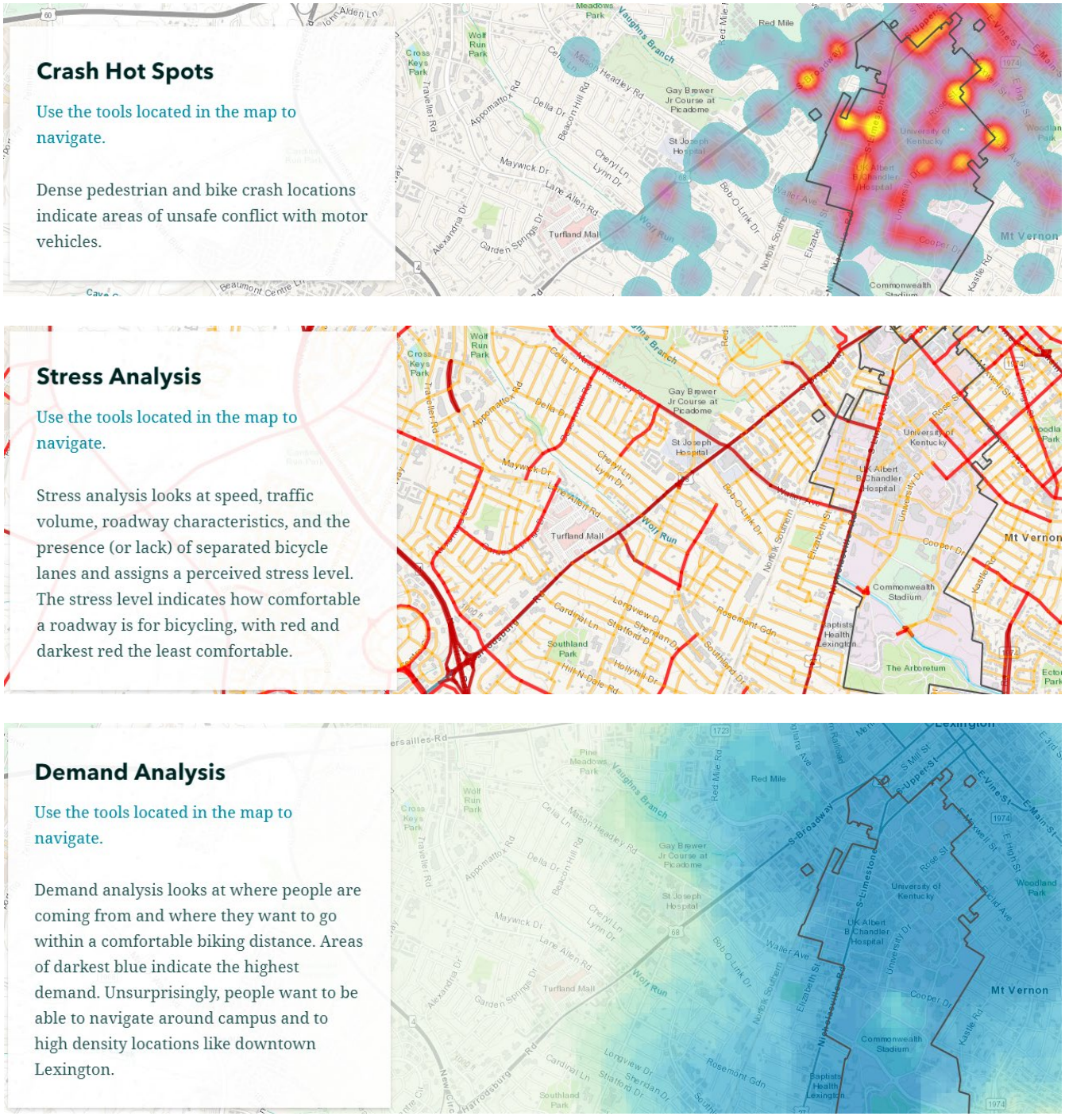


*Figure 4.15* *Priority Network Map*

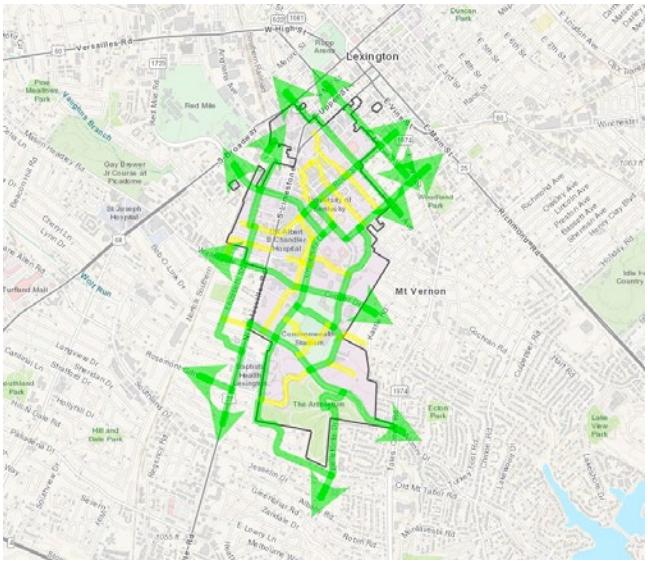
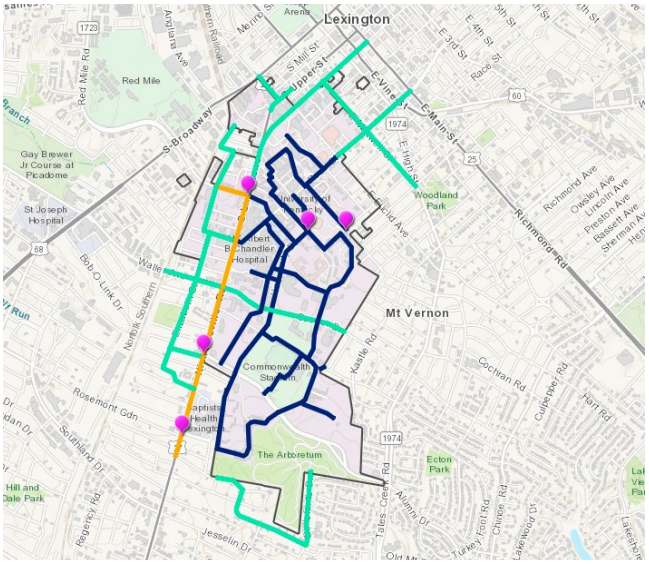



*Figure 4.16* *Potential Projects Map*




Based on the feedback received during project community engagement and the results of multimodal analysis, a list of potential projects on and along the focus corridors was developed and placed in initial priority order. Priority projects were separated into two categories with ten projects each: UK-Specific Projects and Critical UK/ Community Partnerships. Each project could be found on the above potential projects map (Figure 4.15), with a brief description and case study imagery illustrating the project concept. A sample project is shown below.

*Figure 4.17* *Sample Priority Project: Complex Drive (UK Specific Project)*

**Complex Drive**

Shared Use Path

Connect to the new Wildcat Wheels Bicycle Library with a north side shared use path on Complex Drive between University Drive and Sports Center Drive.

Share your thoughts on this project through our survey by clicking **here.**

Example photo of a shared use path connection above.


The "How Can I Get Involved" section provided a call-to-action inviting Story Map visitors to share their thoughts and reactions to the analysis results and proposed priority projects. A fresh Wikimap was generated for people to add their big ideas and their preferred multimodal routes. An additional survey was generated to seek specific feedback regarding the proposed priority projects.

## 4.8 Priority Projects Survey

After UK students, faculty, and stakeholders had the opportunity to view the proposed priority projects on the Story Map and familiarize themselves with their suggested locations and details, a survey was made available to seek their feedback and input. The intention of the survey was to understand which projects stakeholders felt best aligned with the project goals and to better understand the perceived priority of the proposed projects by stakeholders. The survey was published on the project Story Map and it was distributed through a winter engagement campaign through various channels. Specific feedback was also gathered from the Bicycle/Pedestrian Advisory Committee and students in a Civil Engineering seminar (CE 549).

The survey first asked stakeholders which of the below goals each project they felt the project would accomplish.

SAFE: This project would make me feel safer biking on campus.

COMFORT: This project would make me feel more comfortable biking on campus.

INTUITIVE: This project will make it easier for me to navigate around campus.

CONNECT: This project would make it easier for me to get where I want to go by bike.

CHOICE: If this project was completed, I would be more likely to choose to bike on campus.

WELCOME: If this project was completed, I think people who do not bike now might choose to try biking on campus.

Respondents identified the following five UK-Specific projects as best aligning with the above stated goals.

- University Drive (Parking Protected Buffered Bike Lane)
- Rose Street Buffered Bike Lanes (Columbia to Patterson)
- Huguelet Drive (Cycle Track or Bike Lane) - S. Limestone to Rose
- Complex Drive (Shared-Use Path)
- Intersection Improvements (University Drive/ Hilltop Avenue)

Respondents identified the following five Critical UK/ Community Partnership projects as best aligning with the above stated goals.

- S. Limestone (Shared-Use Path)
- Intersection Improvements: Virginia Avenue/ Huguelet Drive/S. Limestone
- Cooper Drive (Shared-Use Path)
- Nicholasville Road (Shared-Use Path)
- Rose Street (Shared-Use Path) / Maxwell Street (Traffic Calming) (tie)

The survey then asked respondents to assist the project team with prioritizing the proposed improvement projects. Respondents identified these three UK-Specific projects among those that should be implemented as soon as possible: University Drive (Parking Protected Buffered Bike Lane); Intersection Improvements (University Drive/Hilltop Avenue); and Rose Street Buffered Bike Lanes (Columbia to Patterson). Respondents identified these three UK-Specific projects among those that could wait until later in the program for implementation: Huguelet Drive (Cycle Track or Bike Lane) – Rose to University; Sports Center Drive (Shared-Use Path); and Rose Street Buffered Bike Lanes (Patterson to Avenue of Champions).

Respondents identified these three Critical UK/ Community Partnership projects among those that should be implemented as soon as possible: Nicholasville Road (Shared-Use Path); Rose Street (Shared-Use Path); and Maxwell Street (Traffic Calming). Respondents identified these three Critical UK/Community Partnership projects among those that could wait until later in the program for implementation: Intersection Improvements: Rosemont Garden/Nicholasville Road/Hiltonia Park; Intersection Improvements: Dantzler Drive/Alumni Drive/ Nicholasville Road; and Virginia Avenue (Buffered Bike Lane/Shared-Use Path).

## 4.9 Winter Engagement Campaign

A second engagement campaign was conducted in January and February 2021, following the same Inform, Excite, Inquire, and Inspire format as the summer campaign. The campaign served to inform and provide students, faculty, and staff with information regarding the feedback heard during the summer and fall engagement sessions and the results of the technical multimodal analysis. It also served to excite students for upcoming improvements suggested in the plan that will directly respond to their feedback and promote multimodalism on campus. Finally, it served to inquire with and inspire students to be involved in the planning process by directly seeking their feedback and response regarding the proposed priority projects. The campaign was distributed through the same channels as the summer engagement campaign (see section 4.5), and full copies of the campaign materials can be found in Appendix D.

The first campaign was released the week of January 21, 2021, with a special emphasis on informing. The materials described the intent of the master plan project and invited students to share their feedback.

*Figure 4.18 Winter Inform campaign social media snapshot*


The second campaign was released the week of January 28, 2021, with a special emphasis of generating excitement. The materials shared the virtual bicycle tour and introduced the Story Map.

The third campaign was released the week of February 4, 2021, with a special emphasis on inquiring with students, faculty, and staff and seeking their feedback. The materials shared snapshots of the results of the multimodal analysis (crash hot spots, stress analysis, and demand analysis) and asked people to learn more on the Story Map and respond to the corresponding survey.

*Figure 4.19 Winter Inquire campaign social media snapshot*


The fourth campaign was released the week of February 11, 2021, with a special emphasis on inspiring UK students, faculty, and staff to learn more on the Story Map and participate in the proposed priority projects survey.

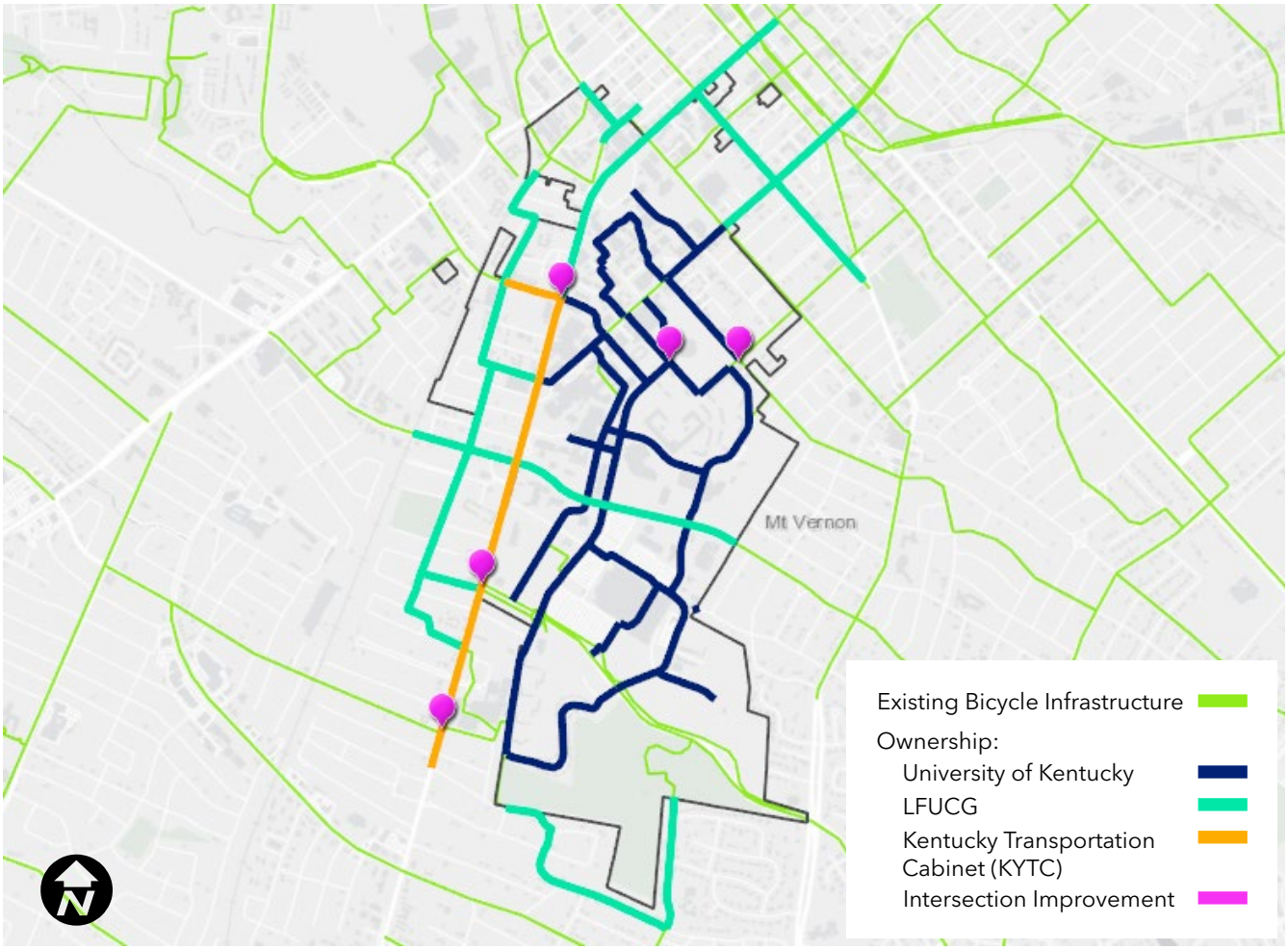

# Chapter 5

# Chapter 5

# Next-Level Projects for the University of Kentucky and Shared Community Networks

To develop an extensive master list of recommended projects, the existing conditions analysis developed in the initial phase of the master planning process was overlaid with the shared multimodal insights from the University of Kentucky students, faculty and staff, surrounding community partners. This master list of 48 next-level projects includes improvements to the existing multimodal network, as well as new sections of network to further enhance the connectivity of campus to the broader Lexington community. The comprehensive list can be viewed in full in Appendix A.

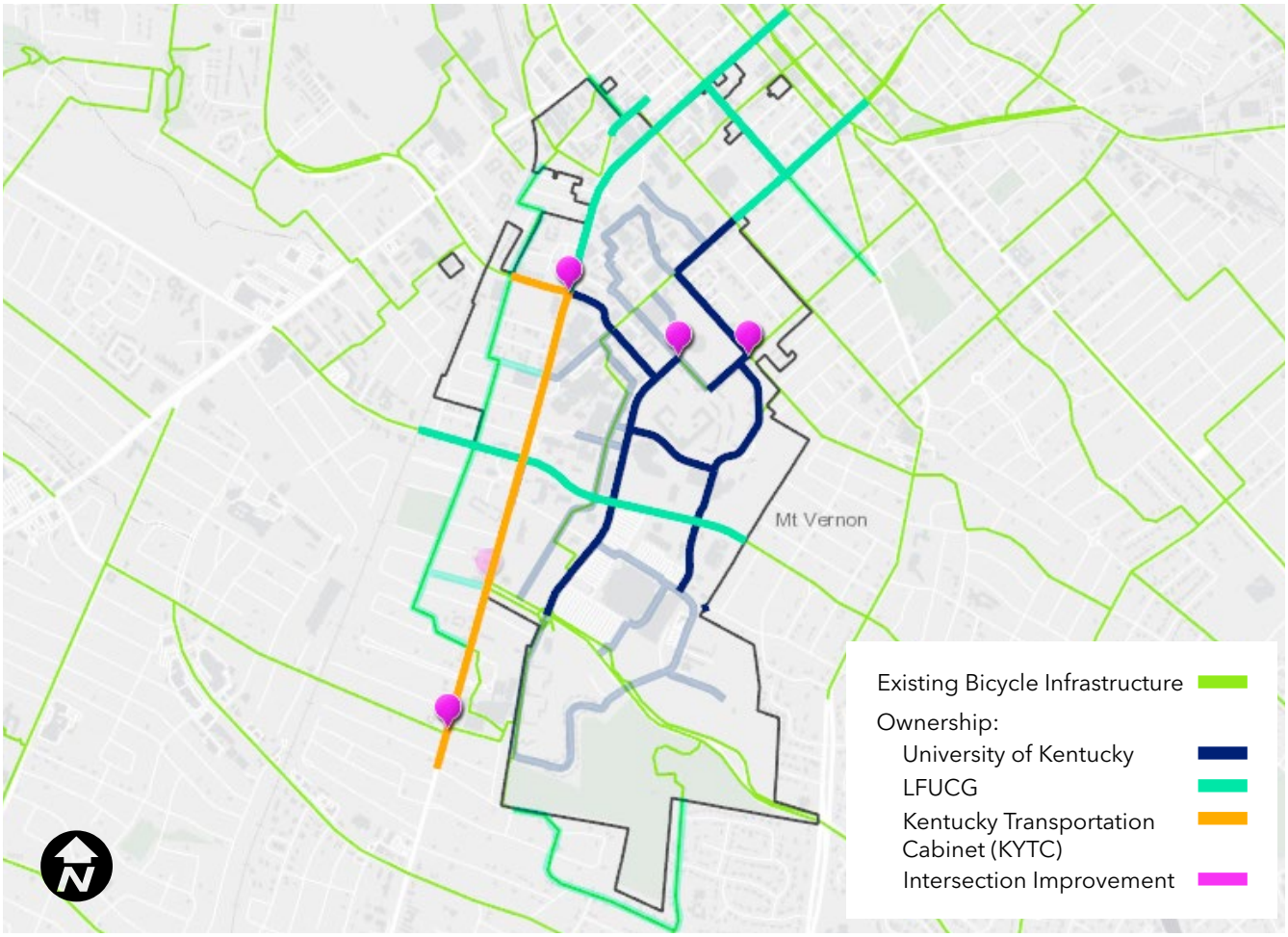
*Figure 5.1 Master list of projects by owner*



To best address the needs of campus (recognizing that some projects will require additional community stakeholder involvement beyond this master planning process), the master list of projects was split by ownership into two categories: UK-Specific projects to realize improvements on University-owned assets, and UK-Community Partnership projects to identify projects that require external partnerships to expand UK connectivity into the surrounding area off campus. These projects can be viewed in more detail in the Chapter 6 Technical Appendix.

A prioritization framework from the FHWA toolkit was applied to identify the top ten projects, within each of these two categories, with the greatest improvements to safety, connectivity, and comfort for all ages and abilities. Implementing these recommended projects will continue the University's journey toward Platinum level Bicycle Friendly University designation with the League of American Bicyclists.

*Figure 5.2 Top twenty priority projects by owner*



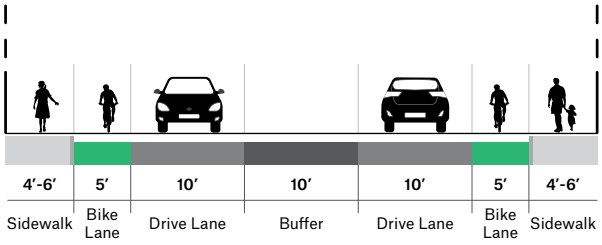

## 5.1 UK Specific Projects

UK-Specific projects are those on facilities either entirely or partially owned by the University. As such, they could be turned around quickly, depending on funding availability, with minimal coordination with external community stakeholders. These projects were prioritized for their ability to connect to the existing UK bicycle network, enhance the experience for all ages and abilities, and provide direct access to the new Wildcat Wheels Bicycle Library. They were also evaluated for safety and comfort. The preliminary design concepts and cost estimates were developed for the top six projects (with the exception of priority project #1, Rose Street, which has been fast-tracked for implementation) and are included in each project description. While additional survey and utility information will be required to fully design and construct these targeted projects, these preliminary design concepts will provide a baseline for identifying funding and fast tracking implementation.

## 5.1.1 Rose Street

Rose Street is a critical connection between the University and downtown Lexington, providing access to residences, businesses, and parks through the urban trail system via Town Branch Commons and the Legacy Trail. While Rose Street between Columbia Avenue and Avenue of Champions is a consistent 40-ft in width, the bike lane width varies between 4 ft to 6 ft depending on the width of the center lane or median, with single 10 ft travel lanes in each direction and narrow sidewalks. The bike lanes are next to curb and gutter, which reduces the useful width of the bike lane and forces bicyclists to ride closer to traffic.

*Figure 5.3*
*Existing typical section facing north*




This segment of Rose Street is a low-volume, low-speed University-owned roadway with approximately 5,600 ADT and a posted speed of 25 MPH. Motor vehicle access is maintained on Rose Street south of Columbia Avenue to Funkhouser Drive, where Rose Street transitions to a pedestrian plaza for walking, biking, and scooting access only. At the intersection with Avenue of Champions, bicyclists must merge within the intersection from the dedicated bike lane into the motor vehicle lane to continue north in a shared lane on the City-owned segment of Rose Street. The lack of warning to bicyclists or motorists of the merge creates an unsafe condition where bicyclists are competing for space in an area where they are already exposed to multiple conflict points with motor vehicles.

*Figure 5.4 Rose Street bicycle and pedestrian plaza*

### Key Facts

Project ID: #6

Project Type: Corridor

Limits: Columbia Avenue to Avenue of Champions (0.22 miles)

Proposed: Widen sidewalks to 8 ft and reduce or remove center buffer

Implementation: Immediate - project has been fast-tracked for construction

Considerations:

- Maintain protected pedestrian crossing in front of the College of Fine Arts building

Opportunities:

- Available pavement space for buffered bike lanes
- Low need for left turn bays
- Low cost initial implementation

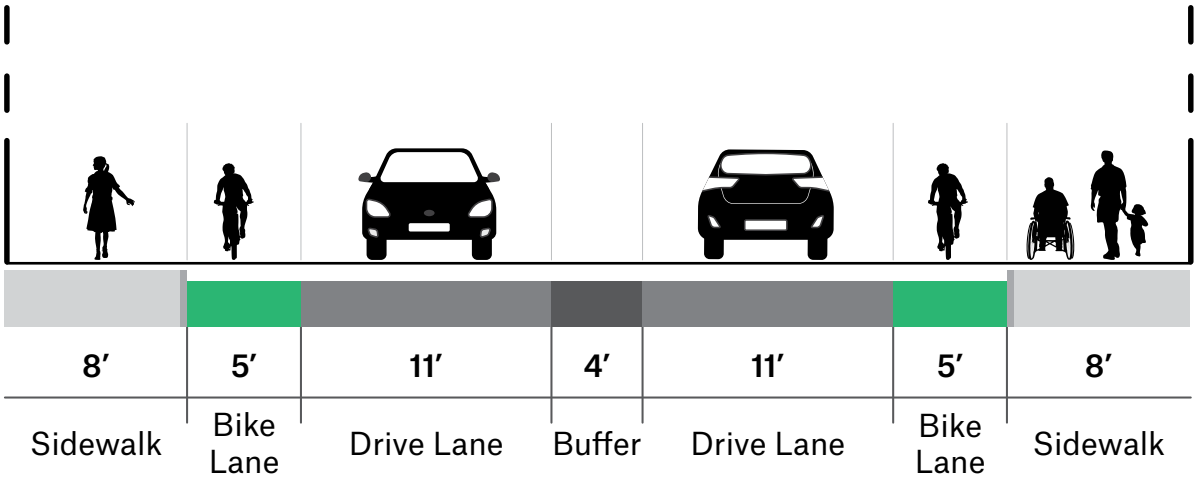
"Better bike lanes [needed] on Maxwell and Rose."

–Virtual Bicycle Tour Survey

Holistically, Rose Street is a campus priority for a safe, comfortable and accessible connection through campus to downtown Lexington for pedestrians, bicyclists and scooters. In order to protect these most vulnerable modes of transportation, this proposed proposes reducing or removing the striped center median to provide space for wider sidewalks and bike lanes, with enhanced transitions for bicyclists at the intersection with Avenue of Champions. More detail about the enhanced intersection transitions can be found in Section 5.1.6. Long term, it is recommended that the University convert the bike lanes into either raised protected bike lanes or shared-use path with a grass verge, and partner with the City to evaluate alternatives connecting campus to downtown along the Rose Street corridor (See UK-Community Partnership Project ID #30).

*Figure 5.5 Example of a buffered bike lane in Louisville, Kentucky*

*Figure 5.6 University-developed typical section for fast-tracked implementation, facing north with wider sidewalks and bicycle lanes*



## 5.1.2 Complex Drive: Targeted Preliminary Design Project

Complex Drive is a University-owned internal connection through the heart of campus and will ultimately connect to the new Wildcat Wheels Bicycle Library. This is a key connection for campus bicyclists, as the Wildcat Wheels Bicycle Library provides a range of services including rentals, educational resources, and maintenance and repair facilities. Currently, Complex Drive provides a one-way motor vehicle connection between University Drive and Sports Center Drive, with parallel parking along the south curb and pull-in angle parking on the north side. Tree-lined sidewalks are located a comfortable distance from the roadway on both sides, and raised pedestrian crossings are located throughout to provide low-speed crossings.

> "The intersection at Complex and University is a tricky one to navigate, this area should be a 4-way stop. Many cars do not stop for pedestrians here either and travel very fast."
>
> –Virtual Bicycle Tour Survey

*Figure 5.7 An example asphalt shared-use path in Louisville, Kentucky*

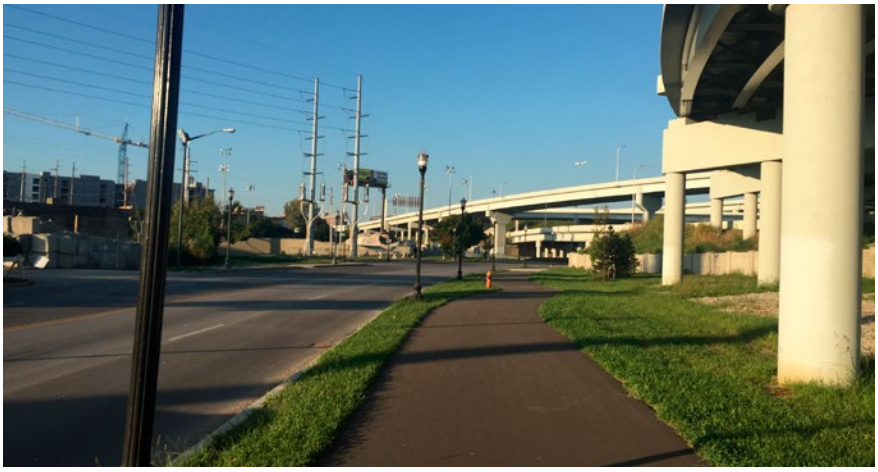


*Figure 5.8 Complex Drive raised crosswalk and angle parking*


### Key Facts

Project ID: #49

Project Type: Corridor

Limits: University Drive to Sports Center Drive (0.27 miles)

Proposed: North side shared-use path

Cost: $388,000

Implementation: 3-5 years

Considerations:

- Trees near the planned shared-use path must be protected during construction
- Potential utility conflicts in planned construction area

Opportunities:

- Existing large path connections at the Complex Drive and University Drive intersection
- Connects to planned shared-use path along Sports Center Drive
- Connects to the new Wildcat Wheels Bicycle Library
- Removes conflicts with pull-in angle parking

In order to eliminate conflicts with the pull-in parking, and to provide a comfortable and enjoyable experience connecting to the new Wildcat Wheels Bicycle Library, this project proposes converting the northern sidewalk to a shared-use path. This would require transitions from the dedicated bicycle lanes at the intersection with University Drive. This new shared-use path would connect to the new shared-use path connection recommended on Sports Center Drive in Section 5.1.3 and on Cooper Drive in Section 5.2.4 to create a safe, accessible, and connected network to the south end of campus and beyond. Finally, in conjunction with the University Drive project detailed in Section 5.1.5, a four-way stop should be considered due to the high pedestrian and bicycle crossings and poor motor vehicle yield behavior experienced here.

*Figure 5.9 Existing typical section facing east*

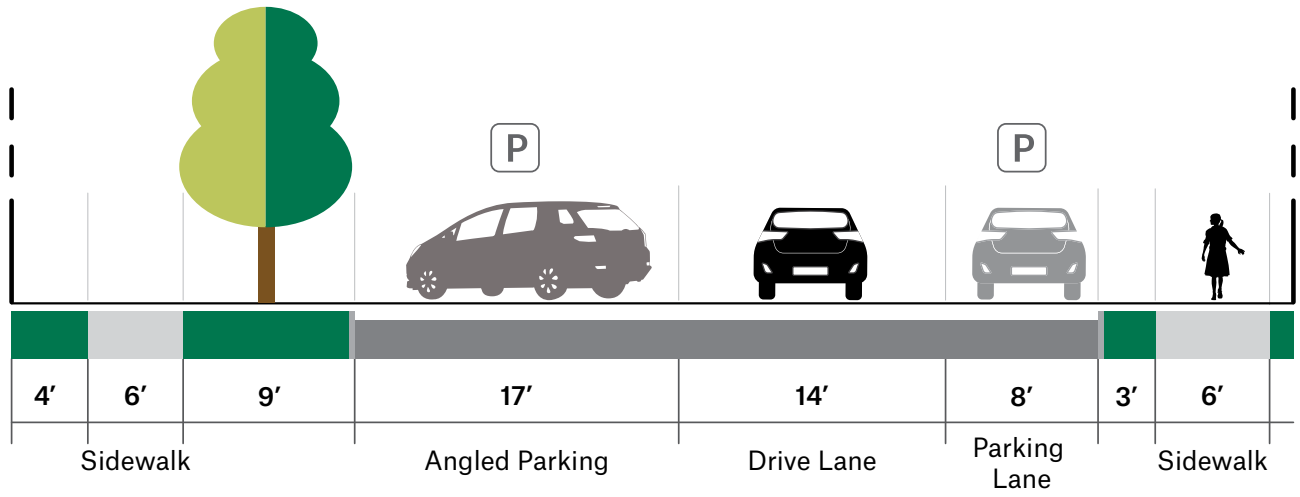



*Figure 5.10 Proposed typical section facing east including north side shared-use path*

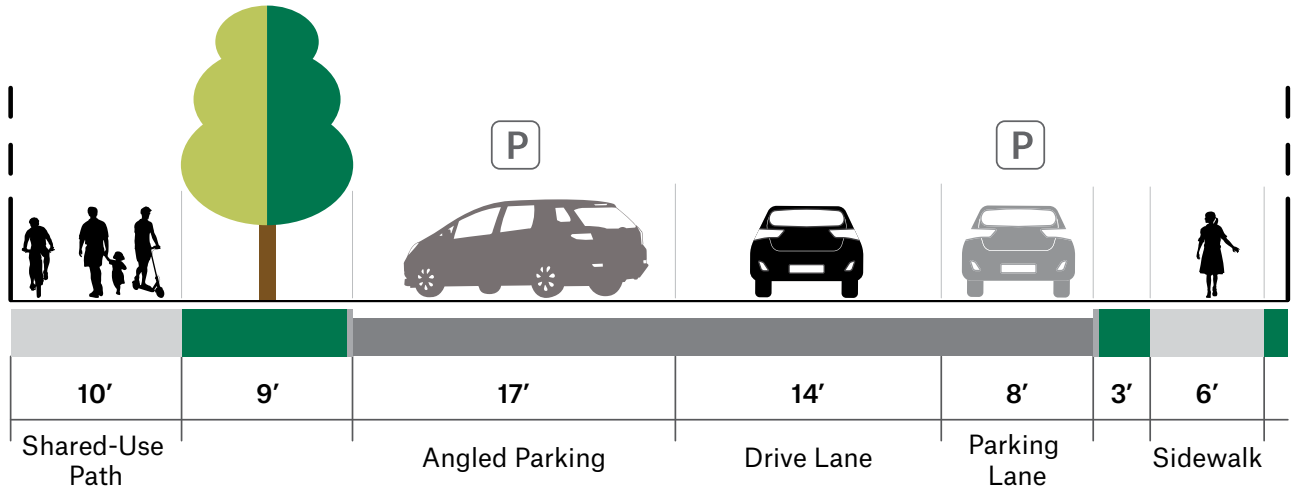
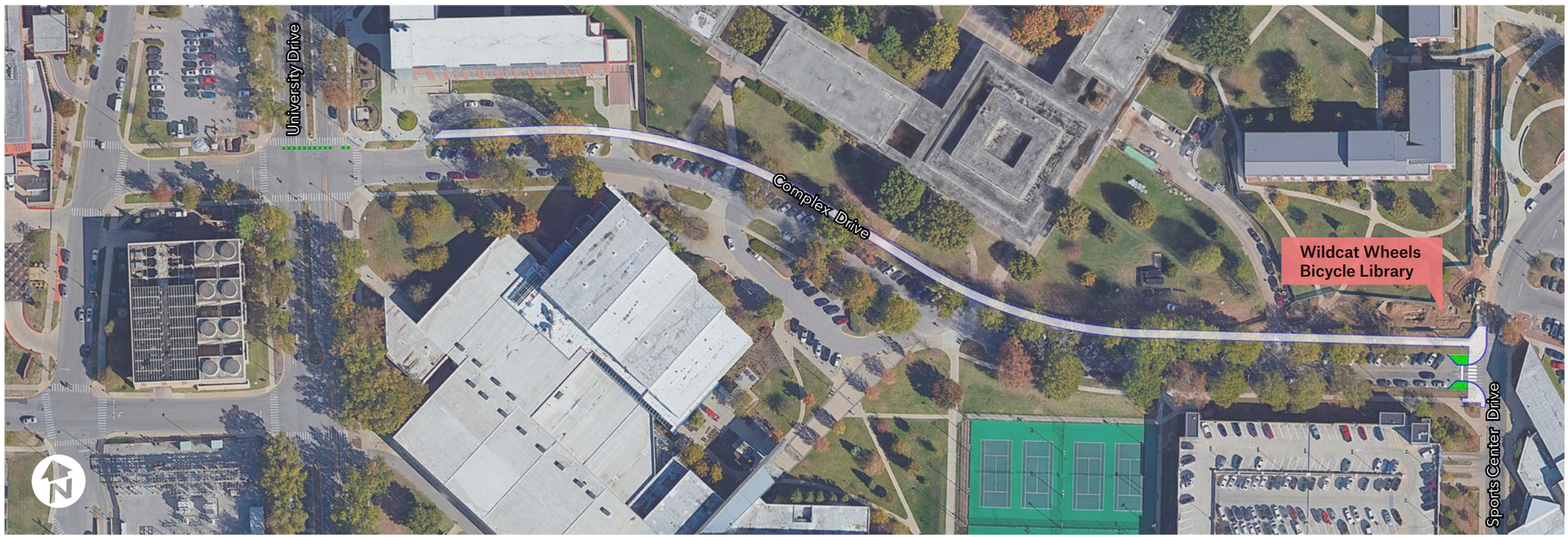


*Figure 5.11 North side shared-use path along Complex Drive*



### 5.1.3 Sports Center Drive: Targeted Preliminary Design Project

While Sports Center Drive north of Complex Drive currently has bike lanes, they are frequently blocked on the west side by people using the bicycle lanes as a loading zone for the residential halls. To address the need for loading zone space while also preserving dedicated space for bicycle traffic, it is recommended that the existing 5 ft bicycle lane be reallocated as a designated loading zone and that the existing 10 ft sidewalk will be signed and marked as a shared-use path for both pedestrians and cyclists.

"...people trying to turn across traffic onto Sports Center seem to have no patience."

–Wikimap Comment

"This intersection is one to watch out for. The light gets all congested (especially with buses), so the traffic backs up, and people are trying to turn on left (and right) - it is a disaster. People are watching cars and not bikes/pedestrians. I walk and ride through this area every day. When I leave work (5-5:30pm), driver frustration is high, and it is dangerous for bikes/people."

–Wikimap Comment

#### Key Facts

Project ID: #63

Project Type: Corridor

Limits: Complex Drive to Cooper Drive (0.15 mile)

Proposed: West side shared-use path

Cost: $380,000

Implementation: 5-8 years

Considerations:

- Potential utility conflicts in planned construction area
- Relocation of signage and lighting

Opportunities:

- Existing space on west side to convert sidewalk to shared-use path
- Connect to planned shared-use path on Complex Drive (Section 5.1.2) and Cooper Drive (Section 5.2.4)
- Connect to new Wildcat Wheels Bicycle Library

*Figure 5.12* *Sports Center Drive south of Complex Drive*

*Figure 5.13* *Existing typical section facing north*

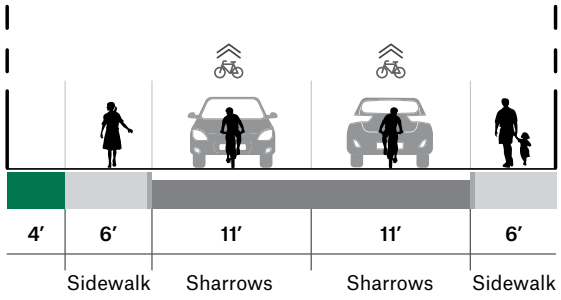
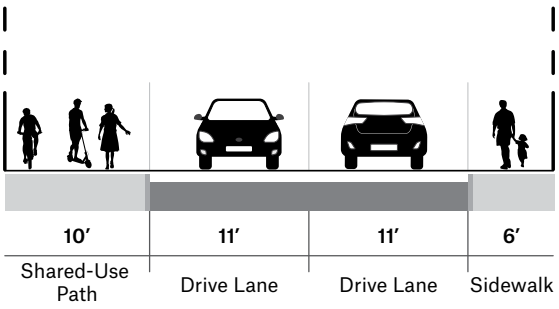



*Figure 5.14* *Proposed typical section facing north, including west side shared-use path (right)*




The segment of Sports Center Drive south of Complex Drive, in contrast, is narrow, with no dedicated bicycle infrastructure. Currently bicyclists must make the transition from bike lanes to shared lanes with motor vehicles, or they must use an awkward transition from the shared-use path on the west side north of Complex Drive. Additionally, while the new Wildcat Wheels Bicycle Library is located in the heart of campus, Sports Center Drive currently lacks direct, protected bicycle access to this facility. To address these issues, this project recommends converting the existing sidewalk on the west side of Sports Center Drive by utilizing the existing grass verge behind the sidewalk. This improvement would extend the shared-use path connection south from Complex Drive in Section 5.1.2, to the new Wildcat Wheels Bicycle Library, and beyond to the proposed shared-use path on Cooper Drive detailed in Section 5.2.4. There is sufficient space to expand the sidewalk into the grass verge and avoid impacting the existing tree canopy; however, some potential minor relocation of lighting and signage may be necessary.

*Figure 5.15* *Urban, curbside shared-use path example in Lousiville, Kentucky*

*Figure 5.16* *West side shared-use path along Sports Center Drive*

## 5.1.4 Huguelet Drive: Targeted Preliminary Design Project

Huguelet Drive provides a connection from the major northeast/southwest S. Limestone corridor to the heart of campus, tying into the existing pedestrian plaza on Rose Street. A critical component of this segment is the access across the wide intersection with S. Limestone to continue on Virginia Avenue (Section 5.2.1 ), and the integration of a roundabout connection soon to be constructed at the Kentucky Clinic entrance as part of the ongoing Library Drive extension. In order to enable bicyclists to access the proposed shared-use path on the north side of Virginia Avenue (Section 5.2.3) ahead of the large intersection with S. Limestone and safely navigate the new roundabout, bicyclists will transition from the existing bike lanes on Huguelet Drive at Rose Street to the proposed shared-use path.

As a means to provide a safe crossing for bicyclists and pedestrians at Rose Street, this project proposes converting the existing signalized intersection to a mini-roundabout to slow traffic through campus and provide a seamless connection to the Rose Street plaza. Maintenance vehicles will continue to have access to the Rose Street plaza through mountable curb access in combination with existing access restriction gates. Finally, dedicated pedestrian and bicycle crossings are proposed at the intersection of S. Limestone. More information about this intersection design can be found in Section 5.2.1.

> "Many cars end up parking or 'pit-stopping' along Huguelet Dr., completely blocking the bike lane."
>
> –Virtual Bicycle Tour Survey

*Figure 5.17 Huguelet Drive and Rose Street intersection and controlled access to the bicycle and pedestrian plaza*


### Key Facts

Project ID: #18

Project Type: Corridor

Limits: S. Limestone to Rose Street (0.18 mile)

Proposed: North side shared-use path

Cost: $1,000,000

Implementation: 5-10 years

Considerations:

- Imagine Nicholasville Road plan proposed bowtie intersection impacts:
  - Additional traffic diverted to the new roundabout on Huguelet may queue vehicles into the S. Limestone intersection
  - Introduction of city traffic and buses onto quiet campus roads from left turn removal
- Large intersection crossing at Virginia Avenue/S. Limestone with high-volume, high-speed traffic

Opportunities:

- Imagine Nicholasville Road
  - Connect to proposed shared-use path along S. Limestone
  - Improve intersection safety for all modes
- Connect to proposed shared-use path along Virginia Avenue (UK-Community Partnership Project ID #17)
- Provide dedicated, separated and comfortable bicycle, pedestrian, and scooter access between heart of campus and destinations to the west

*Figure 5.18 Existing typical section facing east including new north side 10' shared-use path. The roadway width and layout varies between S. Limestone and the KY Clinic due to the construction of the Library Drive expansion and new roundabout at the KY Clinic entrance by others*

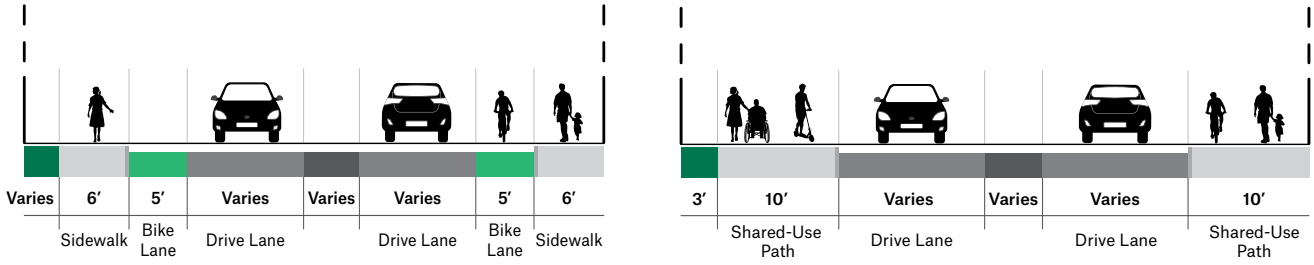
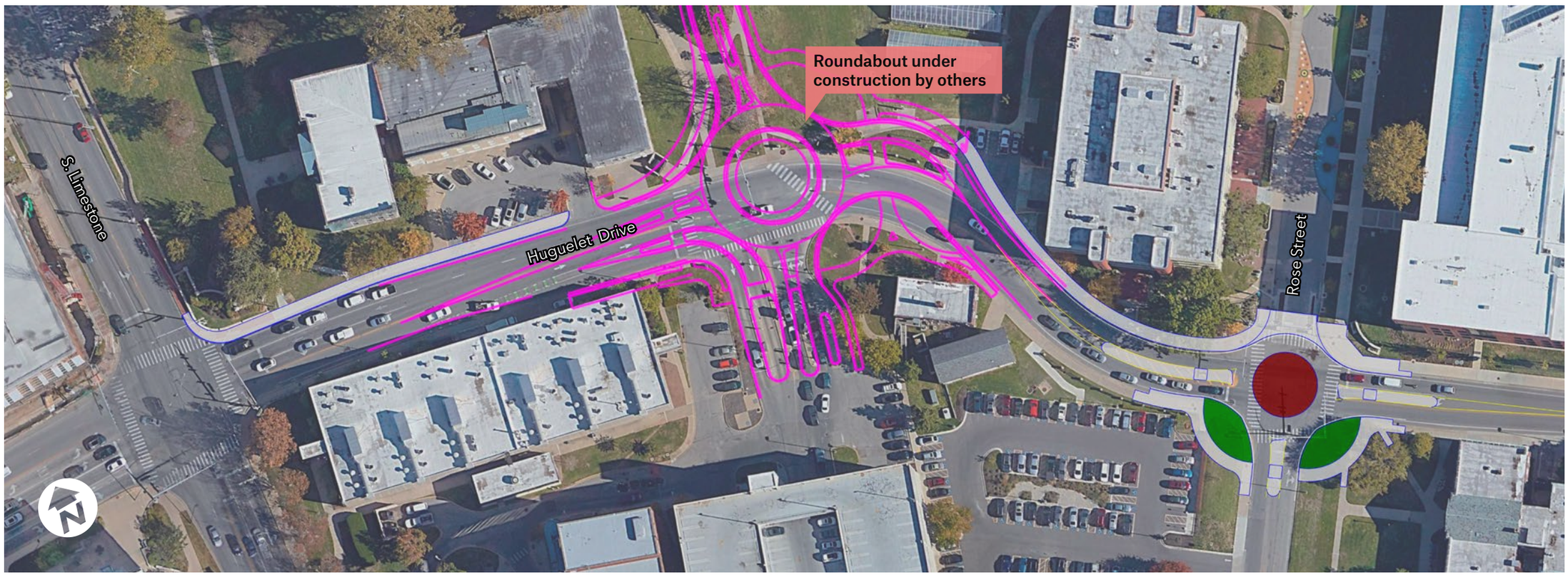



*Figure 5.19 Urban shared-use path on Barret Avenue in Louisville, Kentucky, with historic cemetery architectural wall, similar to existing walls along Huguelet Drive*

*Figure 5.20 North side shared-use path along Huguelet Drive, connecting directly to the Library Drive extension. A potential mini-roundabout is also shown at the Rose Street intersection to slow traffic and allow safe navigation for all users*



## 5.1.5 University Drive: Targeted Preliminary Design Project

University Drive is a key north-south connection through campus, uniting the medical campus, the sports complex to the south, and the interior of campus to the north. Due to the wide driving lanes adjacent to the bike lanes and a green median, motor vehicle traffic typically drives too fast through the corridor. This project proposes relocating the bike lanes to parking protected, curbside lanes in order to slow vehicle traffic, provide separation from bicyclists along the route, and improve pedestrian safety by reducing crossing distances.

> "University drive bike lane [currently] puts cyclists in the door zone, very poor design."
> –Wikimap Comment

After implementation, transit service would continue along University Drive, with raised concrete bus bulbs providing access across the bike lane. Bicyclists would be protected from being caught by opening car doors (known as "dooring") on the passenger side of the vehicle, with a striped buffer and bollards added to prevent motor vehicles from driving in the bike lane. The bollards are recommended to be placed with a 9" offset from the bike lane line to allow large vehicle parking during specific University events such as move-in-out and game days. Converting the median curbs to mountable curbs, and enclosing narrow median sections with concrete would continue to support emergency access through the corridor. Additionally, bike lanes would move adjacent to the motor vehicle lanes near large intersections and combine with transition zones, green markings, and right turn bays to prevent right hook conflicts with motor vehicles. The opinion of probable construction estimate for this project includes all of the above recommended improvements, as well as drainage structures and minor resurfacing in curb and concrete bus bulb locations.

*Figure 5.21 University Drive*

### Key Facts

Project ID: #20

Project Type: Corridor

Limits: Hilltop Avenue to Alumni Drive

Proposed: Parking buffered bike lanes with posts and concrete bus bulbs

Cost: $1,200,000

Implementation: 3-5 years (phased)

Considerations:

- Maintain minimum 18 ft width for emergency access through the corridor
- Allow space for large vehicle parking during events
- Potential utility conflicts in construction area
- Drainage for concrete bus bulbs

Opportunities:

- Pavement width available to protect bicyclists from vehicular parking conflicts
- Reduce lane width on each side of median to slow traffic
- Reduce motor vehicle turning speeds and smaller intersections with paint and post installation

In conjunction with the Complex Drive project detailed in Section 5.1.2, a four-way stop should be considered at the intersection of Complex Drive and University Drive due to the high pedestrian and bicycle crossings and poor motor vehicle yield behavior experienced here. Finally, improvements to the intersection of University Drive and Hilltop to prevent right turning motor vehicles from entering the bike lane may be constructed independently or in tandem with this project. For more detailed information about these improvements, see Section 5.1.7.

*Figure 5.22 Example of a parking-protected bicycle lane in Chicago, IL (Source: NACTO)*

*Figure 5.23 Existing typical section facing north*

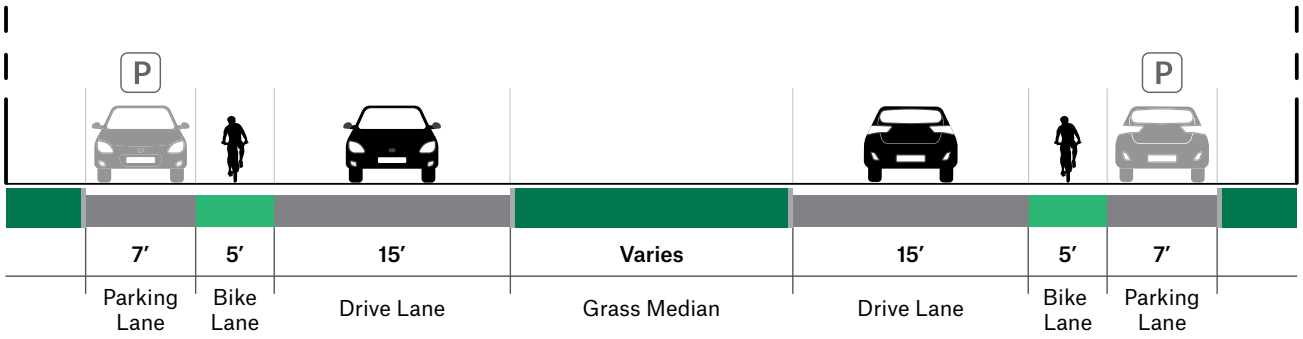



*Figure 5.24 Proposed typical section facing north, including parking protected bicycle lanes on both sides*

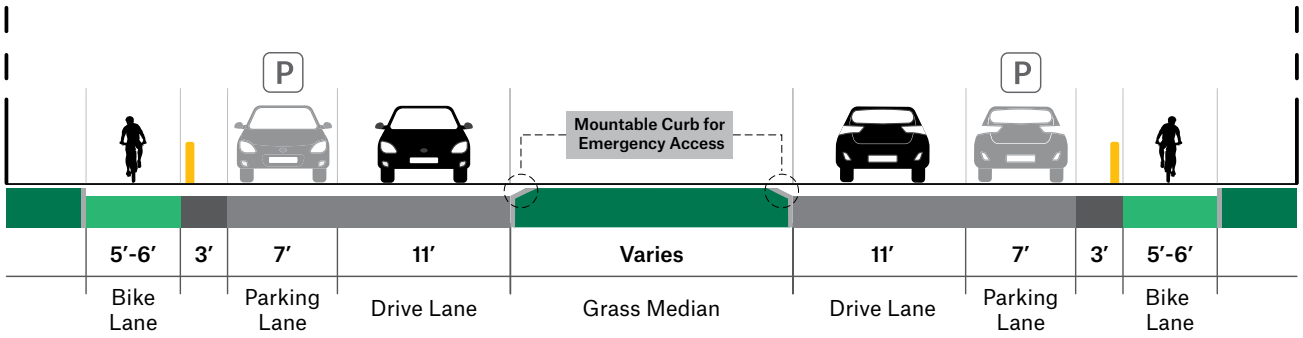
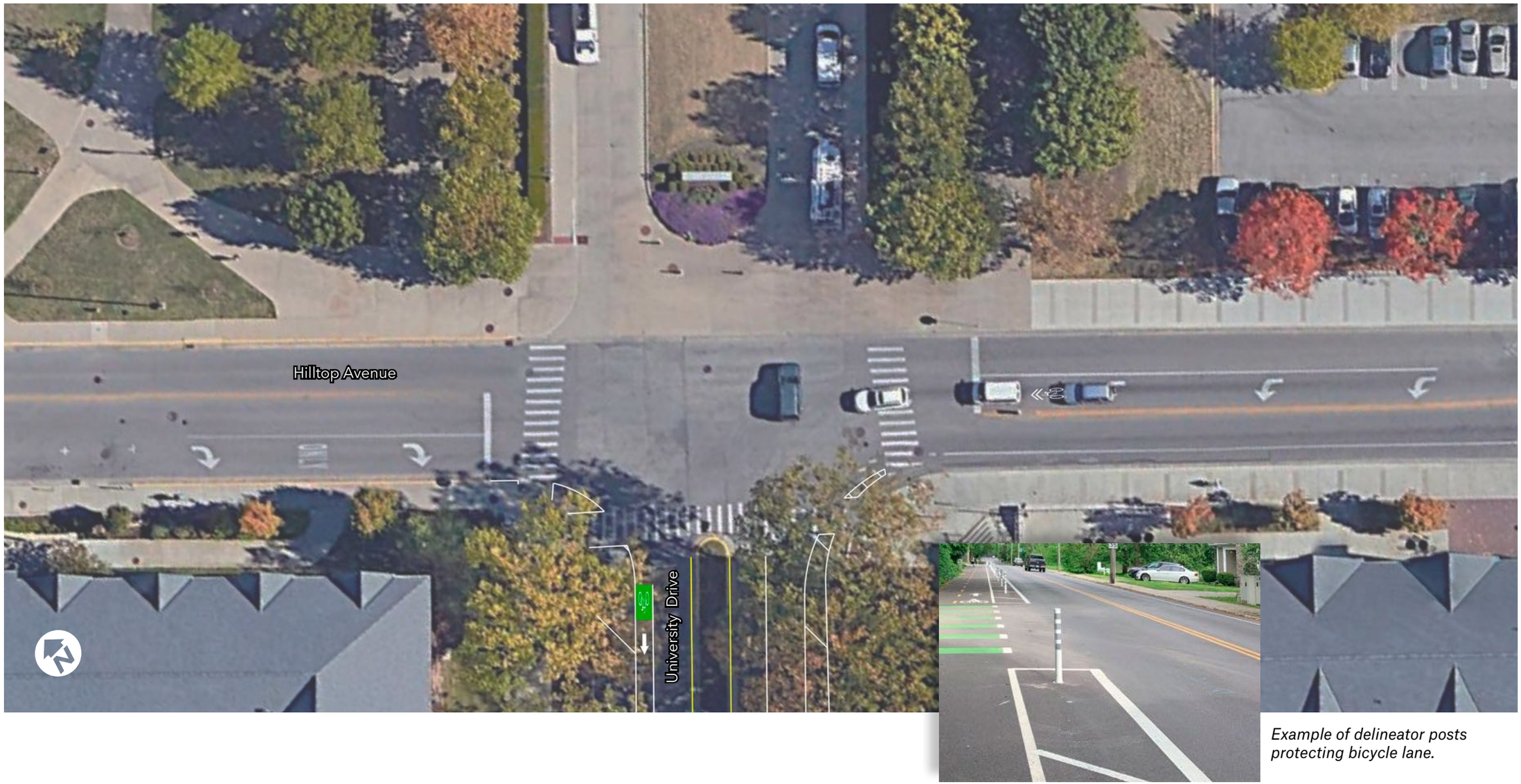


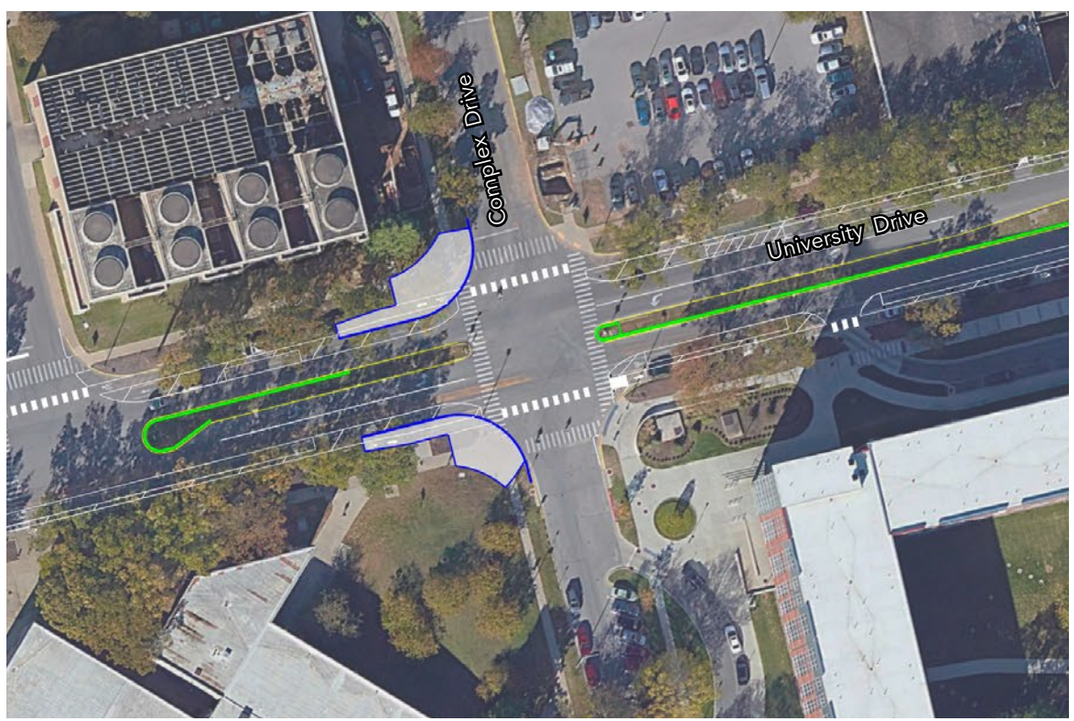
*Figure 5.25 Protected intersection for right-turning bicyclists at University Drive and Hilltop Avenue, featuring buffers such as those shown in the inset photo*




*Example of delineator posts protecting bicycle lane.*

*Figure 5.26* *Parking protected bicycle lanes with concrete bus bulbs on University Drive*


*Figure 5.27* *Parking protected bicycle lanes with concrete bus bulbs at the intersection of University Drive and Complex Drive*



### 5.1.6 Rose Street and Avenue of Champions Intersection: Targeted Preliminary Design Project

The Rose Street and Avenue of Champions intersection currently lacks a clear transition for bicyclists to move from the bike lane on the southwest leg of Rose Street to the shared lane on the northeast leg of Rose Street. This results in an unsafe competition for space between motorists and bicyclists in the middle of the intersection where multiple conflicts may occur. Additionally, the bike lanes on Avenue of Champions/Euclid Avenue are exposed to right-hook conflicts at the intersection due to the lack of right turn bays.

To reduce conflicts between motor vehicles and vulnerable bicyclists, this project proposes a northeast-bound bike lane on Rose Street that would include a combination of "Bike Lane Ends" pavement marking and signage in order to warn bicyclists of the need to transition to a shared lane condition on the approach to the intersection. On Euclid Avenue, the project proposes transitioning the lanes to include a right turn bay for motor vehicles would remove the right hook conflict. Additionally, the through and right turn movement for cyclists coming from Avenue of Champions is further enhanced by this project with green crossing markings and paint and post reduction of the turn radius to slow turning vehicle speeds. Finally, the project would reduce the pavement width on the northwest corner by widening the sidewalk, resulting in slower speeds, preventing driving in the bike lane, and providing more clear definition of the business entrances.

Further improvements to bicycle safety may be realized through bicycle priority signals on the intersection legs with bicycle lanes, allowing bicyclists to navigate the intersection without motor vehicle conflicts. The estimate for this project does not include bicycle signals or other changes to the signal timing or infrastructure. Additional traffic analysis will be required to determine the feasibility of bicycle priority signals at this intersection; however, the existing video detection of the intersection could be modified to detect bicyclists for signal timing. The installation cost estimates for each bicycle signal phase range from $50,000 to $100,000, largely dependent upon whether new conduit and control cabinets are required in conjunction with the new bicycle signals to accommodate the additional timing phases. Full implementation of the intersection improvements will require coordination with LFUCG for installation on the north leg of Rose Street.

Ultimately, Rose Street is identified as a critical connector between the University of Kentucky and downtown Lexington, requiring key partnerships with the LFUCG and other stakeholders along the corridor north of Avenue of Champions/Euclid Avenue. These additional considerations, detailed in Section 5.1.1 and Section 5.2.2, will require the continued evolution of this intersection design as longer-term projects continue to move forward.

#### Key Facts

Project ID: #28

Project Type: Intersection

Proposed: Narrow pavement width, define entrances, and enhance mixing zones and crossings for bicyclist safety.

Cost: $25,000

Implementation: 0-2 years

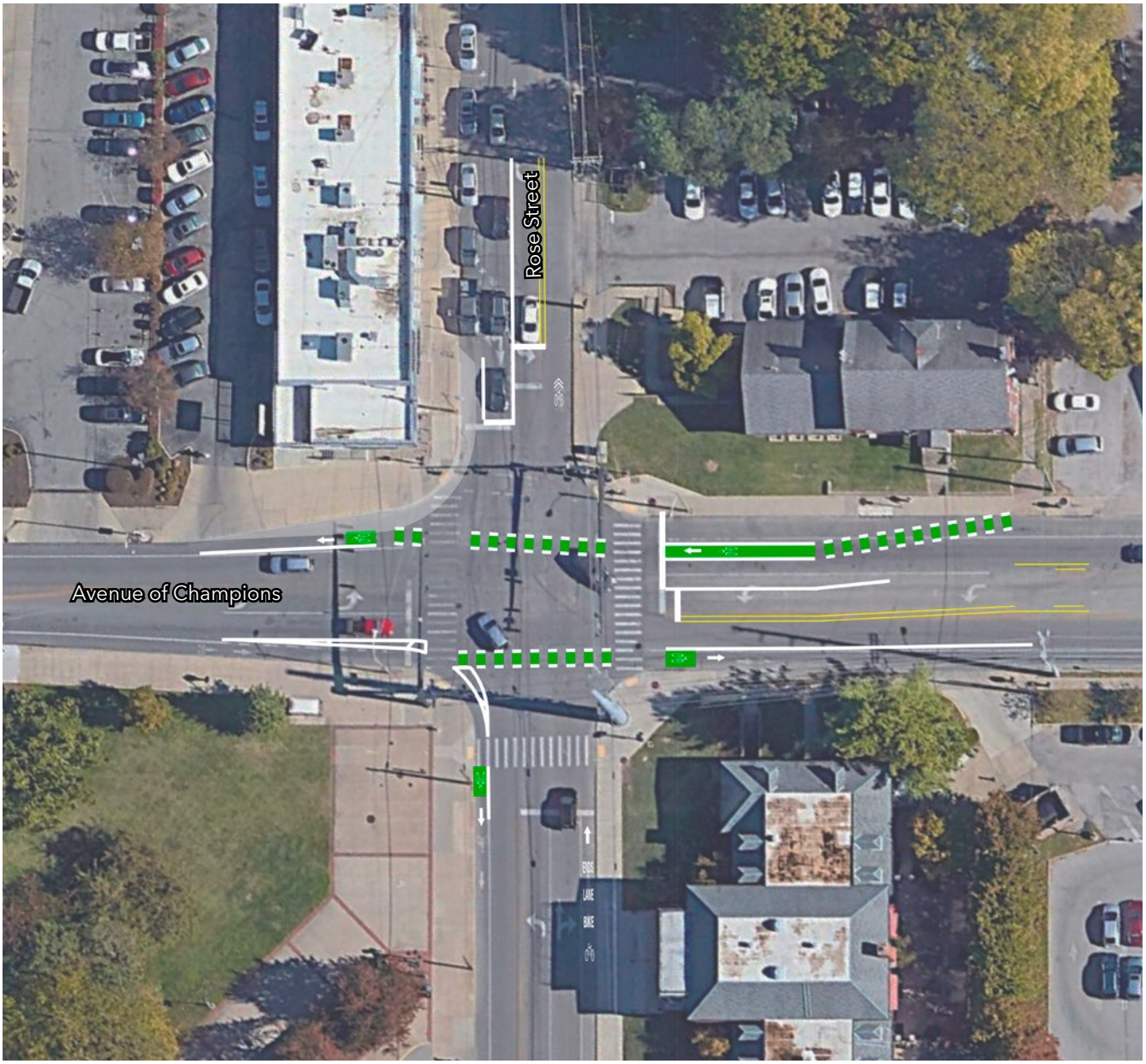
Considerations:

- Potential utility conflicts in construction area
- Lextran bus turning movements through intersection
- Maintain access and parking for businesses

Opportunities:

- Narrowed pavement width will slow traffic and shorten length of pedestrian crossing
- Highlight mixing zone and remove right-hook conflict with motor vehicles on Euclid Avenue leg

*Figure 5.28 Intersection improvements at the intersection of Rose Street and Avenue of Champions/Euclid to enhance crossing safety*



## 5.1.7 University Drive and Hilltop Avenue Intersection

Motor vehicle drivers conflict with cyclists at this intersection by using the bike lane to speed through the turn. This is an additional concern for pedestrians crossing the intersection as well, as high turning speeds negatively impact pedestrian safety while crossing. In order to slow vehicle traffic and remove the conflict at this corner, this project proposes reallocating the space currently used as a buffer along the curb to the outside of the bike lane. Flexible delineator posts would be placed with an approximate 2 ft offset from the motor vehicle lane to allow larger vehicles such as buses to navigate the intersection. The posts can be removed to allow for snow removal, maintenance, or extra pavement access during events. The use of posts would have the added benefit of improving pedestrian crossing safety, as motor vehicles will turn more slowly through the crosswalks.

"Bike lane ends after speed hump with no warning when biking on Hilltop Ave towards intersection with University Dr. Cyclists can get squeezed."

–Wikimap Comment

### Key Facts

Project ID: #44

Project Type: Intersection

Proposed: Paint and post protected cyclist turning movements and shortened crosswalk for pedestrians

Cost: $5,000

Implementation: 0-2 years

Considerations:

- Maintain bus turning movements through intersection

Opportunities:

- Existing buffer space can be relocated to provide protected intersection

*Figure 5.29 Protected intersection for right turning bicyclists at University Drive and Hilltop Avenue, featuring buffers like those shown in the inset.*


"Right turn from University to Hilltop: Having the painted bike lane between motor vehicle land and parking is good; however, as a very occasional drive and frequent biker, when cars turn right they almost always veer into the bike lane approaching the intersection."

–Wikimap Comment

## 5.1.8 Columbia Avenue and Woodland Avenue Intersection: Targeted Preliminary Design Project

The Woodland Avenue and Columbia Avenue intersection is a hub of pedestrian and bicycle activity, particularly for those navigating to the path located on the western corner and accessing the library and campus destinations to the west and residence halls to the south on Woodland Avenue. Motor vehicles often do not wait for crossing pedestrians or bicyclists, however, before entering the intersection, or they lose patience while waiting on another motor vehicle to navigate through the intersection. This exacerbates a dangerous conflict with speeding.

In order to address these conflicts, this project proposes combining bicycle and pedestrian movements into a single, all-inclusive signal phase referred to as a scramble. During the scramble, motor vehicle signals enter into an extended all-red phase, and bicyclists and pedestrians may cross in any direction. A green bike queue box with pavement markings and signage would direct bicyclists on the southeast leg of Columbia Avenue to wait for the scramble in order to cross to the path on the west corner. In combination with the planned improvements on Woodland Avenue (Section 5.1.9) and Columbia Avenue (Section 5.1.10), these intersection improvements improve bicyclist and pedestrian safety by calming traffic and prioritizing bicycle and pedestrian access to campus by providing protected crossings.

> "The intersection at Columbia and Woodland can be a tricky intersection to navigate as a biker especially when wanting to turn left as it is a busy intersection during regular campus hours."
>
> –Virtual Bicycle Tour Survey

The cost estimate for this project also includes the upgrade of pedestrian detectors to audible pedestrian detectors and the alteration of existing signal timing to the pre-timed signals to accommodate the scramble phase. With the audible pedestrian detectors, the University may also develop a custom audible crossing message reinforcing the bicyclist use of the scramble phase to access the path on the west corner. Full implementation of the intersection improvements will require coordination with LFUCG for installation on the east leg of Columbia Avenue.

### Key Facts

Project ID: #55

Project Type: Intersection

Proposed: Reinforce bicycle and pedestrian crossing priority with an all-pedestrian and bicycle crossing phase (scramble)

Cost: $20,000

Implementation: 2-3 years

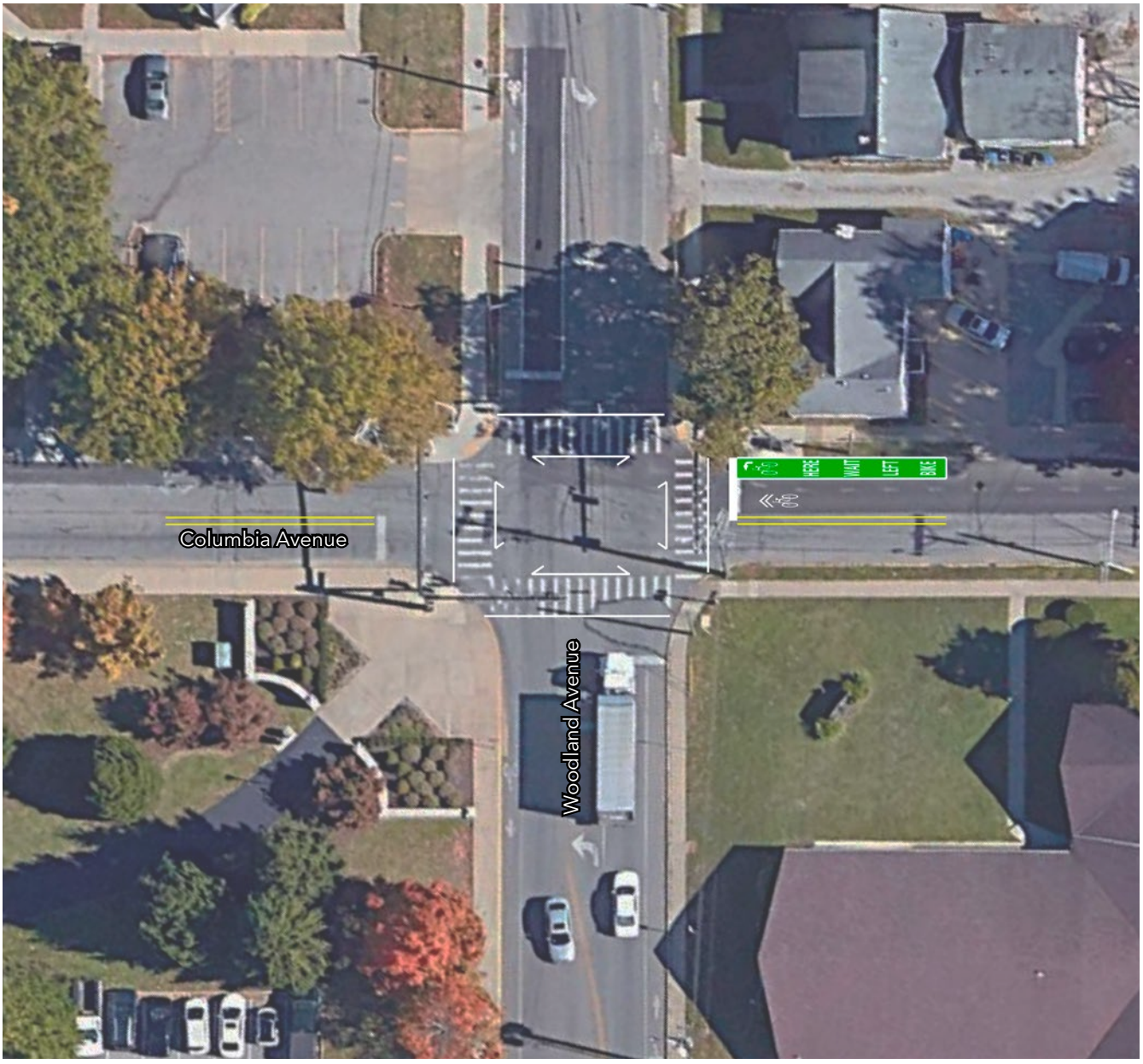
Considerations:

- Heavy bicycle and pedestrian crossing movements to and from the path on the west corner
- Low visibility of bicyclists turning left onto path by vehicles waiting in queue to turn right or left
- Vehicles turning right on red not yielding appropriately to pedestrians and bicyclists

Opportunities:

- Provide all pedestrian and bicycle phase (scramble) to remove conflicts with vehicles
- Provide staging area for cyclists to access the scramble

*Figure 5.30* *Separate bicycle and pedestrian scramble at the intersection of Columbia Avenue and Woodland Avenue, allowing everyone to access the path on the west corner without motor vehicle conflicts*



## 5.1.9 Woodland Avenue

Woodland Avenue currently has dedicated bicycle lanes, serving both the interior of campus and the residence halls along the corridor. The existing bike lanes are in conflict, however, with parked cars on the south side and bus stops on both sides of the road. This area is a high-demand bicycle and pedestrian area, and it would benefit from additional protection from motor vehicles and a reduced pavement width. In combination with the existing raised sidewalks this would encourage slower motor vehicle speeds. Additionally, Woodland Avenue is a part of the network with Hilltop Drive and Columbia Avenue (Section 5.1.10) that connects to Rose Street, and the pedestrian and bicycle plaza.

In this proposed project, raised bicycle lanes, protected with a landscape verge, benefit both bicyclists and pedestrians by removing conflicts with vehicles and reducing pavement width by reallocating the bicycle lanes and buffer to behind the curb. An enhanced Woodland Avenue will provide accessibility to all ages and abilities through the combined use of a substantial sidewalk and a one-way raised bicycle lane on each side of the road, with seamless access to curbside transit stops. Streetscaping provided with the proposed landscaped verge enhances both the experience and comfort of all users along the corridor, and encourages slower speeds with reduced pavement width.

"The Woodland bike lane feels very narrow when other cars drive by especially campus buses which drive through there frequently."

–Virtual Bicycle Tour Survey

*Figure 5.31* ***Woodland Avenue***

### Key Facts

Project ID: #5

Project Type: Corridor

Limits: Hilltop Avenue to Sports Center Drive

Proposed: Raised protected bicycle lanes

Cost: $432,000

Implementation: 5-10 years

Considerations:

- Maintenance of landscaped verge
- Pedestrians in bicycle lane
  - Walking in bicycle lane
  - Paying meter for parking
- Potential utility conflicts in construction area

Opportunities:

- Increased separation from cars for pedestrians on sidewalk
- Already dedicated bicycle lane space
- Fully separated bicycle lanes and improved safety
- Enhanced transit access without pulling bus from driving lane
- Reduction in pavement width to slow motor vehicles and improve safety

"Normally, the Woodland bike lane is full of parked cars as is Sports Center Drive."

–Virtual Bicycle Tour Survey

*Figure 5.32* *Raised protected bike lane example from Nashville, Tennessee*

*Figure 5.33* *Raised bike lane example from Nashville, Tennessee*

*Figure 5.34* *Existing typical section facing north*

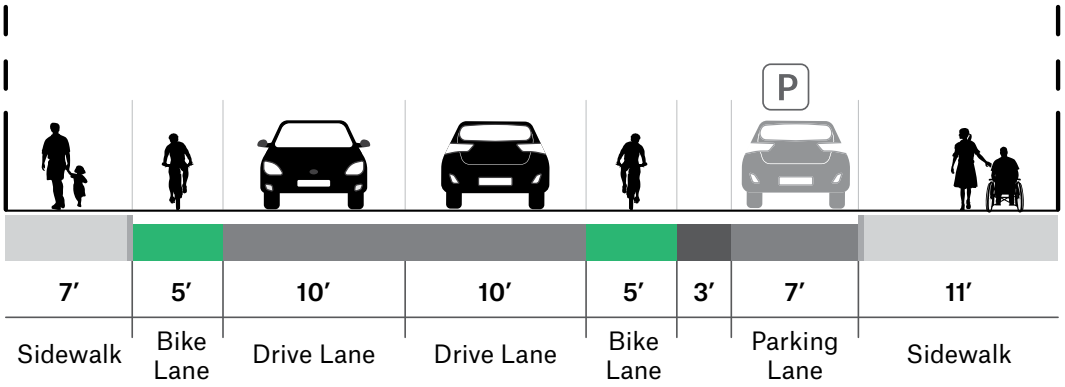
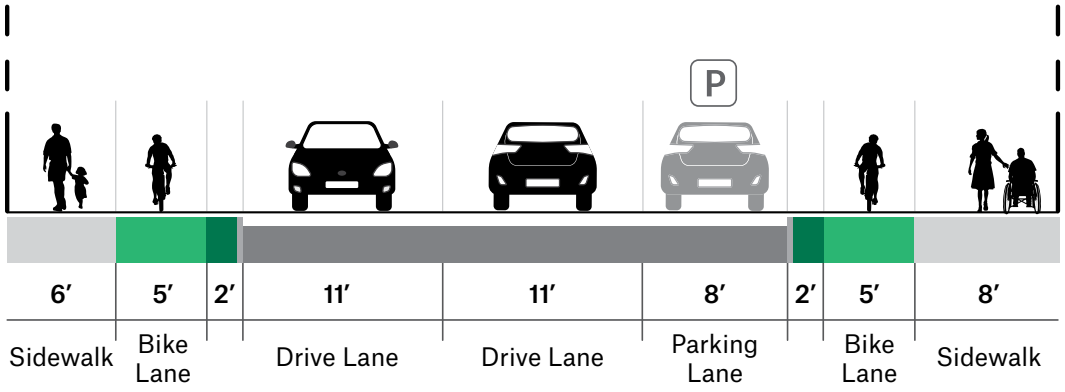



*Figure 5.35* *Proposed typical section facing north, including raised bicycle lanes protected by a grass verge*



## 5.1.10 Columbia Avenue

Columbia Avenue, which intersects with Woodland Avenue (Section 5.1.9), is similar in context with Greek housing, churches, and a daycare along the north side and campus to the south, generating high pedestrian and bicycle demand. In addition, Columbia Avenue connects directly to Rose Street just north of the existing pedestrian and bicycle plaza. Unlike Woodland Avenue, however, Columbia Avenue currently does not have any dedicated bicycle infrastructure or any traffic calming measures like raised crossings that warn drivers to expect bicyclists and pedestrians in this area.

Expanding on the dedicated pedestrian and bicycle plaza on Rose Street, this proposed project transforms Columbia Avenue into a shared street design that will allow for continued motor vehicle and transit access through the corridor. It will also encourage slow speeds and identify the corridor as a bicycle and pedestrian priority space through context-sensitive design. Two-way traffic is maintained with design elements such as narrow pavement width, curb-less edges, strategic full-height curbed landscape areas, trees, pavement texture or color, raised intersections or crossings, pedestrian scale lighting, and benches. All of these elements provide visual cues and context for motor vehicle drivers to slow down, enforced with signage and chicanes to introduce curvature to the roadway.

The construction cost estimate varies greatly depending on the design elements and materials chosen. For a project of this length, construction cost estimates could vary from $1 million for more simplified concrete installations that reuse as much pavement as possible, to $5 million or more for paver hardscapes and architectural elements such as walls and seating, art elements such as water features, and landscaping or lighting features. A similar nearby project that includes architectural features is the Town Branch Commons trail through downtown Lexington.

*Figure 5.36* *Columbia Avenue*

### Key Facts

Project ID: #45

Project Type: Corridor

Limits: Rose Street to Woodland Avenue

Proposed: Shared "curbless" street

Cost: Varies $500,000 - $5 million+

Implementation: 5-10 years

Considerations:

- Overhead and underground utilities in construction area
- Additional traffic analysis required for intersection design and signal priorities
- Maintain 18 ft minimum width for emergency access

Opportunities:

- Slow motor vehicle traffic through context-sensitive design in combination with traffic calming measures
- Improved aesthetics and sense of place with people-scale design
- University-owned corridor

"Columbia Ave. can be quite a busy street at times with drivers not very friendly to bikers."

–Virtual Bicycle Tour Survey

*Figure 5.37 Two-way shared street example on N. River Street in Batavia, IL. (Source: Altamanu Inc.)*


*Figure 5.38 Existing typical section facing east*

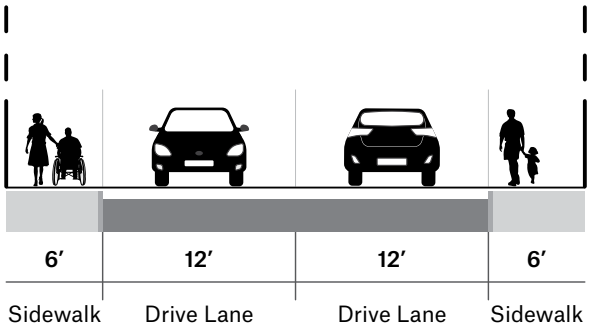



*Figure 5.39 Two-way shared street example on Argyle Street in Chicago, IL. (Source: Site Design Group, Ltd.)*

## 5.2 UK-Community Partnership Projects

The UK-Community Partnership projects are proposed along right-of-way owned by the LFUCG or the Kentucky Transportation Cabinet (KYTC). As such, these projects would require further collaboration with community partners to analyze, design, and identify funding availability. These projects were prioritized for their ability to connect to the existing UK bicycle network, enhance the experience for all ages and abilities, and strengthen connections to the neighborhoods surrounding campus in addition to their improvements for safety and comfort. Within these ten priority projects, one project was chosen to develop preliminary design concepts and cost estimates. While additional survey and utility information will be required to fully design and construct these targeted projects, these preliminary design concepts will pave the way for continued advocacy by the University of Kentucky.

### 5.2.1 Virginia Avenue, Huguelet Drive and S. Limestone Intersection

The large intersection of Huguelet Drive, S. Limestone, and Virginia Avenue is complicated by multiple conflicts with motor vehicles for both bicyclists and pedestrians. Additionally, the design on Huguelet Avenue with the bike lane against the curb creates a particularly dangerous right-hook conflict with motor vehicles. However, the bike lane cannot be relocated to the left of a right turn bay without widening Huguelet Drive.

"I've been hit at that intersection before."

–Virtual Bicycle Tour Survey

*Figure 5.40 Example of enhanced green bicycle crossing at Cooper Drive and University Drive*

#### Key Facts

Project ID: #17

Project Type: Intersection

Key Partners: LFUCG, Kentucky Transportation Cabinet (KYTC), Lextran, Lexington Area Metropolitan Planning Organization (LAMPO)

Proposed: Enhanced green crossing pavement markings and signal enhancements to include bicycle priority with Lead Pedestrian Interval

Cost: $5,000

Implementation: 0-2 years

Considerations:

- Future implementation of shared-use path on Huguelet Drive (Section 5.1.4)
- Future implementation of shared-use path on Virginia Avenue (Section 5.2.3)
- KYTC approval of green crossings and/or signal priority

Opportunities:

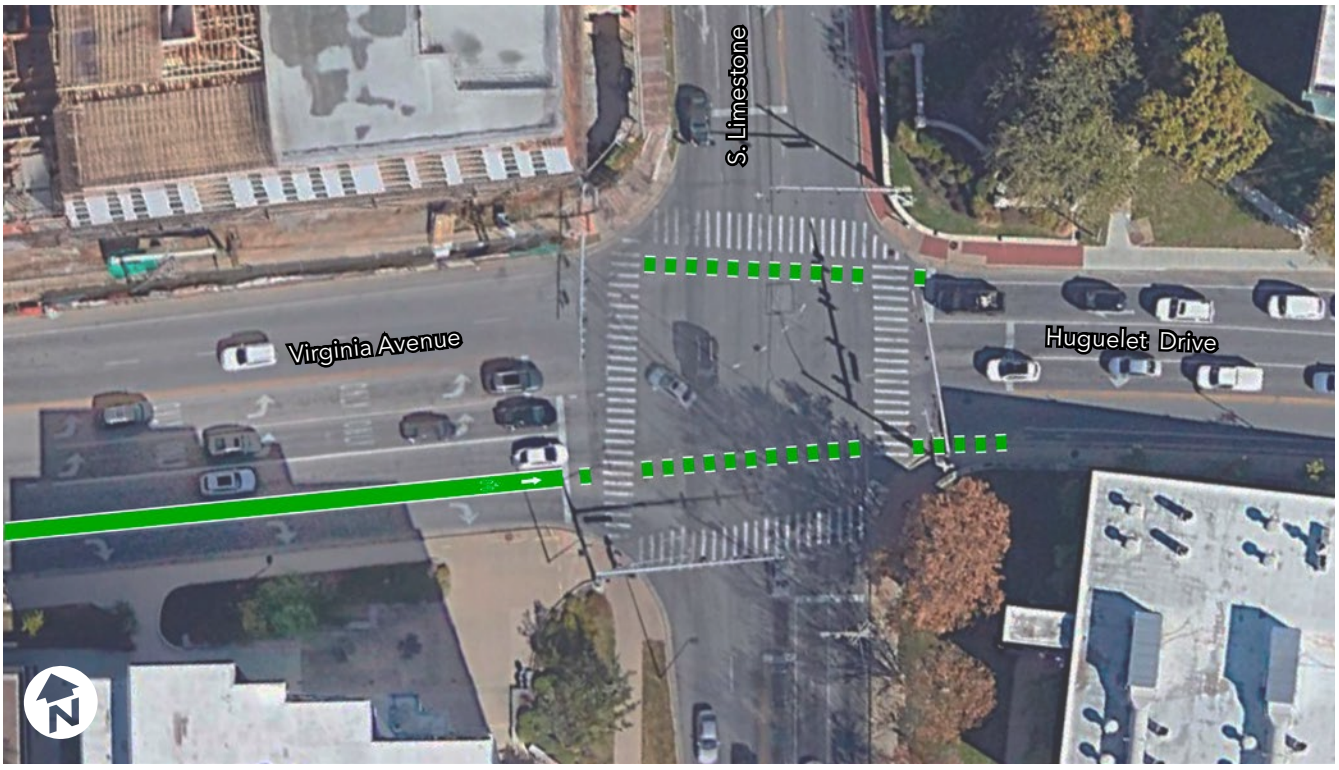
- Enhanced green intersection crossings similar to Cooper Drive and University Drive
- Signal priority with Lead Pedestrian Interval

In an effort to capture short-term benefits to bicyclist safety prior to the construction of the Huguelet Drive (Section 5.1.4) and Virginia Avenue (Section 5.2.3) shared-use paths, this project proposes green ladder crossings in combination with No Turn on Red (R10-11) and Bicycle Use Ped Signal signs (R9-5). This would allow bicycles to utilize the existing Lead Pedestrian Interval to get ahead of the motor vehicle traffic before the light turns green. In addition to the shared-use path on Huguelet Drive and Virginia Avenue, the use of a dedicated bicycle signal should be evaluated for implementation to provide a protected maneuver, particularly for the eastbound bicycle lane. This recommendation will require additional traffic data, analysis, and approvals through KYTC and LFUCG for design and implementation, particularly given the potential future Bus Rapid Transit (BRT) system proposed for S. Limestone through the Imagine Nicholasville Road planning study. The intersection is currently managed with video detection of the intersection, which could be modified to detect bicyclists for signal timing. The installation cost for each bicycle signal phase can range from $50,000 to $100,000, largely dependent upon whether new conduit and control cabinets are required in conjunction with the new bicycle signals to accommodate the additional timing phases. This construction estimate is not included in the overall project estimate, due to the need for additional analysis for this intersection.

"The bike lane crossing Virginia [Avenue] onto Huguelet [Drive] can feel like being pinched because it is not highlighted as one crosses the intersection and drivers have to slightly angle to drive onto Hugulet."

–Virtual Bicycle Tour Survey

*Figure 5.41 Proposed enhanced intersection markings to mitigate conflicts with motor vehicles at the intersection of Huguelet Drive, Virginia Avenue, and S. Limestone. Bicyclists use the Lead Pedestrian Interval (LPI) to move ahead of motor vehicle traffic, or a specific bicycle signal phase*



## 5.2.2 Rose Street

Rose Street is a critical connection for the University of Kentucky campus to the heart of downtown Lexington, particularly to access the larger Lexington community through the trail network on Town Branch Commons and the Legacy Trail. Rose Street is primarily a residential and small commercial corridor between Avenue of Champions and High Street, where it converts into a larger commercial and business district into downtown Lexington between High Street and Main Street. The existing typical section of Rose Street varies throughout the corridor, although primarily consisting of two shared through lanes with parking. The exception is a short segment of bicycle lanes and no parking between College View Avenue and Maxwell Street. Rose Street widens significantly into a four-lane commercial segment with shared lane markings between High Street and Main Street. Bicyclists compete for space with motor vehicles, buses, and parking. Additionally, narrow sidewalks provide an uncomfortable experience for pedestrians, competing for space with overhead utilities and with few marked crosswalks across intersections.

> "The bike lane shared with traffic lane for part of Rose is also scary."
>
> –Virtual Bicycle Tour Survey

In order to capitalize on the energy brought to downtown Lexington through the construction of Town Branch Commons, and build strong connections from downtown to the University, the Rose Street corridor requires its own planning study effort in collaboration with the LFUCG as proposed in this project. This effort would evaluate the needs of the adjacent landowners, and balance those parking needs with a more holistic view of transportation access along Rose Street including motor vehicles, transit, walking, and biking while protecting the native assets such as existing tree canopy. A candidate design alternative for consideration during this study is a shared-use path, similar to Town Branch Commons, that could serve as a beautiful addition to the neighborhoods to support walking and biking and provide a pleasant place to access transit.

*Figure 5.42 Rose Street bicycle and pedestrian plaza*

### Key Facts

Project ID: #30

Project Type: Corridor

Limits: Avenue of Champions to E. Main Street

Key Partners: LFUCG, Lextran, Lexington Area Metropolitan Planning Organization (LAMPO)

Proposed: Dedicated, branded connection from UK to Downtown Lexington

Cost: $30,000 (planning study)

Implementation: 3-5 years

Considerations:

- Parking capacity and parking needs on Rose Street and adjacent and parallel corridors
- Available right-of-way and slopes
- Overhead and underground utilities
- Protecting existing trees and landscape
- Changing land use and context

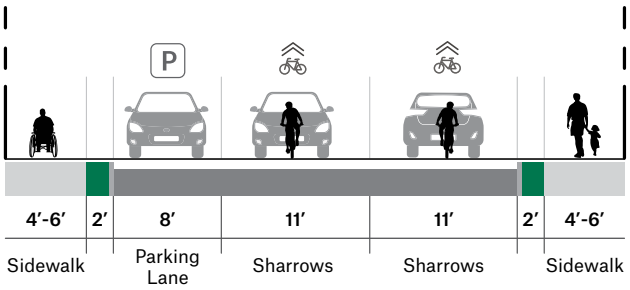
Opportunities:

- Direct connection between campus and Downtown Lexington
- Wider connection to trails and adjacent communities on Town Branch Commons and Legacy Trail
- Existing shade canopy

*Figure 5.43*
*Rose Street near Lyndhurst Place*

*Figure 5.44 Town Branch Commons under construction in downtown Lexington, Kentucky*

*Figure 5.45 Existing typical section facing north for the majority of Rose Street*



### 5.2.3 Virginia Avenue: Targeted Preliminary Design Project

Virginia Avenue is a valuable connection from the University of Kentucky campus to the neighborhoods surrounding it to the west. However, the current layout prioritizes motor vehicles with a five lane section and unbuffered, unprotected, and uncomfortable bicycle lanes. Although the posted speed limit is 35 mph, the roadway design encourages higher speeds through the corridor which encourages sidewalk riding by bicyclists and creates an uncomfortable experience for pedestrians. While the average daily traffic on Virginia Avenue is approximately 17,000 (2018), within the recommendation for evaluation on lane reductions, it is not a likely candidate for reductions in the number of lanes since it is one of the only major east-west connections from S. Limestone to the west.

> "The bike lanes along Virginia at points look really narrow or non-existent (sic)."
>
> –Virtual Bicycle Tour Survey

In this proposed project, the University of Kentucky advocates for a north side shared-use path separated from the driving lane by a grass verge. This would be constructed on Virginia Avenue by reallocating the north side bike lane to behind the curb, and it would align with the existing north side path at Broadway and the proposed shared-use path on Huguelet Drive (Section 5.1.4). This would provide a continuous, separated, and comfortable connection from campus to and through the neighborhoods to the west. Additionally, the University recommends studying the corridor layout in partnership with KYTC and LFUCG to narrow the driving lanes to 10 ft and provide a bicycle lane separated from traffic with a 2 ft buffer and delineator posts on the south side. Enhanced crossings with high visibility crosswalks for combined pedestrian and bicycle movements, yield signage for motor vehicles, warning signage for uncontrolled crossings, as well as green ladder markings for bicycle-only crossings are recommended to draw driver attention to vulnerable crossing movements and improve safety.

> "Riding on Virginia Ave is terrifying."
>
> –Virtual Bicycle Tour Survey

> "There's always a lot of rocks and debris in the bike lane. Additionally, vehicles tend to speed up the hill on Virginia (sic) heading towards Limestone. I have felt the breeze of cars whizzing by me well within three feet on several occasions."
>
> –Virtual Bicycle Tour Survey

#### Key Facts

Project ID: #16

Project Type: Corridor

Limits: S Broadway to S. Limestone

Partners: LFUCG, Kentucky Transportation Cabinet (KYTC), Lextran, Lexington Area Metropolitan Planning Organization (LAMPO)

Proposed: North side shared-use path

Cost: $3,110,000

Implementation: 10+ years

Considerations:

- Relocation of overhead utilities
- Relocation of roadway lighting
- Potential utility conflicts in planned construction area
- Virginia Avenue carries US 27

Opportunities:

- Dedicated bicycle lanes may be reallocated to shared-use path
- Existing north side shared-use path on Red Mile Road and Broadway
- Future shared-use path on Huguelet Drive (Section 5.1.4)

*Figure 5.46* *Example vehicle yield signage and trail warning signage on the Louisville Loop along US 60 in Louisville, Kentucky*


*Figure 5.47* *Existing typical section facing east*

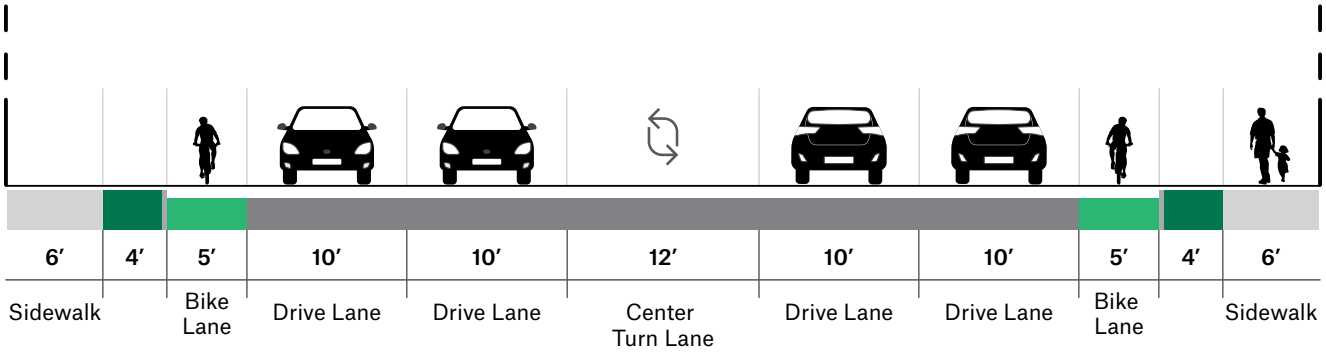



*Figure 5.48* *Proposed typical section facing east including north side shared-use path and buffered south side bicycle lane*

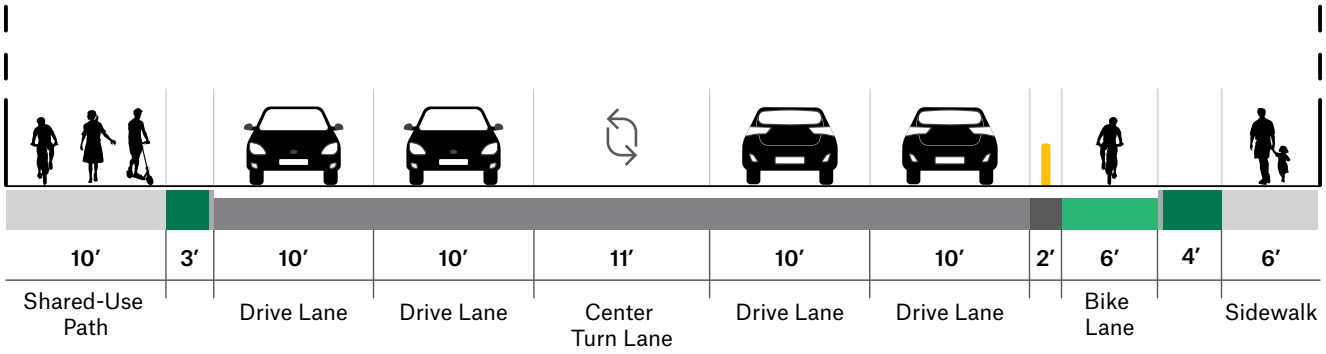
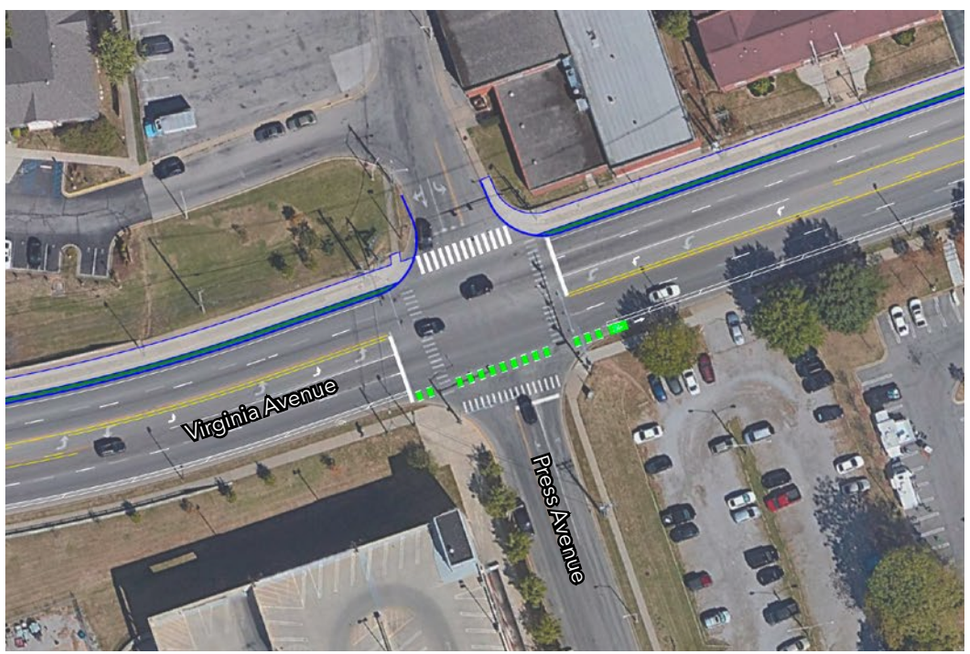


*Figure 5.49* *Existing typical section facing east for the majority of Rose Street*


*Figure 5.50* *Example intersection crossing of the north side shared-use path on Virginia Avenue, with buffered eastbound bike lane on the south side*



## 5.2.4 Cooper Drive

Cooper Drive, one of the main east-west routes through campus, currently has bike lanes with green crossing markings but they are largely unbuffered from traffic. Additionally, the bike lanes are less comfortable since they share space with the gutter pan, which creates a seam where the bike tire would land and causes bicyclists to ride closer to traffic. Finally, Cooper Drive is significantly wider near the intersection with S. Limestone, creating an uncomfortable experience for bicyclists operating next to multiple vehicle lanes and conflict zones. With the planned expansion of the UK medical campus across S. Limestone on the north side of Waller Avenue, there is an opportunity to develop a north side shared-use path crossing S. Limestone and provide a protected crossing.

"You have to be careful in the bike lane on Cooper (which is already a narrow lane) as you get closer to Waller. You really need to watch for cars that want to turn right at the intersection of Cooper and Limestone as the bike lane splits between forward lanes and the right turn lane at the intersection. No bike lane on Waller makes that heavily traveled road a bit dangerous to navigate especially since cars just tend to drive right around you."

–Virtual Bicycle Tour Survey

*Figure 5.51 Cooper Drive*

### Key Facts

Project ID: #8

Project Type: Corridor

Limits: Nicholasville Road to Sports Center Drive

Key Partners: LFUCG, Kentucky Transportation Cabinet (KYTC), Lextran, Lexington Area Metropolitan Planning Organization (LAMPO)

Proposed: North side shared-use path

Cost: $1,039,000

Implementation: 5+ years

Considerations:

- Potential utility conflicts in planned construction area
- Large intersection crossing at Nicholasville Road
- Pedestrian gap between University Drive and Sports Center Drive with no sidewalk

Opportunities:

- University of Kentucky property owner
- Imagine Nicholasville Road
  - Connect to proposed shared-use path along S. Limestone
  - Improve intersection safety for all modes
  - Future Sports Center Drive shared-use path (Section 5.1.3)
- Expansion of medical campus and redevelopment of northwest corner of Waller Avenue and S. Limestone and potential shared-use path (Section 5.1.6)
- Existing sidewalk through majority of corridor, addresses gap in pedestrian network between University Drive and Sports Center Drive
- Potential reallocation of north side bike lane to path

*Figure 5.52*
*Shared-use path connections at KY 237 in Florence, Kentucky*

To address these issues, the University of Kentucky recommends investing in a north side shared-use path in this proposed project, similar to the shared-use path on Alumni Drive, to address both the pedestrian gap as well as the safety and comfort of all vulnerable roadway users along Cooper Drive. The path would connect to the proposed shared-use path on Sports Center Drive (Section 5.1.3) and provide a direct connection from the south side of campus to the new Wildcat Wheels Bicycle Library. Enhanced green crossings already exist across Sports Center Drive from the westbound bicycle lane to the proposed shared-use path, along with a high visibility crosswalk across Cooper Drive and green crossing markings for bicyclists to access the eastbound bicycle lane. This segment of shared-use path will also ultimately connect to the shared-use path network proposed on S. Limestone and Nicholasville Road as proposed in the Imagine Nicholasville Road planning process.

*Figure 5.53 Existing typical section facing east*

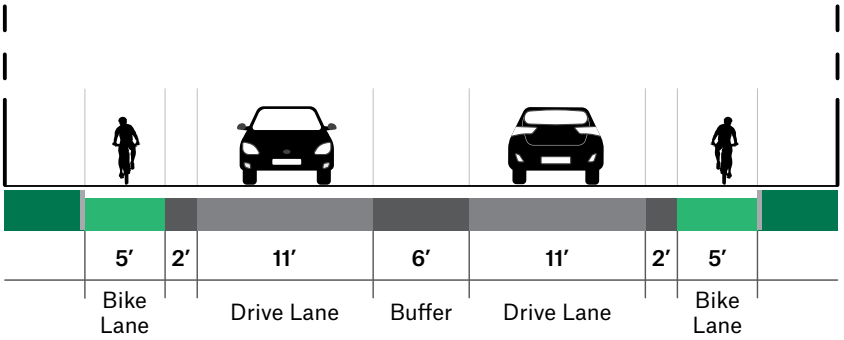
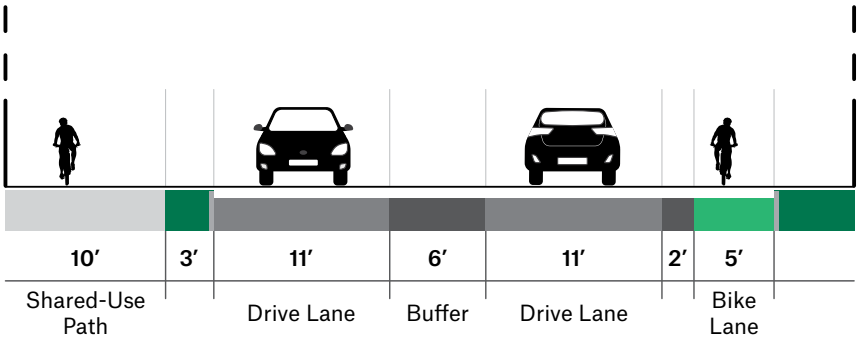



*Figure 5.54 Proposed typical section facing east including a north side shared-use path separated from traffic by a grass verge*



## 5.2.5 S. Upper Street

Although S. Upper Street already has a bike lane, it disappears abruptly between Bolivar Street and Parking Structure #5. Bicyclists are also exposed to a dangerous right-hook maneuver with motor vehicles at the Bolivar Street intersection. The University of Kentucky recommends updating the existing bike lane to include green ladder crossings to draw attention to bicyclists traveling through the intersection. Additionally, the University recommends evaluating street parking and turn bay needs with nearby available structure parking. It may enable the removal of street parking, providing an opportunity to widen the bicycle lane. In addition, the existing gap in the bike lane can be closed to provide continuity.

### Key Facts

Project ID: #3

Project Type: Corridor

Limits: Winslow Street to Parking Garage

Key Partners: LFUCG, Kentucky Transportation Cabinet (KYTC), Lextran, Lexington Area Metropolitan Planning Organization (LAMPO)

Proposed: Bike lane extension and green crossing markings

Cost: $11,000

Implementation: 0-2 years

Considerations:

- Removal of parking

Opportunities:

- Improved connectivity and safety for bicyclists

*Figure 5.55* *S. Upper Street*

*Figure 5.56 Existing typical section facing north between Bolivar Street and Parking Structure #5*

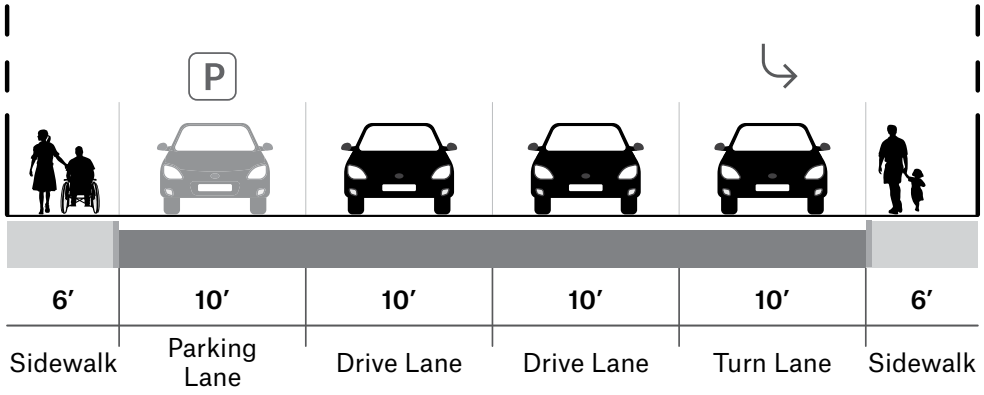
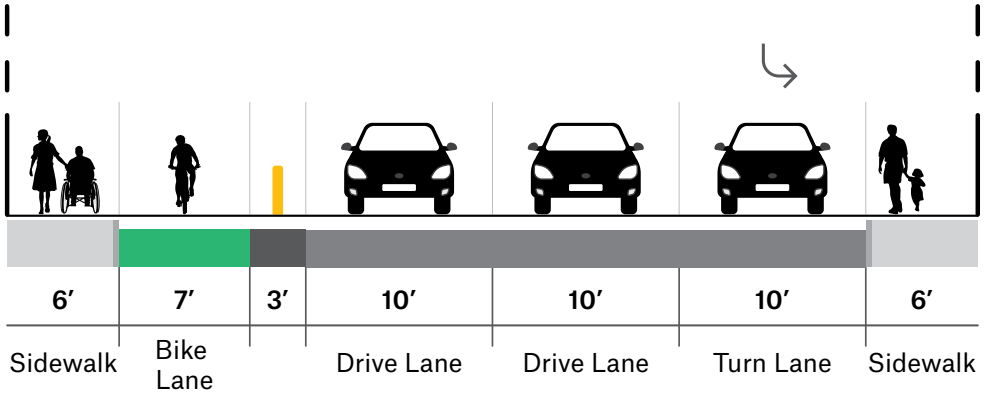



*Figure 5.57 Proposed typical section facing north between Bolivar Street and Parking Structure #5 including the elimination of west side parking for a continued southbound buffered bicycle lane*



## 5.2.6 Waller Avenue

The northwest corner of the intersection of Waller Avenue and S. Limestone is the location of the planned expansion of the UK medical campus. This provides an opportunity to develop a shared-use path connection to address the lack of bicycle infrastructure, narrow sidewalks, and poor pedestrian connectivity to the west across the railroad tracks. This shared-use path coordinates directly with the proposed shared-use path on Cooper Drive detailed in Section 5.2.4, providing a strong connection to both the UK medical campus expansion and the neighborhoods to the west of campus. Additionally, this segment of shared-use path will provide a strong connection to the north-south neighborhood network on Elizabeth Street, which is a quiet parallel route to Nicholasville Road and S. Limestone. Ultimately, this will connect to the proposed shared-use path on S. Limestone and Nicholasville Road as outlined in the Imagine Nicholasville Road planning process. Expanding the shared-use path to the west beyond the railroad tracks will require close coordination with LFUCG and the railroad agency, typically requiring an additional $30,000 to $50,000 for railroad agency review costs.

"I'd feel a lot more comfortable biking Waller with a friend because there are no bike lanes on the road."

- Virtual Bicycle Tour Survey

*Figure 5.58* *Waller Avenue looking west*

*Figure 5.59*
*Shared-use path along River Road in Louisville, Kentucky*

### Key Facts

Project ID: #58

Project Type: Corridor

Limits: Railroad Tracks to Nicholasville Road

Partner: LFUCG, Kentucky Transportation Cabinet (KYTC), Lexington Area Metropolitan Planning Organization (LAMPO)

Proposed: North side shared-use path

Cost: $700,000

Implementation: 5+ years

Considerations:

- Coordination with railroad agency for crossing

Opportunities:

- Imagine Nicholasville Road
  - Connect to proposed shared-use path along S. Limestone
  - Improve intersection safety for all modes

"No bike lane on Waller makes that heavily traveled road a bit dangerous to navigate, especially since cars just tend to drive right around you."

- Virtual Bicycle Tour Survey

*Figure 5.60* *Existing typical section facing east between the railroad tracks and Elizabeth Street*

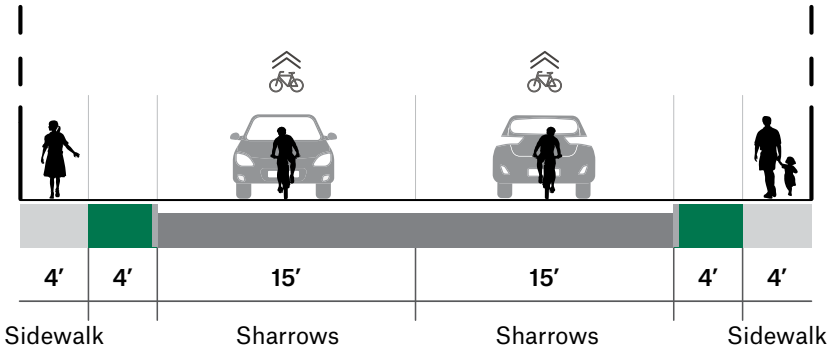



*Figure 5.61* *Proposed typical section facing east between the railroad tracks and Elizabeth Street*

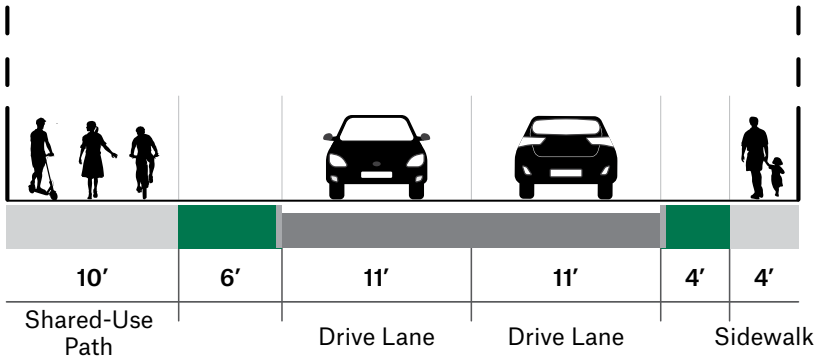



*Figure 5.62* *Existing typical section facing east between Elizabeth Street and Audubon Avenue*

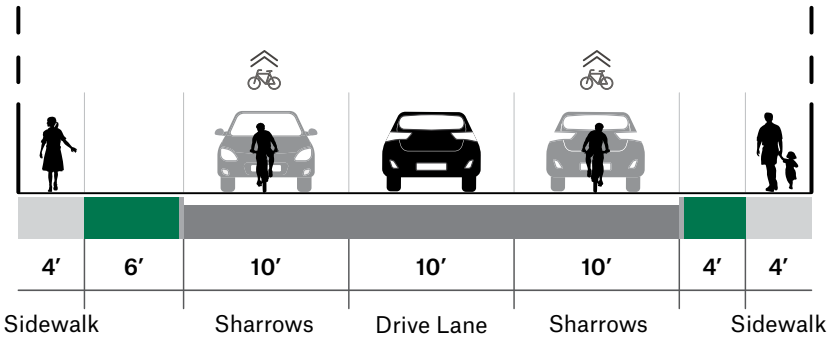
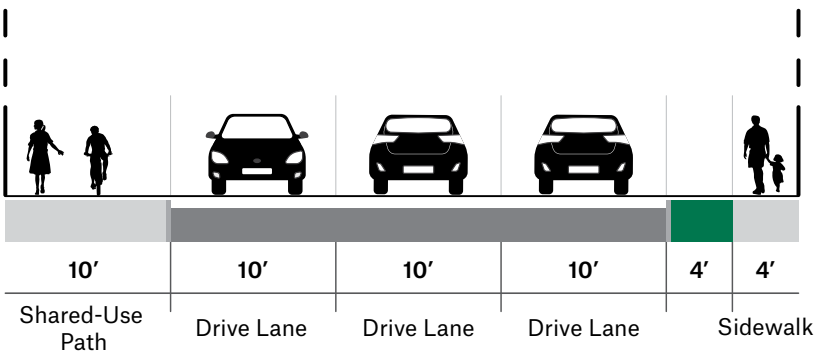


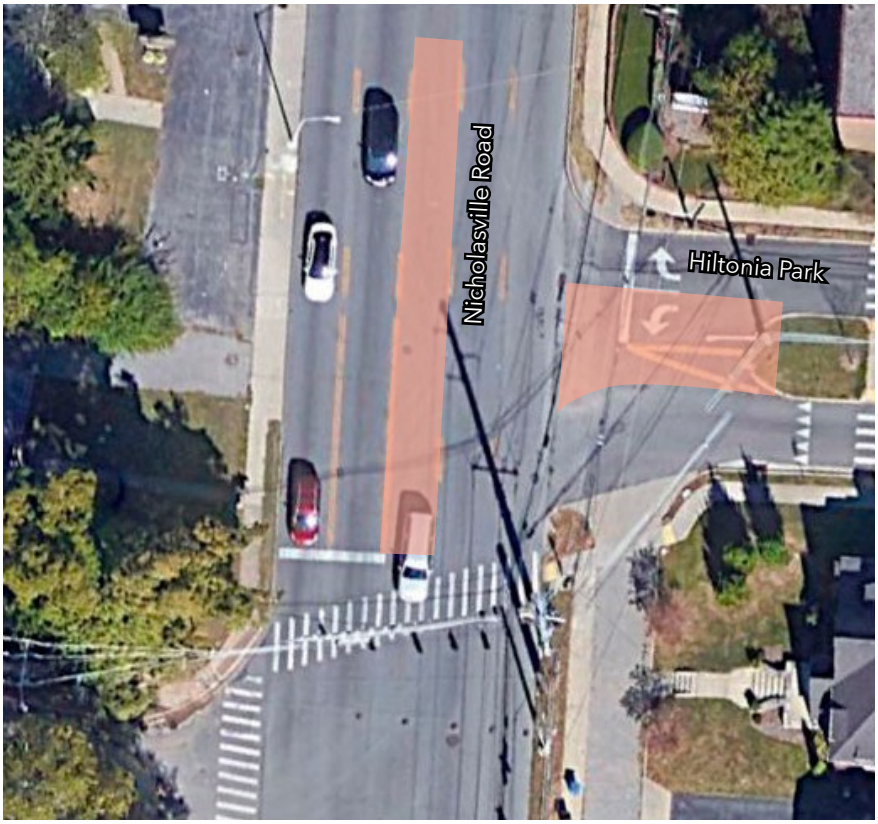

*Figure 5.63* *Proposed typical section facing east between Elizabeth Street and Audubon Avenue*



## 5.2.7 Rosemont Garden, Nicholasville Road and Hiltonia Park Intersection

The intersection of Rosemont Garden, Nicholasville Road, and Hiltonia Park is large and offset, with weak pedestrian connectivity and lacking any bicycle infrastructure. The Imagine Nicholasville Road planning process recommends converting Hiltonia Park to right-in/right-out access only, and a shared-use path on both sides of Nicholasville Road. The University recommends converting Hiltonia Park to right-in/right-out access immediately pending updated intersection traffic analysis in collaboration with KYTC and LFUCG. Additionally, the University recommends conversion of the middle reversible lane to a median with bicycle through-movement access only to support bicyclists crossing Nicholasville Road. Finally, a queue space for cyclists may be designed in the former left turn bay on Hiltonia Park to remove cyclists from conflict with right turning vehicles and provide space to wait for an opening in traffic to cross.

*Figure 5.64 Median and right-in/right-out with bicycle through movement only, shown in pink*




### Key Facts

Project ID: #12

Project Type: Intersection

Key Partners: LFUCG, Kentucky Transportation Cabinet (KYTC), Lextran, Lexington Area Metropolitan Planning Organization (LAMPO)

Proposed: Conversion of Hiltonia Park to right-in/right-out in combination with stronger pedestrian crossings at Rosemont Garden and queue boxes and staged crossings on Nicholasville Road for bicyclists

Cost and Implementation: TBD in coordination with Imagine Nicholasville Road Planning Study

Considerations:

- High volume, high speed traffic on Nicholasville Road and S. Limestone
- Offset intersection
- Additional traffic analysis required for approvals and design

Opportunities:

- Imagine Nicholasville Road
  - Connect to proposed shared-use path along S. Limestone
  - Improve intersection safety for all modes
  - Right-in/Right-out only proposed on Hiltonia Park for enhanced safety
  - Bicyle median crossing at Hiltonia Park
- Strengthen bicycle and pedestrian connectivity

## 5.2.8 S. Limestone

S. Limestone is a large, high volume roadway with a posted speed limit of 35 mph. Average daily traffic varies along the corridor between 12,000 near downtown to over 26,000 along the western edge of campus. Additionally, the roadway context changes from five lanes along campus before splitting into a one-way pair with S. Upper Street near Administration Drive. This includes two driving lanes, parking, and a single one-way unbuffered bike lane continuing on S. Limestone into downtown and a posted speed limit of 25 mph. The proximity to parking and narrow driving lanes makes this bike lane uncomfortable and underutilized. Finally, S. Limestone carries US 27 between the transition from Nicholasville Road at Cooper Drive to Virginia Avenue.

"S. Lime in general is a dangerous place to be biking if you are near campus. I tend to stick to the sidewalks whenever possible in that area."

–Virtual Bicycle Tour Survey

*Figure 5.65 S. Limestone at the Pine Street intersection looking towards Downtown*

### Key Facts

Project ID: #35

Project Type: Corridor

Limits: Cooper Drive to W. Main Street

Key Partners: LFUCG, Kentucky Transportation Cabinet (KYTC), Lextran, Lexington Area Metropolitan Planning Organization (LAMPO)

Proposed: Shared-use path on each side

Cost and Implementation: TBD in coordination with Imagine Nicholasville Road Planning Study

Considerations:

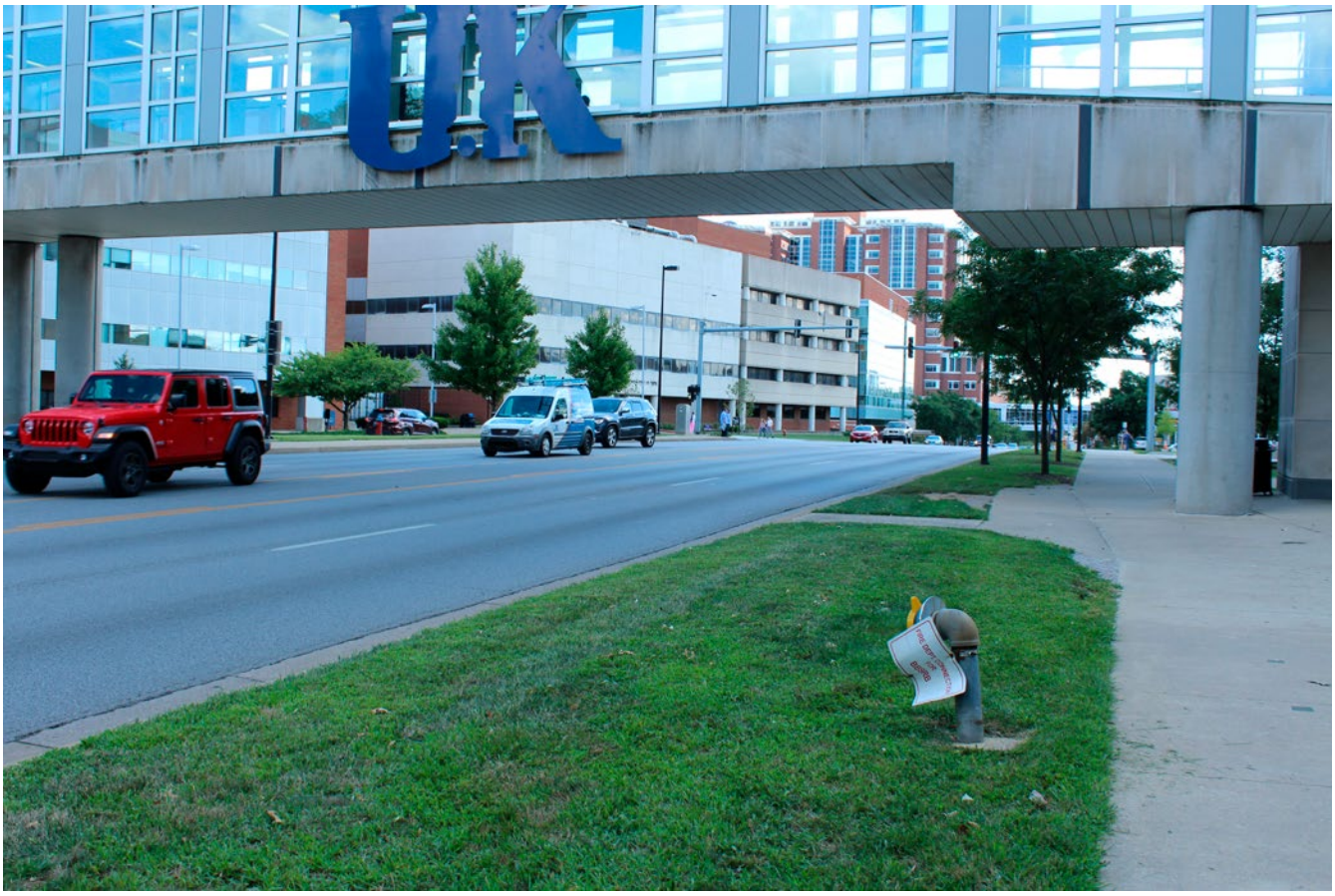
- Available right-of-way
- Overhead and underground utilities in construction area
- Additional traffic analysis required for intersection design and signal priorities

Opportunities:

- Imagine Nicholasville Road
- Connect to proposed shared-use path along S. Limestone
- Improve intersection safety for all modes
- Improve connectivity for all modes
- Improve access to transit
- Several University of Kentucky recommended projects support the construction of shared-use path on S. Limestone

The Imagine Nicholasville Road planning process recommends shared-use paths on both sides of S. Limestone, with intersection and signal designs to promote bicycle and pedestrian safety. The University of Kentucky supports this initiative, with recommendations to include the shared-use path on both sides moving forward into future design phases for the corridor. This would also include examining signal priority for bicyclists in conjunction with pedestrians and transit priority queues, and encouraging intersection design that promotes safe and comfortable crossings for vulnerable roadway users. However, the University encourages the further study of potential impacts of innovative intersection designs near campus that may require city traffic and buses to navigate the interior of campus. While the University recognizes and applauds the overall safety improvements that may be gained from innovative intersections, the introduction of city traffic and buses to the quiet campus interior may negatively impact delicately balanced traffic access for all modes, degrading safety and connectivity. Additionally, a different mix of traffic on University owned and operated roadways may also introduce additional maintenance needs by University staff that should be examined. Any shared-use path designs along S. Limestone should be coordinated with all proposed projects in this plan, in particular those that intersect with S. Limestone: Huguelet Drive, Virginia Avenue, Cooper Drive, Waller Avenue, Nicholasville Road, and E. Maxwell Street (Sections 5.1.4, 5.2.1, 5.2.3-4, 5.2.6, 5.2.9-10).

*Figure 5.66 S. Limestone near the Medical Campus looking south*



## 5.2.9 Nicholasville Road

Nicholasville Road is a large, high-volume roadway with a posted speed limit of 40 mph. Average daily traffic is just over 32,000. Nicholasville Road consists of five lanes, which are managed with overhead digital signage that indicates the lane use to motorists. Nicholasville carries US 27 through the entirety of the University of Kentucky Bicycle Master Plan study area. Reversible managed lanes can not only cause confusion for some drivers, but bicyclists may not know from which direction to expect traffic prior to arriving to the corridor.

Similarly to S. Limestone (Section 5.2.8), the Imagine Nicholasville Road planning process recommends shared-use paths on both sides of S. Limestone, with intersection and signal designs to promote bicycle and pedestrian safety. The University of Kentucky also supports this initiative, with recommendations to include the shared-use path on both sides moving forward into future design phases for the corridor. This would also include examining signal priority for bicyclists in conjunction with pedestrians and transit priority queues, and encouraging intersection design that promotes safe and comfortable crossings for vulnerable roadway users. This may require the elimination of the managed lanes for motor vehicle through lanes to implement bus rapid transit lanes and priority queues. It will also require a more detailed study of the large offset intersections through the Nicholasville Road corridor, such as coordination with the intersection project at Hiltonia Park and Rosemont Garden identified in this study (Section 5.2.7) for further safety improvements and priority crossings for bicyclists and pedestrians.

*Figure 5.67 Nicholasville Road*

### Key Facts

Project ID: #36

Project Type: Corridor

Limits: Shady Lane to Cooper Drive

Key Partners: LFUCG, Kentucky Transportation Cabinet (KYTC), Lextran, Lexington Area Metropolitan Planning Organization (LAMPO)

Proposed: Separate Study; Coordinate with LAMPO/ Lexington/KYTC for network wayfinding/signage

Cost and Implementation: TBD in coordination with Imagine Nicholasville Road Planning Study

Considerations:

- Available right-of-way
- Overhead and underground utilities in construction area
- Additional traffic analysis required for intersection design and signal priorities
- Nicholasville Road carries US 27 through University of Kentucky study area

Opportunities:

- Imagine Nicholasville Road
  - Connect to proposed shared-use path along S. Limestone
  - Improve intersection safety for all modes
  - Improve connectivity for all modes
  - Improve access to transit
- University of Kentucky recommended project at Hiltonia Park and Rosemont Garden intersection (Section 5.2.7) supports the construction of shared-use path on S. Limestone

### 5.2.10 E. Maxwell St.

E. Maxwell Street currently consists of a parking lane and two narrow motor vehicle lanes with fast-moving traffic next to a narrow, curb side, unbuffered bike lane. The proximity to traffic makes this bike lane uncomfortable to use, and the narrow travel lane widths mean cars rarely travel next to each other and essentially operate in a single lane, resulting in higher vehicle speeds. While the bike lane width could certainly be reallocated to a shared-use path, it would not do much on its own to address vehicle speed or the narrow lane widths. Additionally, this segment of E. Maxwell Street from S. Limestone passes through a campus hospital district, before entering a residential and Greek housing area. It connects to Rose Street and the associated potential branded connection between the University of Kentucky and downtown Lexington detailed in Section 5.2.2. These are all contexts where frequent pedestrian crossings occur, and it is not enough to simply put in a shared-use path to address their safety.

"I've been up and down Maxwell more times than I can count and I feel like the drivers don't really respect the 3-ft law—they also drive much faster than 25/30mph."

–Virtual Bicycle Tour Survey

"[There is] usually a Logan's semi blocking the bike lane. Maxwell bike lane is way too narrow. Speed limits are never enforced."

–Virtual Bicycle Tour Survey

*Figure 5.68 E. Maxwell Street facing east towards campus from S. Limestone*

#### Key Facts

Project ID: #4

Project Type: Corridor

Limits: S. Limestone to Rose Street

Partners: LFUCG, Lextran, Lexington Area Metropolitan Planning Organization (LAMPO)

Proposed: Shared "curbless" street

Cost: Varies $500,000 - $5.0 million+

Implementation: 10+ years

Considerations:

- Available right-of-way
- Overhead and underground utilities in construction area
- Additional traffic analysis required for intersection design and signal priorities
- Maintain 18 ft minimum width for emergency access

Opportunities:

- Slow motor vehicle traffic through context-sensitive design in combination with traffic calming measures
- Improved aesthetics and sense of place with people-scale design

In order to support frequent pedestrian and bicycle access through this area, the University of Kentucky recommends converting E. Maxwell Street to a shared "curbless" street, similar to the recommendation made for Columbia Avenue in Section 5.1.10. As outlined in the previous section, a shared street design will allow for continued motor vehicle and transit access through the corridor while encouraging slow speeds and identifying the area as a bicycle and pedestrian priority space through context-sensitive design.

"Very narrow bike lane along Maxwell along with speeding traffic."

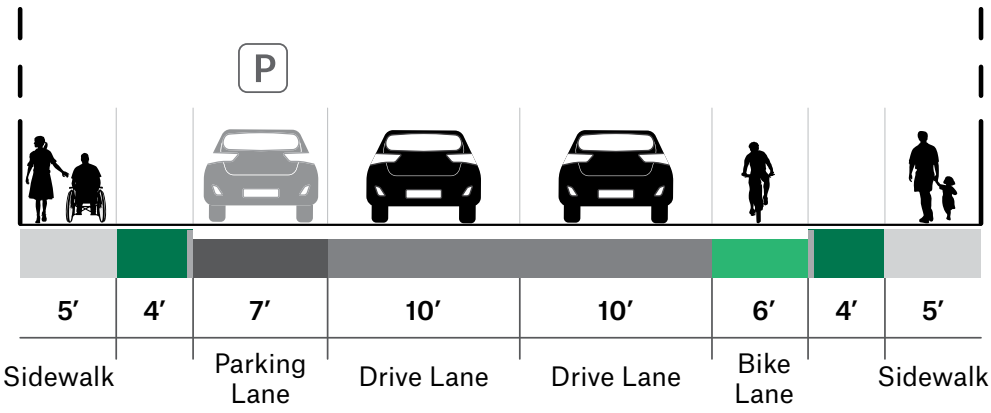
–Virtual Bicycle Tour Survey

A minimum of 18 feet of pavement width is maintained through mountable curbing, with a single through lane for the motoring public. Design elements such as: narrow pavement width, curbless or mountable curb edges, strategic full height curbed landscape areas, trees, pavement texture or color, raised intersections or crossings, pedestrian scale lighting, and edge seating all provide context to motor vehicle drivers to slow down. These elements are enforced with signage and chicanes to introduce curvature to the roadway.

The construction cost estimate varies greatly depending on the design elements and materials chosen. For a project of this length, construction cost could vary from $1.0 million for more simplified concrete installations that reuse as much pavement as possible, to $5.0 million or more for paver hardscape, architectural elements such as walls and seating, art elements such as water features, and landscaping or lighting features. A similar nearby project that includes many of the higher end architectural features is Town Branch Commons trail through downtown Lexington.

*Figure 5.70 One-way shared street example on Main Street in Evansville, IN.*

*Figure 5.69 Existing typical section facing east*



## 5.3 Next-Level Recommendation: Annual Network Data Collection

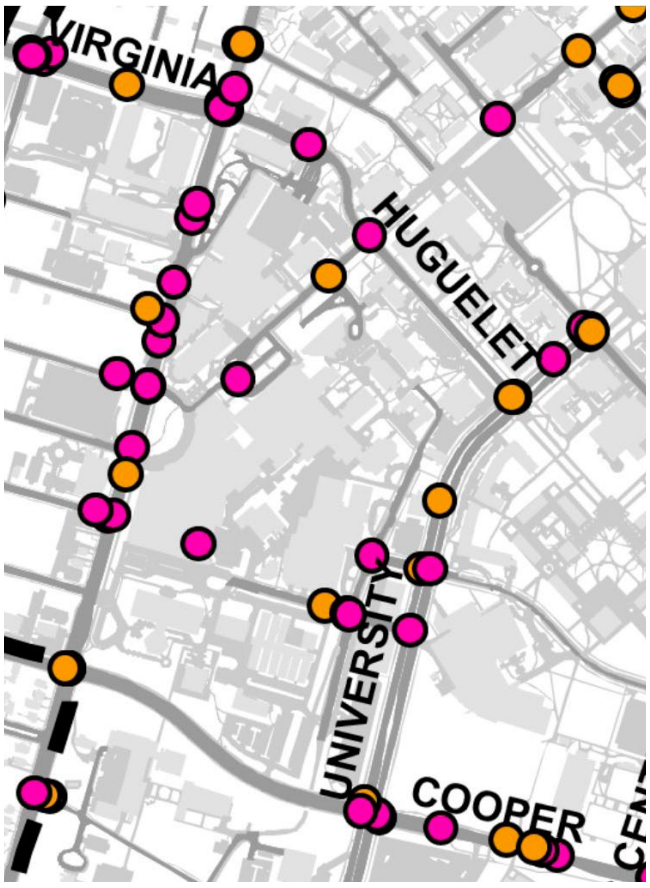
In addition to the expansion of the existing bicycle infrastructure to a safer and more connected network, it is important to understand the safety and utilization of the network over time. Evaluation of comfort and crash history allows the University to implement targeted safety improvements as use patterns change over time. Additionally, understanding the use patterns of the network through bicycle and pedestrian counts highlights opportunities for the University to construct facilities that enhance the experience and comfort of users. It also accommodates a better understanding of how to mitigate conflicts between modes of transportation. The analysis outlined in this section should be continually looked at with current data, through the lens of current trends on our transportation network.

To understand the evolving safety needs of the active transportation network, annual crash data should be obtained from the Kentucky State Police Collision Analysis dashboard yearly to evaluate the location trends related to bicycle and pedestrian crashes. The crash data should be paired with user survey data to help identify frequent near-miss locations that reduce comfort, discouraging the choice to use active transportation modes on campus. Enforcement opportunities as well as intersection spot improvements or corridor-wide changes may be identified through this process. These would enhance safety through a combination of traffic calming, further separation of modes, and safer transitions or mixing zones between modes.

In combination with the safety data analysis, a thorough understanding of the network utilization provides multiple benefits. First, understanding the utilization of the bicycle and pedestrian networks highlights opportunities in heavily utilized corridors to either provide additional capacity or separation for those modes. Additionally, it encourages the review of less-utilized corridors to find what is discouraging bicycling or walking as a transportation choice. This review of the less-utilized corridors may have overlap with safety considerations that are suppressing ridership. Second, celebrating highly-utilized corridors normalizes bicycling and walking as transportation, and encourages new ridership.

In order to fully capture the network utilization, it is recommended 3-5 bike counters be deployed as part of an initial effort to expand data collection efforts, with an initial cost of $4,500 per counter. The counters may be permanent or temporary; however, it is recommended that temporary counters be restricted to a short-term installation with a plan for longer-term permanent installation or along temporary pilot projects. Permanent counters on key locations will provide the long-term data evaluation needed on the network to assess utilization and available capacity of the network. Additionally, it is recommended that as identified projects are moved into future phases, the University partner with local agencies to advocate for the installation of permanent counters along key corridors near campus as identified projects are moved into future phases. This will allow the University and agency partners to understand the transportation mode choices during commutes to and from the University.

*Figure 5.71 Example bicycle and pedestrian crash location data from 2015-2019*



# Appendix A

# Project Master List

**Notes:**

1. Traffic calming and protected/dedicated intersection crossings estimated with paint and post installation. See Alternate Planning Cost Estimate columns for hardscape installation costs.
   Phase 1 - Neighborway striping allows for short term installation. Phase 2 - Traffic calming with curb extensions (paint and post) and wayfinding will allow the restriction of parking on corners and improve safety, while providing locations for wayfinding signage. See Alternate Planning Cost columns for Phase 2 installation cost estimates.
2. Phase 3 - Ultimate build-out, with hardscape extensions.
3. ID #1 - Avenue of Champions has already been completed.
4. ID #13 - Sports Center Drive from Woodland Avenue to Complex Drive has been identified as a parking related issue to be addressed through Transportation Services.
5. ID #18-19 and ID #61-62 merged into a single recommendation under ID #18.
6. ID #30 and ID #34 merged into a single recommendation under ID #30.
7. ID #8 and ID #59 merged into a single recommendation under ID #8.
9. ID #15 and ID #16 merged into a single recommendation under ID #16 to buffer south side bike lane and construct north side shared-use path.
10. ID #27 and ID #63 merged into a single project under ID #63.
11. ID #29 and ID #30-33 merged into a single recommendation under ID #30.
12. ID #49 and ID #56-57 merged into a single recommendation under ID #49.
13. ID #5 and ID #60 merged into a single recommendation under ID #5.

| ID # | Prioritization List | Name | From | To | Location Notes | Length (Miles) | Owner | Proposed [1] | Potential Implementation | Total Rounded Planning Estimate [10] | Alternate Total Planning Cost Estimate | Alternate Description |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | | Bolivar Street | Oliver Lewis Way | S. Upper Street | | 0.16 | City | Bike lanes | 3-5 years | **$ 15,000** | | |
| 3 | UK-Community Partnership | S. Upper Street | Winslow Street | Parking Garage | | 0.11 | City | Buffered bike lanes | 0-2 years | **$ 11,000** | | |
| 4 | UK-Community Partnership | Maxwell Street | S. Limestone | Rose Street | | 0.34 | City | Shared street varies from $1 million to $5 million+ | 10+ years | **$ 500,000** | **$ 5,000,000** | Shared street varies from $500,000 to $5 million+ |
| 5 | UK Specific | Woodland Avenue | Hilltop Avenue | Sports Center Drive | | 0.11 | UK | Raised bicycle lanes | 5-10 years | **$ 432,000** | | |
| 6 | UK Specific | Rose Street | Columbia Avenue | Avenue of Champions | | 0.22 | UK | Buffered Bike Lanes | Moving to Construction | **Moving to Construction** | | |
| 7 | | Hilltop Avenue | University Drive | Woodland Avenue | | 0.13 | UK | Cycletrack | 3-5 years | **$ 13,000** | | |
| 8 | UK-Community Partnership | Cooper Drive | Nicholasville Road | Sports Center Drive | | 0.53 | City | Shared-use path | 5+ years | **$ 1,039,000** | | |
| 9 | | College Way/Kroger Field parking lot (Green Lot) | Cooper Drive | Alumni Drive | | 0.67 | UK | Advisory lanes | 5-10 years | **$ 25,000** | | |
| 10 | | American Cancer Center Connection | NA | NA | | 0.03 | UK | Shared-use path | 3-5 years | **$ 59,000** | | |
| 11 | | Dantzler Drive/Alumni Drive/Nicholasville Road | NA | NA | | NA | City | Protected/dedicated intersection crossings | TBD | **TBD** | | |
| 12 | UK-Community Partnership | Rosemont Garden/Nicholasville Road/Hiltonia Park | NA | NA | | NA | City | Protected/dedicated intersection crossings | TBD | **TBD** | | |
| 14 | | Sports Center Drive | Cooper Drive | College Way | | 0.21 | UK | Advisory lanes | 5-10 years | **$ 8,000** | | |
| 16 | UK-Community Partnership | Virginia Avenue | Broadway | S. Limestone | | 0.49 | City | Shared-use path | 10+ years | **$ 3,110,000** | | |
| 17 | UK-Community Partnership | Virginia Avenue/Huguelet Drive/S. Limestone | NA | NA | | NA | City | Protected/dedicated intersection crossings | 0-2 years | **$ 5,000** | **$ 45,000** | Hardscape Traffic Calming |
| 18 | UK Specific | Huguelet Drive | S. Limestone | Rose Street | | 0.18 | UK | Shared-use path | 3-5 years | **$ 1,000,000** | | |
| 20 | UK Specific | University Drive | Hilltop Avenue | Alumni Drive | | 0.84 | UK | Parking protected bike lanes | 3-5 years (phased) | **$ 1,200,000** | | |
| 21 | | Sellers Alley/Prall Street/Winnie Street | Colfax Street | Virginia Avenue | | 0.41 | City | Neighborway | 0-2 years | **$ 8,000** | **$ 19,000** | Hardscape Traffic Calming |
| 22 | | Press Avenue/Transcript Avenue/Elizabeth Street | Virginia Avenue | Waller Avenue | | 0.52 | City | Neighborway | 3-5 years | **$ 10,000** | **$ 24,000** | Hardscape Traffic Calming |
| 23 | | Elizabeth Street/Acadia Park | Waller Avenue | Nicholasville Road | | 0.70 | City | Neighborway | 3-5 years | **$ 13,000** | **$ 32,000** | Hardscape Traffic Calming |
| 24 | | University Court | Alumni Drive | Arboretum Path | | 0.41 | UK | Neighborway | 0-2 years | **$ 8,000** | | |
| 25 | | Shady Lane | Arboretum Path | Valley Road | | 0.15 | City | Neighborway | 0-2 years | **$ 3,000** | | |
| 26 | | Dantzler Drive | Elizabeth Street | Nicholasville Road | | 0.18 | City | Neighborway | 0-2 years | **$ 4,000** | | |
| 28 | UK Specific | Rose Street/Avenue of Champions | NA | NA | | NA | UK | Protected/dedicated intersection crossings | 0-2 years | **$ 25,000** | | |
| 30 | UK-Community Partnership | Rose Street | Avenue of Champions | E. Main Street | | 0.51 | City | Planning Study | 3-5 years | **$ 30,000** | | |
| 35 | UK-Community Partnership | S. Limestone | Cooper Drive | W. Main Street | | 1.52 | State (Cooper to Waller)/City (Waller to Downtown) | Shared-use path TBD (Imagine Nicholasville Road) | TBD | **TBD** | | |
| 36 | UK-Community Partnership | Nicholasville Road | Shady Lane | Cooper Drive | | 0.9 | City | Shared-use path TBD (Imagine Nicholasville Road) | TBD | **TBD** | | |
| 37 | | Waller Avenue | Railroad Tracks | Nicholasville Road | | 0.31 | State | Bike lanes | 3-5 years | **$ 29,000** | | |
| 38 | | Bellefonte Drive | Arboretum Path | Glendover Road | | 0.37 | City | Neighborway | 0-2 years | **$ 7,000** | | |
| 39 | | Glendover Road/Valley Road | Shady Lane | Bellefonte Drive | | 0.52 | City | Neighborway | 0-2 years | **$ 10,000** | | |

**Notes:**

1. Traffic calming and protected/dedicated intersection crossings estimated with paint and post installation. See Alternate Planning Cost Estimate columns for hardscape installation costs.
   Phase 1 - Neighborway striping allows for short term installation. Phase 2 - Traffic calming with curb extensions (paint and post) and wayfinding will allow the restriction of parking on corners and improve safety, while providing locations for wayfinding signage. See Alternate Planning Cost columns for Phase 2 installation cost estimates.
2. Phase 3 - Ultimate build-out, with hardscape extensions.
3. ID #1 - Avenue of Champions has already been completed.
4. ID #13 - Sports Center Drive from Woodland Avenue to Complex Drive has been identified as a parking related issue to be addressed through Transportation Services.
5. ID #18-19 and ID #61-62 merged into a single recommendation under ID #18.
6. ID #30 and ID #34 merged into a single recommendation under ID #30.
7. ID #8 and ID #59 merged into a single recommendation under ID #8.
9. ID #15 and ID #16 merged into a single recommendation under ID #16 to buffer south side bike lane and construct north side shared-use path.
10. ID #27 and ID #63 merged into a single project under ID #63.
11. ID #29 and ID #30-33 merged into a single recommendation under ID #30.
12. ID #49 and ID #56-57 merged into a single recommendation under ID #49.
13. ID #5 and ID #60 merged into a single recommendation under ID #5.

| ID # | Prioritization List | Name | From | To | Location Notes | Length (Miles) | Owner | Proposed [1] | Potential Implementation | Total Rounded Planning Estimate [10] | Alternate Total Planning Cost Estimate | Alternate Description |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40 | | Patterson Drive | Administration Drive | Rose Street | | 0.26 | UK | Neighborway | 0-2 years | $ 5,000 | | |
| 41 | | Campus Interior: bounded by Limestone/Rose/Graham/Patterson | NA | NA | Campus paths bordering the engineering buildings, providing clearly marked bicycle advisory space to mitigate conflicts with pedestrians | 0.44 | UK | Advisory lanes | 0-2 years | $ 17,000 | | |
| 42 | | Graham Avenue | Erickson Hall | Bowman Hall | | 0.12 | UK | Advisory lanes | 0-2 years | $ 5,000 | | |
| 43 | | Campus Interior: bounded by Columbia/Rose/Hilltop/Woodland | NA | NA | | 0.18 | UK | Advisory lanes | 0-2 years | $ 7,000 | | |
| 44 | UK Specific | University Drive/Hilltop Avenue | NA | NA | | NA | UK | Protected/dedicated intersection crossings | 0-2 years | $ 5,000 | $ 45,000 | Hardscape Traffic Calming |
| 45 | UK Specific | Columbia Ave | Rose Street | Woodland Avenue | | 0.30 | UK | Shared street varies from $0.5 million to $5 million+ | 5-10 years | $ 500,000 | $ 5,000,000 | Shared street varies from $500,000 to $5 million+ |
| 46 | | Rose Street | Huguelet Drive | S. Limestone | | 0.23 | UK | Neighborway | 3-5 years | $ 5,000 | | |
| 47 | | Transcript Avenue | S. Limestone | Press Avenue | | 0.17 | City | Traffic calming | 3-5 years | $ 8,000 | $ 64,000 | Hardscape Traffic Calming |
| 48 | | Hospital Drive/Veterans Drive/Tunnel to Orange Lot and Alumni Drive | Rose Street | Alumni Drive | | 0.85 | UK | Advisory lanes | 3-5 years | $ 32,000 | | |
| 49 | UK Specific | Complex Drive | University Drive | Sports Center Drive | | 0.27 | UK | Shared-use path | 3-5 years | $ 388,000 | | |
| 50 | | Hospital Drive | University of Kentucky Albert B. Chandler Hospital | University Drive | | 0.18 | UK | Bike lanes | 3-5 years | $ 17,000 | | |
| 51 | | Kroger Field Parking Lot (Blue Lot) | Kroger Field East End | Alumni Drive | Connection between ID #52 to Alumni Drive through the Blue Lot to provide clearly marked advisory lanes and traffic calming. | 0.15 | UK | Advisory lanes | 0-2 years | $ 6,000 | | |
| 52 | | Kroger Field East End | Kroger Field Parking Lot ( | Kroger Field Parking Lot (Blue Lot) | Connection from the Green Lot to the Blue Lot on the east end of Kroger Field to provide clear no-parking bicycle access advisory lanes. | 0.16 | UK | Neighborway | 0-2 years | $ 3,000 | | |
| 53 | | Commonwealth Street | University Court | Alumni Drive | | 0.49 | UK | Advisory lanes | 0-2 years | $ 18,000 | | |
| 54 | | Wildcat Court | College Way | John W. Cropp Field | | 0.19 | UK | Advisory lanes | 0-2 years | $ 7,000 | | |
| 55 | UK Specific | Columbia Avenue/Woodland Avenue | NA | NA | | NA | UK | Protected/dedicated intersection crossings | 2-3 years | $ 20,000 | | |
| 58 | UK-Community Partnership | Waller Avenue | Railroad Tracks | Nicholasville Road | | 0.31 | State | Shared-use path | 5+ years | $ 700,000 | | |
| 63 | UK Specific | Sports Center Drive | Complex Drive | Cooper Drive | | 0.15 | UK | Shared-use path | 5-8 years | $ 380,000 | | |
| 64 | | S. Upper Street | Cedar Street | Winslow Street | | 0.05 | City | Buffered bike lanes | 3-5 years | $ 1,000 | | |

## University of Kentucky Specific Project Prioritization

| ID | Location | Prioritization Score | Prioritization Rank | Executive Committee Priortity Projects- Path to Platinum |
|---|---|---|---|---|
| 6 | Rose Street | 70.0 | 4 | 1 |
| 49 | Complex Drive | 80.0 | 2 | 2 |
| 63 | Sports Center Drive | 80.0 | 2 | 3 |
| 18 | Huguelet Drive | 70.0 | 4 | 4 |
| 20 | University Drive | 85.0 | 1 | 5 |
| 28 | Rose Street/Avenue of Champions | 65.0 | 6 | 6 |
| 44 | University Drive/Hilltop Avenue | 50.0 | 10 | 7 |
| 55 | Columbia Avenue/Woodland Avenue | 65.0 | 6 | 8 |
| 5 | Woodland Avenue | 60.0 | 8 | 9 |
| 45 | Columbia Ave | 60.0 | 8 | 10 |
| 7 | Hilltop Avenue | 45.0 | 11 | |
| 46 | Rose Street | 45.0 | 11 | |
| 24 | University Court | 30.0 | 13 | |
| 41 | Campus Interior: bounded by Limestone/Rose/Graham/Patterson | 30.0 | 13 | |
| 43 | Campus Interior: bounded by Columbia/Rose/Hilltop/Woodland | 30.0 | 13 | |
| 50 | Hospital Drive | 30.0 | 13 | |
| 53 | Commonwealth Street | 30.0 | 13 | |
| 40 | Patterson Drive | 25.0 | 18 | |
| 48 | Hospital Drive/Veterans Drive/Tunnel to Orange Lot and Alumni Drive | 25.0 | 18 | |
| 9 | College Way/Kroger Field parking lot (Green Lot) | 20.0 | 20 | |
| 10 | American Cancer Center Connection | 20.0 | 20 | |
| 14 | Sports Center Drive | 20.0 | 20 | |
| 42 | Graham Avenue | 20.0 | 20 | |
| 51 | Kroger Field Parking Lot (Blue Lot) | 15.0 | 24 | |
| 52 | Kroger Field East End | 10.0 | 25 | |
| 54 | Wildcat Court | 10.0 | 25 | |

## University of Kentucky Specific Project Prioritization

| ID | GAP LOCATION | Stakeholder Input WEIGHTED SCORE | Opportunities (Upcoming Projects) WEIGHTED SCORE | Safety WEIGHTED SCORE | Existing Conditions WEIGHTED SCORE | Demand WEIGHTED SCORE | Connectivity WEIGHTED SCORE | Prioritization Score |
|---|---|---|---|---|---|---|---|---|
| 5 | Woodland Avenue | 20.0 | 0.0 | 15.0 | 10.0 | 10.0 | 5.0 | 60.0 |
| 6 | Rose Street | 40.0 | 0.0 | 20.0 | 5.0 | 0.0 | 5.0 | 70.0 |
| 7 | Hilltop Avenue | 20.0 | 0.0 | 10.0 | 5.0 | 5.0 | 5.0 | 45.0 |
| 9 | College Way/Kroger Field parking lot (Green Lot) | 0.0 | 0.0 | 5.0 | 5.0 | 5.0 | 5.0 | 20.0 |
| 10 | American Cancer Center Connection | 0.0 | 0.0 | 15.0 | 0.0 | 0.0 | 5.0 | 20.0 |
| 14 | Sports Center Drive | 0.0 | 0.0 | 5.0 | 5.0 | 5.0 | 5.0 | 20.0 |
| 18 | Huguelet Drive | 40.0 | 0.0 | 15.0 | 5.0 | 5.0 | 5.0 | 70.0 |
| 20 | University Drive | 40.0 | 10.0 | 20.0 | 5.0 | 5.0 | 5.0 | 85.0 |
| 24 | University Court | 0.0 | 0.0 | 10.0 | 5.0 | 10.0 | 5.0 | 30.0 |
| 28 | Rose Street/Avenue of Champions | 40.0 | 0.0 | 15.0 | 5.0 | 0.0 | 5.0 | 65.0 |
| 40 | Patterson Drive | 0.0 | 0.0 | 10.0 | 5.0 | 0.0 | 10.0 | 25.0 |
| 41 | Campus Interior: bounded by Limestone/Rose/Graham/Patterson | 0.0 | 0.0 | 5.0 | 5.0 | 10.0 | 10.0 | 30.0 |
| 42 | Graham Avenue | 0.0 | 0.0 | 5.0 | 5.0 | 5.0 | 5.0 | 20.0 |
| 43 | Campus Interior: bounded by Columbia/Rose/Hilltop/Woodland | 0.0 | 0.0 | 5.0 | 5.0 | 10.0 | 10.0 | 30.0 |
| 44 | University Drive/Hilltop Avenue | 20.0 | 0.0 | 10.0 | 10.0 | 5.0 | 5.0 | 50.0 |
| 45 | Columbia Ave | 20.0 | 0.0 | 15.0 | 10.0 | 10.0 | 5.0 | 60.0 |
| 46 | Rose Street | 20.0 | 0.0 | 10.0 | 5.0 | 5.0 | 5.0 | 45.0 |
| 48 | Hospital Drive/Veterans Drive/Tunnel to Orange Lot and Alumni Drive | 0.0 | 0.0 | 5.0 | 5.0 | 10.0 | 5.0 | 25.0 |
| 49 | Complex Drive | 40.0 | 10.0 | 15.0 | 5.0 | 5.0 | 5.0 | 80.0 |
| 50 | Hospital Drive | 0.0 | 0.0 | 15.0 | 5.0 | 5.0 | 5.0 | 30.0 |
| 51 | Kroger Field Parking Lot (Blue Lot) | 0.0 | 0.0 | 5.0 | 5.0 | 0.0 | 5.0 | 15.0 |
| 52 | Kroger Field East End | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 5.0 | 10.0 |
| 53 | Commonwealth Street | 0.0 | 0.0 | 5.0 | 5.0 | 10.0 | 10.0 | 30.0 |
| 54 | Wildcat Court | 0.0 | 0.0 | 5.0 | 5.0 | 0.0 | 0.0 | 10.0 |
| 55 | Columbia Avenue/Woodland Avenue | 20.0 | 0.0 | 15.0 | 10.0 | 10.0 | 10.0 | 65.0 |
| 63 | Sports Center Drive | 40.0 | 10.0 | 15.0 | 5.0 | 5.0 | 5.0 | 80.0 |

## University of Kentucky - Community Partnership Project Prioritization

| ID | Location | Prioritization Score | Prioritization Rank | Executive Committee Priortity Projects- Path to Platinum |
|---|---|---|---|---|
| 17 | Virginia Avenue/Huguelet Drive/S. Limestone | 85.0 | 2 | 1 |
| 30 | Rose Street | 75.0 | 5 | 2 |
| 16 | Virginia Avenue | 80.0 | 3 | 3 |
| 8 | Cooper Drive | 70.0 | 7 | 4 |
| 3 | S. Upper Street | 75.0 | 5 | 5 |
| 58 | Waller Avenue | 70.0 | 7 | 6 |
| 12 | Rosemont Garden/Nicholasville Road/Hiltonia Park | 60.0 | 10 | 7 |
| 35 | S. Limestone | 90.0 | 1 | 8 |
| 36 | Nicholasville Road | 80.0 | 3 | 9 |
| 4 | Maxwell Street | 60.0 | 10 | 10 |
| 2 | Bolivar Street | 55.0 | 13 | |
| 11 | Dantzler Drive/Alumni Drive/Nicholasville Road | 65.0 | 9 | |
| 21 | Sellers Alley/Prall Street/Winnie Street | 25.0 | 15 | |
| 22 | Press Avenue/Transcript Avenue/Elizabeth Street | 25.0 | 15 | |
| 23 | Elizabeth Street/Acadia Park | 10.0 | 22 | |
| 25 | Shady Lane | 25.0 | 15 | |
| 26 | Dantzler Drive | 25.0 | 15 | |
| 37 | Waller Avenue | 45.0 | 14 | |
| 38 | Bellefonte Drive | 20.0 | 19 | |
| 39 | Glendover Road/Valley Road | 15.0 | 20 | |
| 47 | Transcript Avenue | 15.0 | 20 | |
| 64 | S. Upper Street | 60.0 | 10 | |

## University of Kentucky - Community Partnership Project Prioritization

| ID | GAP LOCATION | Stakeholder Input WEIGHTED SCORE | Constraints WEIGHTED SCORE | Safety WEIGHTED SCORE | Existing Conditions WEIGHTED SCORE | Demand WEIGHTED SCORE | Connectivity WEIGHTED SCORE | Prioritization Score |
|---|---|---|---|---|---|---|---|---|
| 2 | Bolivar Street | 20.0 | 5.0 | 10.0 | 5.0 | 10.0 | 5.0 | 55.0 |
| 3 | S. Upper Street | 40.0 | 5.0 | 10.0 | 5.0 | 10.0 | 5.0 | 75.0 |
| 4 | Maxwell Street | 20.0 | 5.0 | 15.0 | 0.0 | 10.0 | 10.0 | 60.0 |
| 8 | Cooper Drive | 40.0 | 0.0 | 20.0 | 0.0 | 5.0 | 5.0 | 70.0 |
| 11 | Dantzler Drive/Alumni Drive/Nicholasville Road | 20.0 | 10.0 | 10.0 | 10.0 | 5.0 | 10.0 | 65.0 |
| 12 | Rosemont Garden/Nicholasville Road/Hiltonia Park | 20.0 | 10.0 | 10.0 | 10.0 | 0.0 | 10.0 | 60.0 |
| 16 | Virginia Avenue | 40.0 | 0.0 | 20.0 | 10.0 | 5.0 | 5.0 | 80.0 |
| 17 | Virginia Avenue/Huguelet Drive/S. Limestone | 40.0 | 10.0 | 15.0 | 10.0 | 5.0 | 5.0 | 85.0 |
| 21 | Sellers Alley/Prall Street/Winnie Street | 0.0 | 5.0 | 5.0 | 0.0 | 10.0 | 5.0 | 25.0 |
| 22 | Press Avenue/Transcript Avenue/Elizabeth Street | 0.0 | 5.0 | 10.0 | 0.0 | 0.0 | 10.0 | 25.0 |
| 23 | Elizabeth Street/Acadia Park | 0.0 | 5.0 | 5.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| 25 | Shady Lane | 0.0 | 10.0 | 5.0 | 0.0 | 5.0 | 5.0 | 25.0 |
| 26 | Dantzler Drive | 0.0 | 10.0 | 5.0 | 0.0 | 5.0 | 5.0 | 25.0 |
| 30 | Rose Street | 40.0 | 0.0 | 15.0 | 5.0 | 10.0 | 5.0 | 75.0 |
| 35 | S. Limestone | 40.0 | 0.0 | 20.0 | 10.0 | 10.0 | 10.0 | 90.0 |
| 36 | Nicholasville Road | 40.0 | 0.0 | 20.0 | 10.0 | 5.0 | 5.0 | 80.0 |
| 37 | Waller Avenue | 20.0 | 0.0 | 10.0 | 5.0 | 5.0 | 5.0 | 45.0 |
| 38 | Bellefonte Drive | 0.0 | 10.0 | 5.0 | 0.0 | 0.0 | 5.0 | 20.0 |
| 39 | Glendover Road/Valley Road | 0.0 | 5.0 | 5.0 | 0.0 | 0.0 | 5.0 | 15.0 |
| 47 | Transcript Avenue | 0.0 | 5.0 | 5.0 | 0.0 | 5.0 | 0.0 | 15.0 |
| 58 | Waller Avenue | 40.0 | 0.0 | 15.0 | 5.0 | 5.0 | 5.0 | 70.0 |
| 64 | S. Upper Street | 20.0 | 10.0 | 10.0 | 5.0 | 10.0 | 5.0 | 60.0 |

# Appendix B

# Cost Estimates Assumptions

All estimates are assumed in construction year 2021.

Planning level construction cost estimates were developed based on the following assumptions:

1. Shared-use path and Raised bicycle lanes
    a. Separated from motor vehicle traffic by a grass strip, including minor curb work at intersections for ramps and minor utility impacts only (raising manhole frames to grade, etc.).
    b. This estimate does not include construction of new roadside curb, new inlets, or streetscape.
2. Parking protected bike lanes
    a. Parking protected, buffered bike lanes with single painted, hatched buffers with delineator posts on 20' spacing, concrete bus islands, and green pavement markings.
3. Buffered or striped bike lanes with green markings and two-way cycletracks.
    a. Buffered bike lanes with single painted, hatched buffers with delineator posts on 20' spacing and green pavement markings.
4. Contra-flow bike lane
    a. One-way bike lane with double yellow painted edge stripe and green pavement markings.
5. Advisory bike lanes
    a. Single dotted lane line, shared lane markings, and green pavement markings.
6. Traffic calming – Hardscape
    a. Inclusive of horizontal speed control with concrete curb extensions and/or chicanes and striping, which consists of shared lane markings on approximately 250 ft spacing and share the road or equivalent signage.
7. Traffic calming - Paint and Post
    a. Inclusive of horizontal speed control with paint and post curb extensions and/or chicanes and striping, which consists of shared lane markings on approximately 250 ft spacing and share the road or equivalent signage.
8. Neighborway striping and signage
    a. Neighborway style striping with share the road or equivalent signage, inclusive of shared markings on approximate 250 ft spacing.
9. Protected/dedicated intersection crossings – Hardscape
    a. Protected and dedicated bicycle and pedestrian crossings with concrete bulbs, curb extensions, and green crossing pavement markings.
10. Protected/dedicated intersection crossings - Paint and Post
    a. Protected and dedicated bicycle and pedestrian crossings with paint and post protective bulbs, curb extensions, and green crossing pavement markings.

Estimates do not include landscaping, lighting, major utility relocation, major signal operations or equipment, intersection geometry changes, or drainage with the exception of the identified target priority projects. These projects also include a planning level estimate for relocation of utilities, lighting, drainage, intersection geometry, and landscape estimates as applicable. Potential signal equipment and operations opportunities are provided in the discussion for each project but are not included in the overall estimates. These projects are covered in detail in Sections 5.1.2 through 5.1.6, Section 5.1.8, and in Section 5.2.3.

From all planning level construction estimates, additional estimates were extrapolated with the following percentages: Design (15%), Right-of-Way (50%), Utilities (10%), Construction Administration (12%), and a 30% Contingency were compiled into a total Planning Estimate.

# Appendix C

# Stress Analysis

In addition to bicycle demand, stress plays a role in people's decision to choose biking as their mode of transportation. This analysis was conducted in order to examine expected levels of stress experienced by bicyclists on the roads around the University of Kentucky, as a rating of Level of Traffic Stress (LTS) developed from research from Peter Furth at Northeastern University College of Engineering and modified to encompass available data in Fayette County. LTS is another layer of analysis to choose facilities that best address those expected stress levels and design infrastructure that is comfortable and accessible for all users. Four levels of traffic stress were analyzed:

- LTS 1 – Complete separation from all traffic (shared-use path, curb or barrier separated cycletracks, etc.) and low-speed and low-volume traffic. These facilities are comfortable and accessible for all ages and abilities.
- LTS 2 – Limited traffic interaction on lower volume and speed roadways. These road segments are typically comfortable enough to capture the "interested but concerned" riders and older children when supervised.
- LTS 3 – These roadway segments feature interactions with moderate speed or multilane traffic, or close proximity to high speed traffic. These road segments are typically utilized by existing, confident adult riders.
- LTS 4 – These road segments experience moderate to high speed traffic with frequent engagements with motor vehicles. Only current, experienced cyclists falling in the "strong and fearless" category find these road segments acceptable to ride. Additionally, any road segment without bicycle lanes with a speed higher than 45 MPH is automatically considered a LTS 4 due to the significant risk to the rider of serious injury or fatality from a motor vehicle collision.

Two different categories of roadway segments were examined during the analysis: segments with bicycle facilities, and segments without bicycle facilities. Segments with signed bicycle routes and/or shared lane markings only were considered to be without facilities, since signs and markings have no impact on reducing traffic stress for cyclists. Segments with a shared-use path are automatically assigned a LTS 1. Segments with existing bicycle lanes were rated based on the criteria outlined in Table 1.

| | Speed Limit | | | | | |
|---|---|---|---|---|---|---|
| Number of Lanes | 25 mph | 30 mph | 35 mph | 40 mph | 45 mph | 50+ mph |
| 1 thru lane per direction, or un-laned | LTS 2 | LTS 2 | LTS 2 | LTS 3 | LTS 3 | LTS 4 |
| 2 thru lanes per direction | LTS 2 | LTS 2 | LTS 2 | LTS 3 | LTS 3 | LTS 4 |
| 3 + lanes per direction | LTS 3 | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 |

Table 1 – Scoring criteria for roadway segments with bicycle lanes.

Segments without existing bicycle lanes were scored in one of three tiers of roadway attribute criteria, with roadway segments with the most available attribute data evaluated first. Roadway segments with a full attribute data set were evaluated with the scoring criteria in Table 2.

| | | Speed Limit | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Number of Lanes | Effective ADT | ≤ 20mph | 25 mph | 30 mph | 35 mph | 40 mph | 45 mph | 50+ mph |
| 1 thru lane per direction (1-way, 1-lane street or 2-way street w/ centerline | 0 - 750 | LTS 1 | LTS 1 | LTS 2 | LTS 2 | LTS 3 | LTS 4 | LTS 4 |
| | 751 - 1,500 | LTS 2 | LTS 2 | LTS 2 | LTS 3 | LTS 3 | LTS 4 | LTS 4 |
| | 1,501 - 3,000 | LTS 2 | LTS 3 | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 |
| | 3,000 + | LTS 3 | LTS 3 | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 |
| 2 thru lanes per direction | 0 - 8,000 | LTS 3 | LTS 3 | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 |
| | 8,001 + | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 |
| 3+ thru lanes per direction | any ADT | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 |

Table 2 – First tier scoring criteria for roadway segments without bicycle lanes.

Roadway segments with gaps in the data, such as Average Daily Traffic (ADT), number of travel lanes, or speed limit were evaluated with second tier scoring criteria as shown in Table 3. All remaining roadway segments were evaluated with third tier scoring criteria as shown in Table 4.

| | | Speed Limit | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Functional Classification | 20 | 25 | 30 | 35 | 40 | 45 | 50+ |
| Interstate | 1 | Interstate/Freeway | | | | | | |
| Principal Arterial - Freeway/Expressway | 2 | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 |
| Principal Arterial - Other | 3 | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 |
| Minor Arterial | 4 | LTS 3 | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 | LTS 4 |
| Major Collector | 5 | LTS 2 | LTS 2 | LTS 3 | LTS 3 | LTS 3 | LTS 4 | LTS 4 |
| Minor Collector | 6 | LTS 1 | LTS 2 | LTS 2 | LTS 3 | LTS 3 | LTS 4 | LTS 4 |
| Local | 7 | LTS 1 | LTS 1 | LTS 2 | LTS 2 | LTS 3 | LTS 4 | LTS 4 |

Table 3 – Second tier scoring criteria for roadway segments without bicycle lanes.

| | Functional Classification | LTS |
|---|---|---|
| Interstate | 1 | Interstate/Freeway |
| Principal Arterial - Freeway/Expressway | 2 | Interstate/Freeway |
| Principal Arterial - Other | 3 | LTS 4 |
| Minor Arterial | 4 | LTS 4 |
| Major Collector | 5 | LTS 3 |
| Minor Collector | 6 | LTS 3 |
| Local | 7 | LTS 2 |

Table 4 – Third tier scoring criteria for roadway segments without bicycle lanes.

# Appendix D

# Virtual Bicycle Tour Survey Results

# Information Campaign Materials

| Segment | Virtual Bicycle Tour - Identified Conflicts |
|---|---|
| 1 | Yes, delivery truck in bike lane on Limestone at time mark 2:25, and very narrow bike lane along maxwell along with speeding traffic. The bike lane shared with traffic lane for part of Rose is also scary. |
| 1 | Try riding this route when students are in town, the video would be much different. Avenue of Champions bike lane is frequently blocked by cars. Also, there is usually a semi blocking Maxwell @3:30. |
| 1 | usually a Logan's semi blocking the bike lane. Maxwell bike lane is way too narrow. Speed limits are never enforced. |
| 1 | n/a - although normal traffic might make a difference. |
| 1 | When traffc has to cross the bike lane to park or pull to a bus stop - I have seen conflict between bus drivers and cyclists as to who has the right to the bike lane. |
| 1 | Auto parking along Limestone can cause some safety issues. Vehicles that encroach into the bike lane can force riders into the auto right of way. |
| 1 | Construction, bike lanes & turn lanes |
| 1 | the intersection |
| 1 | It's always hard when bike lanes end mid-street and merge into a regular lane that is "technically" also meant for bikes. |
| 1 | I bike parts of this route on a daily basis and there are two sections that make me nervous every single day. The first is along Ave of Champ-- cars often drive in the bike lane or pull over and block the bike lane while picking up people from the dorms. Also, it's a little confusing if I'm turning onto Limestone-- should I stay in the bike lane but then have an awkward turn with the other cars that are turning (I'm on the left and they are on the right, but we both turn and they should be on the left and I need to be to the right). So I usually just get of the bike lane and go into the car turning lane. The second is along limestone. The bike lane is close to parked cars that often have people opening their drivers side doors into the bike lane. I also get nervous about cars during that route b/c they drive pretty fast and usually don't seem ready for bikers. Also there is usually glass and trash in the bike lane along this stretch of Limestone through downtown, so I have to doge that and traffic. It's intense. The stretch along Rose is better b/c there is less traffic and the traffic is slower. |
| 1 | close to moving vehicles |
| 1 | It may get a little narrow on some of these streets especially on the road with the student center, the traffic gets bad over there. |
| 1 | The width of the bike lane is not particularly safe but that is discussed already. |
| 1 | Cars in the middle of the intersection |
| 1 | Well - you rode without traffic. If you do this route at 5-5:30pm M-F you will see plenty of cars blocking the bike lane - especially the closer to Limestone you go. |
| 1 | Limestone St. is terrifying! So is Maxwell! |
| 1 | just traffic dependent, busy roads |
| 1 | The construction on Ave of Champs has left the road a distatrous place for driving and cycling. UK/City of Lex needs to clean that up ASAP for me to feel comfortable biking on that path. Limestone is good once you reach the split (Upper/Lime), but going towards campus beyond that is a nightmare. That stretch of SLime needs bike lanes. I've been up and down Maxwell more times than I can count and I feel like the drivers don't really respect the 3-ft law -- they also drive much faster than 25/30mph. |
| 2 | I prefer to never share the roadway with cars, so I wouldn't choose this route or I would ride on the sidewalk, gasp! |
| 2 | This is one of the best segments near campus although it is usually MUCH busier. |
| 2 | Only those mentioned: narrow street, parked cars, visibility of road cuts. |
| 2 | Narrow roads with no real bike lanes. |
| 2 | Narrow road; lots of traffic normally |
| 2 | there is no distinguishing zone between bike and vehicle |
| 2 | Columbia Ave can be quite a busy street at times with drivers not very friendly to bikers. With cars usually parked on the side of the road it creates quite a narrow path to bike around especially with cars coming from both directions. With there being no connection from Oldham Court, I don't bike down that street currently. |
| 2 | The lack of bike lanes. |
| 2 | lots of drivers in a hurry |
| 2 | Cars parked on route. Need to maintain position - dangerous to weave out of traffic then have to look back and try to get back into the street safely when there is traffic |
| 2 | Wider bike lanes |
| 2 | Cars parked on the side of the road |
| 2 | No way to share the lane with cars. |
| 2 | I don't know what it is called but when the curb extends down to the road and you sometimes have to ride on the line of the connection of the curb and street. I always feel like that is dangerous. You didn't have to do it in the video and those streets had sharrows but when traffic is bad I feel more comfortable on the shoulder than in the middle of the road. |
| 2 | narrow rd with glass/debris sometimes |

| Segment | Virtual Bicycle Tour - Identified Conflicts |
|---|---|
| 2 | The cars parked on Columbia can create hazardous biking situations. I bike up and down Columbia regularly to-and-from UK. There have been times when I have to stop behind a parked vehicle because a car behind me impatiently passes and an oncoming vehicle, coming up the hill, was not visible to the vehicle behind me. Sometimes I use the sidewalks on Columbia because of this very reason. There is also construction near the Woodland intersection right now and at times there are vehicles blocking parts of the road that cause further bottle-necking. |
| 3 | Narrow bike lane on Cooper. |
| 3 | Normally, the Woodland bike lane is full of parked cars as is Sports Center Drive. |
| 3 | Some of the pavement looked a little rough |
| 3 | residence hall sidewalks is questionable - should bikes be on sidewalks? |
| 3 | The intersection at Columbia and Woodland can be a tricky intersection to navigate as a biker especially when wanting to turn left as it is a busy intersection during regular campus hours. |
| 3 | The Woodland bike lane feels very narrow when other cars drive by especially campus buses which drive through their frequently. A side comment on Sports Center Drive (on the actual road that goes behind the buildings Woodland Glen II, III, IV), many students tend to park in the bike lane back their and cars travel extremely fast driving that curved section of road. |
| 3 | lots of transportation in multiple directions |
| 3 | Yes at the beginning of the video the first street is slightly hard to tell where the bike lane is |
| 3 | Speed bumps are a little obnoxious on a bike |
| 3 | Stairs. It would be good to have arrows throughout campus that indicate good bike routes (a bright green arrow would be easy and go with the lanes on roads) |
| 3 | Not really a lot of signs on the streets and also no bike lanes |
| 3 | Poor conditions of paths around stadium |
| 3 | Same as last comment. WIsh there was a bike lane that didn't have a linear curb line in the middle. I don't feel comfortable riding in the middle of the road at a slow pace when traffic is bad. |
| 4 | University drive bike lane = door zone |
| 4 | left turn from far right bike lane; navigation signs; not stoping at stop sign anxiety |
| 4 | No way-finding. I don't travel Farm Rd or the underpass very often, so I'm not sure I would know where to connect and go. |
| 4 | Cars and pedestrians in the Kroger Field parking lot not paying attention for cyclists |
| 4 | No, but cars did seem like they were moving pretty fast and there are no signs in college of ag area |
| 4 | Same as last comment but this time the bike was forced to ride on the joint between the road and curb. I HATE this. The bike lane should not have a linear joint down the entire street. |
| 4 | none, i like this route |
| 5 | woman on sidewalk |
| 5 | You have to be careful in the bike lane on Cooper (which is already a narrow lane) as you get closer to Waller. You really need to watch for cars that want to turn right at the intersection of Cooper and Limestone as the bike lane splits between forward lanes and the right turn lane at the intersection. No bike lane on Waller makes that heavily traveled road a bit dangerous to navigate especially since cars just tend to drive right around you. |
| 5 | Some lack of bike lanes, and some uneven pavement |
| 5 | A lot of stop and go. Cars use the stop signs as "optional suggestions" on those side streets. |
| 5 | The roads are just not designed for bikes. Feels dangerous just because there is no dedicated lane or even much signage, if any. |
| 5 | Not a lot of signs |
| 5 | Cooper-Lime intersection. There are horrible cicada killer wasps on the ramp outside the College of Pharmacy |
| 5 | Curb/road joint in bike lane. Would rather have a bike lane that sharrows. |
| 5 | traffic dependent |
| 5 | The person at the stop sign near the College of Pharmacy made it awkward for the cyclists by waving them on. There was another instance where the skater near State St balked at crossing the road. Other than that no issues really. |
| 6 | Naturally, this video was taken in the summer. When the students are in town, Huguelet is constantly blocked with cars. |
| 6 | Not other than mentioned in video |
| 6 | No bike lane on Press transitioning to a narrow bike lane on a typically very busy Virginia Ave. The intersection at Complex and University is a tricky one to navigate, this area should be a 4-way stop. Many cars to do stop for pedestrians here either and travel very fast. |
| 6 | Many cars end up parking or "pit-stopping" along Huguelet Dr. completely blocking the bike lane. |
| 6 | The bike lanes along Virginia at points look really narrow or non-existant. |
| 6 | Some 4 way stops; some 3 way stops. Stop sign intersections aren't consistent. |
| 6 | Not present in video but during times that students are on campus - cars park in the way of safe riding |

| Segment | Virtual Bicycle Tour - Identified Conflicts |
|---|---|
| 6 | The S. Limestone intersection and narrow bike paths |
| 6 | Curb/road joint in bike lane. |
| 6 | VA avenue, done it 100x, can be very scary! Turn lane issues |
| 6 | The bike lane crossing Virgina onto Hugulet can feel like being pinched because it is not highlighted as one crosses the intersection and drivers have to slightly angle to drive onto Hugulet. |
| 7 | Not other than mentioned in video |
| 7 | The intersection of University and Hilltop can sometimes be very, very busy depending on the time of day, so getting all the way to the left lane through cars can be a bit sketchy sometimes. Same concerns as mentioned in the video with the parking structure exit. |
| 7 | Depending of the time of day/year, there are a lot of students and folks walking around these areas so it can be dangerous or slow to get through this part. |
| 7 | Roads/sidewalks/paths near the library are full of uncertain "bike friendly" routes |
| 7 | I really dislike the circle in front of the parking garage - but I don't see a cost-effective way of doing it. Would love to see bike/pedestrian bridges over many intersections like this and from closed part of Rose over Huguelet to medical campus. |
| 7 | Lots of the bike route were on crowded walking sections |
| 7 | The intersection of Hilltop and University is a little tricky |
| 7 | Garage Entrance |
| 8 | Not other than mentioned in video |
| 8 | Narrow path btwn C/P and MP |
| 8 | construction; |
| 8 | I kept imagining how tight and crowded that path would be with students on campus. I typically don't take any "through-campus" paths like that because of the student/pedestrian traffic. |
| 8 | Biking through the narrow walkway behind the president's house (0:49) is dangerous when there are a lot of students-- often it's impossible to bike through there in between class times. It would be great to widen that part through campus and have a clearly marked bike path so bikes can be on one part and pedestrians on the other |
| 8 | It is hard to tell where you bike and where you dont |
| 8 | Construction often interferes with direct paths and routes |
| 8 | Just narrow pathways but as a cyclist we just have to be polite and walk our bikes sometimes |
| 8 | Construction |
| 8 | construction zones |
| 8 | Usually there are a lot of pedestrians on this route. |
| 8 | Pedestrian traffic |
| 8 | impossible to bike, tight even walking during Semester |
| 8 | Yes - construction on Rose. |

| Segment | Virtual Bicycle Tour - One Change to Encourage Bicycling |
|---|---|
| 1 | physical barriers to separate bike lanes and traffic lanes. |
| 1 | Protected Bike Lane |
| 1 | Better bike lanes on Maxwell and Rose |
| 1 | Wide bike lanes |
| 1 | Marking bike lanes with paint along Lime, Maxwell and Rose. |
| 1 | Some sort of barrier or rumble strips on bike lane demarcation |
| 1 | Larger dedicated bike lane that is colored differently. |
| 1 | distinguishability/visibility - bike lane color |
| 1 | Having a bike path that is not disrupted/disappearing. |
| 1 | Looking forward to Euclid/Avenue of Champions/Rose St to not be under massive construction! |
| 1 | Wider or more clearly marked bike lanes. |
| 1 | less traffic on Avenue of Champions |
| 1 | Cars be mire friendly. |
| 1 | Wider bike lane |
| 1 | The fact that the cars are in front of the bikes at the stoplight. It would be nice for them to have their own seperate space. Just in case they back up or something |
| 1 | More defined bike lanes on Maxwell |
| 1 | Width of bike line or change of color to very brightly colored lines |
| 1 | Lots of construction of avenue of champions |
| 1 | bike lanes |
| 1 | Wider sidewalk |
| 1 | Maybe just getting someone to go with me who was more experienced |
| 1 | Eliminate construction. |
| 1 | Wider lanes on Maxwell. |
| 1 | Left turn box both directions at Rose and Ave Champions |
| 1 | a dedicated bike route the parallels Limestone |
| 1 | clearly marked, official bike path |
| 1 | Bike lanes disconnected from the road. |
| 1 | Prominent Bike lane |
| 1 | wider bike roads |
| 1 | Imrprove intersection Rose/Euclid |
| 2 | bike lane with physical barrier from roadway. |
| 2 | Designated bike lanes. |
| 2 | Not sure about Columbia - either widen or eliminate parking on street |
| 2 | distinguishability/visibility |
| 2 | Having a connection from Oldham Court to campus would definitely make it more likely for me to choose this segment. |
| 2 | Bike lanes |
| 2 | more open space |
| 2 | more flashing signals for drivers to be aware |
| 2 | Cars to be nicer |
| 2 | A sign showing what buildings you are near |
| 2 | Better signage for cars to know to look for bikes and to show that bikes are allowed to use entire lane |
| 2 | Much better than segment 1 |
| 2 | A lane for bikes |
| 2 | Less busy |
| 2 | a real bike lane |

| Segment | Virtual Bicycle Tour - One Change to Encourage Bicycling |
|---|---|
| 2 | fewer parked cars |
| 2 | official bike path |
| 2 | Dedicated bike lane with no curb in the riding path. |
| 2 | unsure how to widen a road/reduce st. parking |
| 3 | development of bike lanes or widening of existing bike lanes. |
| 3 | Protected Bike Lane |
| 3 | no bikes on sidewalks; bike lane visibility |
| 3 | Improved bike path on Sports Center Dr. connecting to Cooper. |
| 3 | I would bike here |
| 3 | Speed limits |
| 3 | New painted lines, they seem faded at some points |
| 3 | The first street needs to have a better distinction for the bike lanes |
| 3 | Have "shared path" signs on the residence hall portions. |
| 3 | Stairs. It would be good to have arrows throughout campus that indicate good bike routes (a bright green arrow would be easy and go with the lanes on roads) |
| 3 | More signs in the neighborhood, separating. Bike paths and walking paths |
| 3 | bike crossing signals at stop lights |
| 3 | Nothing I can think of |
| 3 | Going across the rode without a bike path at one point |
| 3 | Cooper Dr. |
| 3 | add bike maps to campus |
| 3 | official bike path |
| 3 | Dedicated bike lanes on campus instead of sharrows |
| 3 | fun to see! done this plenty bike commuting :) |
| 3 | Same things I mentioned before about Columbia. Cooper is fine for biking. In my experience, the only thing you have to watch for is when you reach the Limestone intersection. |
| 4 | Stop placing bike lanes in door zones |
| 4 | Wider bike lane on Cooper |
| 4 | turning left on uk farm rd from the bike lane |
| 4 | Way-finding. |
| 4 | Better lighting in the underpass. |
| 4 | Speed limits |
| 4 | Veterans Dr. is compact with cars parked on both sides |
| 4 | No bikes on sidewalk signs near stadium |
| 4 | More signs and wider paths |
| 4 | bike lanes |
| 4 | Less main roads |
| 4 | Eliminate Cooper Dr. |
| 4 | make barrier so you aren't in the door zone in the bike lane |
| 4 | clear bike path, add color stripes for easy distinction |
| 4 | No joints between curb and road in bike lane. |
| 4 | more lighting when dark perhaps? |
| 5 | Remove all cars from the city |
| 5 | Bike lanes; parked car protection |
| 5 | people for context; bike lanes; lanes remarked more clearly |
| 5 | Something needs to be changed with Waller and way-finding. |
| 5 | More bike lanes |

| Segment | Virtual Bicycle Tour - One Change to Encourage Bicycling |
|---|---|
| 5 | more residential-more cars |
| 5 | Larger sidewalk |
| 5 | More green strips |
| 5 | Flashing lights on stop signs in neighborhood intersections surrounding campus |
| 5 | More signs and bike-specific painting on regular roadways (Waller, Elizabeth) |
| 5 | More signs pointing to UK related buildings |
| 5 | A little bit more explanation of the parking lot areas |
| 5 | Better path through Cooper-Lime intersection |
| 5 | Speed reminders on Waller similar display on Cooper |
| 5 | better bike lane or parallel path on limestone so you arent pushed intot he small rds in the neighborhoods |
| 5 | clear bike signs on pavement |
| 5 | Better bike lane. |
| 5 | prominent bike lanes |
| 5 | I'd feel a lot more comfortable biking Waller with a friend because there are no bike lanes on the road. Also, the section of Press Ave close to campus has a lot of cars parked on the road that creates bottle-necking for cyclists. |
| 6 | Stop allowing cars t to o park in bike lanes |
| 6 | Better bike lanes, less traffic |
| 6 | 4-way stop sign at Complex Dr and University Dr intersection. |
| 6 | wider lanes, clearer internal paths |
| 6 | more space |
| 6 | more flashing signals for drivers to be aware |
| 6 | Speed of cars and people watching |
| 6 | More paint on the roads |
| 6 | More distinction of bike paths |
| 6 | Stop sign intersections consistency. |
| 6 | As always, signage to make cars aware of you |
| 6 | Wider bike lanes, and different route through the S. Limestone intersection |
| 6 | I wouldn’t want to go between 2 lanes of cars |
| 6 | Riding on Virginia Ave is terrifying |
| 6 | move bike lane off rd and into its own dedicated trail |
| 6 | Curb/road joint in bike lane. |
| 6 | VA Ave!, I've been hit at that intersection before |
| 6 | Sorry - I just read "in ten words or less" haha! I've been writing novels here. So for this stretch, the bike lane on Virgina is a bit messy because of the construction near campus (new hub, HKRB). There's always a lot of rocks and debris in the bike lane. Additionally, vehicles tend to speed up the hill on Virgina heading towards Limestone. I have felt the breeze of cars whizzing by me well within three feet on several occasions. S Lime in general is a dangerous place to be biking if you are near campus. I tend to stick to the sidewalks whenever possible in that area. |
| 7 | Stop placing bike lanes in the door zone |
| 7 | Less traffic (this video not normal traffic) |
| 7 | More outer awareness and lane respect for bikers on University. |
| 7 | bike lanes in pedestrian areas |
| 7 | more bike space rather than narrow side walks |
| 7 | lots of drivers that may be distracted |
| 7 | Sidewalks |
| 7 | Defining when it's appropriate for bikes to be on sidewalks on campus |
| 7 | All over campus it would help to have ramps/bridges near places where pedestrians use stairs or crosswalks but, again, I know there is a huge financial barrier to this |
| 7 | Maybe alternate routes that aren’t the same as walking paths? |

| Segment | Virtual Bicycle Tour - One Change to Encourage Bicycling |
|---|---|
| 7 | I don’t really like crossing from one side to the other in front of Willy T |
| 7 | increase the number of interior rds closed to traffic, like Rose st. |
| 7 | I would like to see bike lanes everywhere on campus. |
| 7 | Entrance to garage, walk your bike! sketchy |
| 7 | This is an easy route. No issues. |
| 8 | Dedicated bike areas |
| 8 | more color like the first bit of the clip |
| 8 | I would avoid this path due to not wanting to dismount. |
| 8 | more clear paths |
| 8 | alternate route because of construction |
| 8 | Sidewalks shared |
| 8 | Signs directing you |
| 8 | Bike paths during construction |
| 8 | Pedestrians and construction sites |
| 8 | Less construction |
| 8 | bike lanes or specific sides of the walkway for bikers |
| 8 | Less congestion |
| 8 | Center running bike lane for awareness during class changes |
| 8 | wider path way |
| 8 | No more curb/road joint in bike lane. |
| 8 | alternate route in tight spots |
| 8 | Construction on Rose needs to be completed to make it safer and easier to ride up/down Rose. |

# Virtual Bicycle Tour

Thank you for joining the University of Kentucky Active Transportation team for the easiest, armchair bike ride you'll ever go on! As we kick off conversations about biking on campus, we would like to start by hearing from you about what it's like to get around campus on two wheels.

Please enter your email address below to get started. This will enable you to come in and out of the tour at your own pace. Your responses are collected anonymously, and we will not use your email address for any purposes outside of the UK Bike Master Plan project.

* Required

1. Email address *

## Meet Your Tour Guides

Three members of our project team, Sandra Broadus, Mike Sewell, and Erin Hathaway, have ridden over 6 miles of UK's campus and its surrounding roads to demonstrate what road conditions and bike facilities are like for the faculty and students who choose to bike instead of drive.

Sandra is the Alternative Transportation Manager for UK where she coordinates the bicycle, transit, and pedestrian programs and infrastructure on campus. Mike Sewell is the Active Transportation service line leader for UK's project partner, Gresham Smith, and he is leading this project. Erin is first and foremost a proud UK alum and Lexington resident who rides her bike to work, and she is a landscape architect with Gresham Smith.

Check out our intro video below! Videos throughout this tour will play within the form, or you can click over to YouTube to view larger or in full-screen mode.

After watching, continue reading below for more information and instructions for how to navigate the virtual tour.


http://youtube.com/watch?v=K0DvhVLECXQ

## How We Did It

Mike rode ahead of the team, and Sandra and Erin followed him with cameras to capture the experience of biking around UK. We'd like for you to step in Mike's shoes and on his bike pedals, and think about what it would be like for you riding along the same places - a virtual bike tour.

The team made eight stops along the route, and we have a video for each segment of the journey. At each stop, they paused for a short discussion about their impressions, which we captured as well. We also have a map of each segment to keep you oriented along the way.

## Instructions

Please watch each of the videos, imagine that it's you underneath that helmet, and then answer the questions that follow. As you're watching the videos, make note of the timestamp for any areas where you have questions and would like to discuss further.

If you want to view the videos full screen, click over to YouTube and then hop back here to respond to the questions. The discussion videos were filmed with a 360 degree camera, so feel free to explore the video and view each participant by clicking and dragging your mouse around the screen! Closed captions are provided on the discussion videos as well, available with the [CC] button.

To zoom in and make this form bigger and easier to read, hold the Control key (Windows) or the Command key (Mac) while scrolling with the wheel on your mouse to adjust the screen size.

If you need to take a break, you'll have the opportunity at the end of each section to save your responses for later. A link to edit your responses will be sent to the email address you shared above. From start to finish, the virtual bike tour should take about an hour and a half, including the ride and discussion videos, as well as time for your responses.

At the end of the tour, you'll have an opportunity to see what others are saying too by viewing other responses.

(If you have technical difficulties along the way, please email Amanda Sapala at amanda.sapala@greshamsmith.com.)

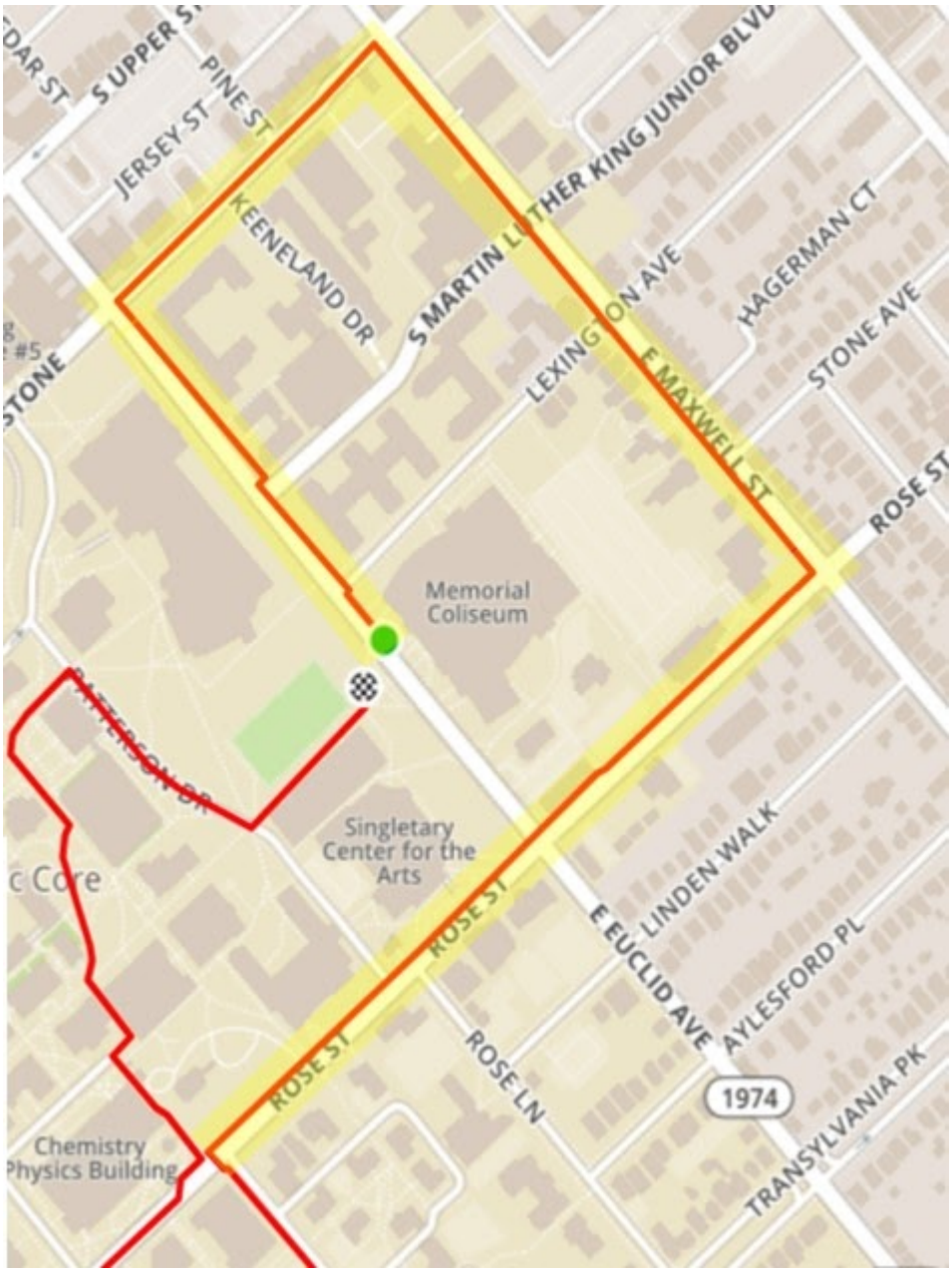
**Your comments will help the project team better understand what is working for cyclists and scooters on campus, what could be even better, and what UK can do to help more people choose to bike. Thanks for participating in this virtual bike tour, and surely virtual calories burned count too, right?**


## Segment 1 of 8: Memorial Coliseum to Boone Center (Rose St. / Columbia Ave.)

This segment of the bike tour route begins at Memorial Coliseum and heads northwest on Avenue of Champions, turns right to head northeast on Limestone St., turns right to head southeast on Maxwell St., and turns right to head southwest on Rose St. This segment ends at the UK gates at the intersection of Rose St. and Columbia Ave.

Avenue of Champions (0:00 - 2:05)
Limestone St. (2:05 - 3:05)
Maxwell St. (3:05 - 5:05)
Rose St. (5:05 - 7:29)

## Segment 1: Memorial Coliseum to Boone Center (Rose St. / Columbia Ave.) - Map



Segment 1: Memorial Coliseum to Boone Center (Rose St. / Columbia Ave.) - Video

http://youtube.com/watch?v=zLn8SNQKgzI

Stop 1: Rose St./Columbia Ave. Intersection - Discussion | This is a 360 degree video! Click inside the video and hold to drag your mouse around the screen to check it out and see each of the speakers.

http://youtube.com/watch?v=4ip2tzpzWyc

2. Please check the boxes below that best describe your feelings after watching the team ride along Segment 1. *

*Mark only one oval per row.*

| | Yes/Agree | Somewhat/Only for Some Portions of Route | No/Disagree |
|---|---|---|---|
| I would feel safe biking along this segment. | | | |
| The riders looked comfortable riding along this segment. | | | |
| It looks like it is easy to navigate a bike along this segment. | | | |

3. Did you see any conflicts or barriers that made it hard for the riders to navigate? If so, please briefly describe below. If not, please enter "n/a". *

4. How safe or comfortable would you feel biking along each of the streets listed below *

*Mark only one oval per row.*

| | 1 - Not Very | 2 - Somewhat | 3 - Moderately | 4 - Very | 5 - Completely |
|---|---|---|---|---|---|
| Avenue of Champions | | | | | |
| Limestone St. | | | | | |
| Maxwell St. | | | | | |
| Rose St. | | | | | |

5. In ten words or less, what is one thing that, if changed, would make it more likely for you to choose to bike along this segment? *

6. Please share the timestamp of any section of the video for which you have questions or where you would like to discuss further.

7. Ready for Segment 2?

Click yes to continue. Click no to submit the form for now. Your answers will be saved and you'll be able to come back later. (The Segment 2 section is estimated to take 7 minutes to complete.)

*Mark only one oval.*

- ◯ Yes, continue to next section.
- ◯ No, leave and save for later. (Click submit on the next page)

## Segment 2 of 8: Columbia Avenue to Oldham Court

This segment of the bike tour route begins at the intersection of Rose St. and Columbia Ave. and heads southeast on Columbia Ave., and turns right on Oldham Ct.

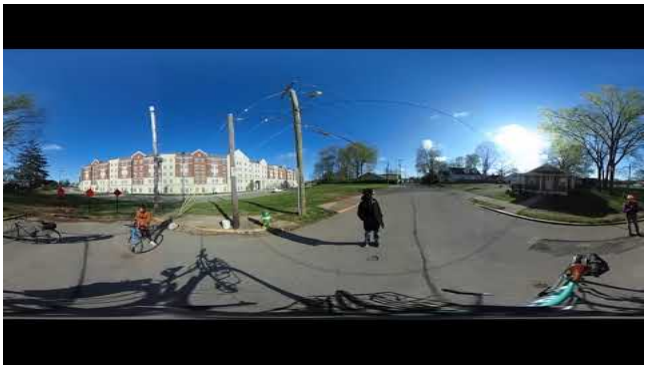
Columbia Ave. (0:00 - 2:03)
Oldham Ct. (2:03 - 2:39)

## Segment 2: Columbia Avenue to Oldham Court - Map

Segment 2: Columbia Avenue to Oldham Court - Video

http://youtube.com/watch?v=FuIIw55b6o8

Stop 2: Columbia Avenue to Oldham Court - Discussion | This is a 360 degree video! Click inside the video and hold to drag your mouse around the screen to check it out and see each of the speakers.



http://youtube.com/watch?v=8L6OK9kxndM

8. Please check the boxes below that best describe your feelings after watching the team ride along Segment 2. *

*Mark only one oval per row.*

| | Yes/Agree | Somewhat/Only for Some Portions of Route | No/Disagree |
|---|---|---|---|
| I would feel safe biking along this segment. | | | |
| The riders looked comfortable riding along this segment. | | | |
| It looks like it is easy to navigate a bike along this segment. | | | |

9. Did you see any conflicts or barriers that made it hard for the riders to navigate? If so, please briefly describe below. If not, please enter "n/a". *

_____

10. How safe or comfortable would you feel biking along each of the streets listed below *

*Mark only one oval per row.*

| | 1 - Not Very | 2 - Somewhat | 3 - Moderately | 4 - Very | 5 - Completely |
|---|---|---|---|---|---|
| Columbia Ave. | ◯ | ◯ | ◯ | ◯ | ◯ |
| Oldham Ct. | ◯ | ◯ | ◯ | ◯ | ◯ |

11. In ten words or less, what is one thing that, if changed, would make it more likely for you to choose to bike along this segment? *

_____

12. Please share the timestamp of any section of the video for which you have questions or where you would like to discuss further.

_____

13. Ready for Segment 3?

Click yes to continue. Click no to submit the form for now. Your answers will be saved and you'll be able to come back later. (The Segment 3 section is estimated to take 17 minutes to complete.)

*Mark only one oval.*

◯ Yes, continue to next section.

◯ No, leave and save for later. (Click submit on the next page)

## Segment 3 of 8: Oldham Court to Kroger Field K Parking Lot

This segment of the bike tour route begins by heading northeast on Oldham Ct., turns left to head northwest on Columbia Ave., turns left to head southwest on Woodland Ave., and turns left to head southwest on Cooperstown Dr. From there, Cooperstown Dr. connects with Sports Center Dr. The route heads south on Sports Center Dr., turns right to head west on Cooper Dr., and turns left off of Cooper Dr. to head southwest on internal stadium roads and paths, ending at the K Parking Lot at Kroger Field.

Oldham Ct. (0:00 - 0:46)
Columbia Ave. (0:46 - 1:24)
Woodland Ave. (1:24 - 2:08)
Sidewalk between Woodland Glen Residence Halls & Baldwin/Smith Halls (2:08 - 3:45)
Sports Center Dr. (3:45 - 4:38)
Cooper Dr. (4:38 - 5:09)
Stadium Roads/Paths to K Lot (5:09 - 7:42)

## Segment 3: Oldham Court to Kroger Field K Parking Lot - Map

Segment 3: Oldham Court to Kroger Field K Parking Lot - Video

http://youtube.com/watch?v=X3W4BEwPpzI

Stop 3: Oldham Court to Kroger Field K Parking Lot - Discussion | This is a 360 degree video! Click inside the video and hold to drag your mouse around the screen to check it out and see each of the speakers.

http://youtube.com/watch?v=etvqeUSsQG8

14. Please check the boxes below that best describe your feelings after watching the team ride along Segment 3. *

*Mark only one oval per row.*

| | Yes/Agree | Somewhat/Only for Some Portions of Route | No/Disagree |
|---|---|---|---|
| I would feel safe biking along this segment. | | | |
| The riders looked comfortable riding along this segment. | | | |
| It looks like it is easy to navigate a bike along this segment. | | | |

15. Did you see any conflicts or barriers that made it hard for the riders to navigate? If so, please briefly describe below. If not, please enter "n/a". *

16. How safe or comfortable would you feel biking along each of the streets listed below *

*Mark only one oval per row.*

| | 1 - Not Very | 2 - Somewhat | 3 - Moderately | 4 - Very | 5 - Completely |
|---|---|---|---|---|---|
| Oldham Ct. | | | | | |
| Columbia Ave. | | | | | |
| Woodland Ave. | | | | | |
| Residence Hall Sidewalks | | | | | |
| Sports Center Dr. | | | | | |
| Cooper Dr. | | | | | |
| Stadium Roads/Paths | | | | | |

17. In ten words or less, what is one thing that, if changed, would make it more likely for you to choose to bike along this segment? *

18. Please share the timestamp of any section of the video for which you have questions or where you would like to discuss further.

19. Ready for Segment 4?

Click yes to continue. Click no to submit the form for now. Your answers will be saved and you'll be able to come back later. (The Segment 4 section is estimated to take 14 minutes to complete.)

*Mark only one oval.*

- ◯ Yes, continue to next section.
- ◯ No, leave and save for later. (Click submit on the next page)

## Segment 4 of 8: Kroger Field K Parking Lot to Ag North Plaza

This segment of the bike tour route begins by heading northwest on internal stadium roads and paths, turns right to head northeast on University Dr., turns left to travel northwest on UK Farm Rd., and turns right to head northeast on Veterans Dr., and travels in the pedestrian underpass. On Veterans Dr. the route makes a loop by turning right on Hospital Dr. to head east, turns right to head south on University Dr., turns left to head west on Cooper Dr., and turns right to terminate at the Ag North Plaza.

University Dr. heading north (0:00 - 0:45)
UK Farm Rd. (0:45 - 1:16)
Veterans Dr. (1:16 - 2:40)
Hospital Dr. (2:40 - 2:55)
University Dr. heading south (2:55 - 3:40)
Cooper Dr. (3:40 - 4:05)
Internal Roads/Paths to Ag North Plaza (4:05 - 4:53)

## Segment 4: Kroger Field K Parking Lot to Ag North Plaza - Map

Segment 4: Kroger Field K Parking Lot to Ag North Plaza - Video

http://youtube.com/watch?v=1vfbTu8lSaE

Stop 4: Kroger Field K Parking Lot to Ag North Plaza - Discussion | This is a 360 degree video! Click inside the video and hold to drag your mouse around the screen to check it out and see each of the speakers.

http://youtube.com/watch?v=i8zTJBW-0Hc

20. Please check the boxes below that best describe your feelings after watching the team ride along Segment 4. *

*Mark only one oval per row.*

| | Yes/Agree | Somewhat/Only for Some Portions of Route | No/Disagree |
|---|---|---|---|
| I would feel safe biking along this segment. | | | |
| The riders looked comfortable riding along this segment. | | | |
| It looks like it is easy to navigate a bike along this segment. | | | |

21. Did you see any conflicts or barriers that made it hard for the riders to navigate? If so, please briefly describe below. If not, please enter "n/a". *

22. How safe or comfortable would you feel biking along each of the streets listed below *

*Mark only one oval per row.*

| | 1 - Not Very | 2 - Somewhat | 3 - Moderately | 4 - Very | 5 - Completely |
|---|---|---|---|---|---|
| University Dr. (heading north) | | | | | |
| UK Farm Rd. | | | | | |
| Veterans Dr. | | | | | |
| Hospital Dr. | | | | | |
| University Dr. (heading south) | | | | | |
| Cooper Dr. | | | | | |
| Internal Roads/Paths to Ag North Plaza | | | | | |

23. In ten words or less, what is one thing that, if changed, would make it more likely for you to choose to bike along this segment? *

24. Please share the timestamp of any section of the video for which you have questions or where you would like to discuss further.

25. Ready for Segment 5?

Click yes to continue. Click no to submit the form for now. Your answers will be saved and you'll be able to come back later. (The Segment 5 section is estimated to take 15 minutes to complete.)

*Mark only one oval.*

- ◯ Yes, continue to next section.
- ◯ No, leave and save for later. (Click submit on the next page)

## Segment 5 of 8: Ag North Plaza to Healthy KY Research Building

This segment of the bike tour route begins by heading west on Cooper Dr., which is named Waller Ave. once east of Nicholasville Rd./S. Limestone St. The route continues by turning right to head north on Elizabeth St., turns left to briefly head northwest on Transcript Ave., turns right to head north on Press Ave., and turns right on Leader Ave. to end at the indoor bike facility in the Healthy KY Research Building.

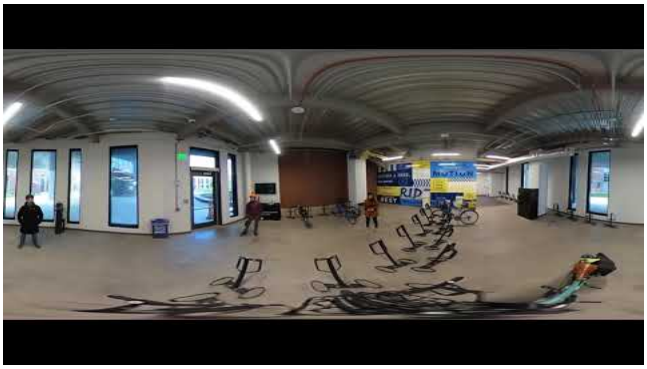
Internal Roads/Paths - Ag North Plaza (0:00 - 0:39)
Cooper Dr. (0:39 - 2:35)
Waller Ave. (2:35 - 3:23)
Elizabeth St. (3:23 - 4:39)
Transcript Ave. (4:39 - 4:52)
Press Ave. (4:52 - 5:29)
Leader Ave. (5:29 - 5:51)
Internal Roads/Paths - Healthy KY Research Building (5:51 - 6:33)

## Segment 5: Ag North Plaza to Healthy KY Research Building - Map

Segment 5: Ag North Plaza to Healthy KY Research Building - Video

http://youtube.com/watch?v=UodRgHKwodc

Stop 5: Ag North Plaza to Healthy KY Research Building - Discussion | This is a 360 degree video! Click inside the video and hold to drag your mouse around the screen to check it out and see each of the speakers.



http://youtube.com/watch?v=kS-mnrJGBwc

26. Please check the boxes below that best describe your feelings after watching the team ride along Segment 5. *

*Mark only one oval per row.*

| | Yes/Agree | Somewhat/Only for Some Portions of Route | No/Disagree |
|---|---|---|---|
| I would feel safe biking along this segment. | | | |
| The riders looked comfortable riding along this segment. | | | |
| It looks like it is easy to navigate a bike along this segment. | | | |

27. Did you see any conflicts or barriers that made it hard for the riders to navigate? If so, please briefly describe below. If not, please enter "n/a". *

28. How safe or comfortable would you feel biking along each of the streets listed below *

*Mark only one oval per row.*

| | 1 - Not Very | 2 - Somewhat | 3 - Moderately | 4 - Very | 5 - Completely |
|---|---|---|---|---|---|
| Internal Roads/Paths (Ag North Plaza) | | | | | |
| Cooper Drive | | | | | |
| Nicholasville Rd./S. Limestone St. Intersection | | | | | |
| Waller Ave. | | | | | |
| Elizabeth St. | | | | | |
| Transcript Ave. | | | | | |
| Press Ave. | | | | | |
| Leader Ave. | | | | | |
| Internal Roads/Paths (Healthy KY Research Bldg) | | | | | |

29. In ten words or less, what is one thing that, if changed, would make it more likely for you to choose to bike along this segment? *

30. Please share the timestamp of any section of the video for which you have questions or where you would like to discuss further.

31. Ready for Segment 6?

Click yes to continue. Click no to submit the form for now. Your answers will be saved and you'll be able to come back later. (The Segment 6 section is estimated to take 17 minutes to complete.)

*Mark only one oval.*

- ◯ Yes, continue to next section.
- ◯ No, leave and save for later. (Click submit on the next page)

## Segment 6 of 8: Healthy KY Research Building to University Drive

This segment of the bike tour route begins by navigating internal roads/paths from the Healthy KY Research Building, then turning right to head north on Press Ave., and turning right to head east on Virginia Ave., which is named Huguelet Dr. east of S. Limestone St. The route heads east/southeast on Huguelet Dr. and then turns right on Veterans Dr. to head south. The route continues south on Veterans Dr., turning left briefly onto Complex Dr. heading, then turns left to head north on University Dr., ending at the intersection with Huguelet Dr.

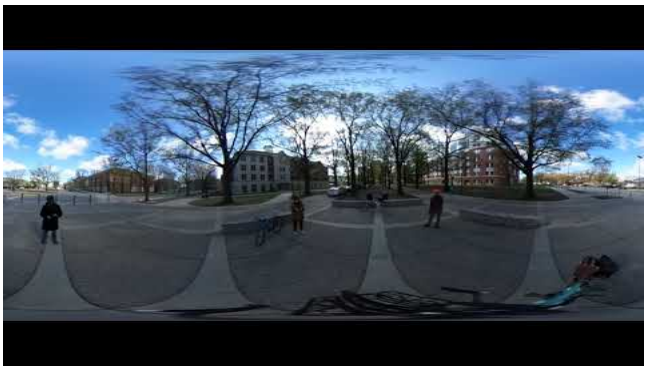
Internal Roads/Paths (0:00 - 0:55)
Press Ave. (0:55 - 1:22)
Virginia Ave. (1:22 - 3:20)
Huguelet Dr. (3:20 - 5:11)
Veterans Dr. (5:11 - 6:12)
Complex Dr. (6:12 - 6:50)
University Dr. (6:50 - 7:51)

## Segment 6: Healthy KY Research Building to University Drive - Map


## Segment 6: Healthy KY Research Building to University Drive - Video

http://youtube.com/watch?v=COLV8IcbRFQ

Stop 6: Healthy KY Research Building to University Drive - Discussion | This is a 360 degree video! Click inside the video and hold to drag your mouse around the screen to check it out and see each of the speakers.



http://youtube.com/watch?v=SPHovQjxYbo

32. Please check the boxes below that best describe your feelings after watching the team ride along Segment 6. *

*Mark only one oval per row.*

| | Yes/Agree | Somewhat/Only for Some Portions of Route | No/Disagree |
|---|---|---|---|
| I would feel safe biking along this segment. | | | |
| The riders looked comfortable riding along this segment. | | | |
| It looks like it is easy to navigate a bike along this segment. | | | |

33. Did you see any conflicts or barriers that made it hard for the riders to navigate? If so, please briefly describe below. If not, please enter "n/a". *

34. How safe or comfortable would you feel biking along each of the streets listed below *

*Mark only one oval per row.*

| | 1 - Not Very | 2 - Somewhat | 3 - Moderately | 4 - Very | 5 - Completely |
|---|---|---|---|---|---|
| Internal Roads/Paths | | | | | |
| Press Ave. | | | | | |
| Virginia Ave. | | | | | |
| S. Limestone Intersection | | | | | |
| Huguelet Dr. | | | | | |
| Veterans Dr. | | | | | |
| Complex Dr. | | | | | |
| University Dr. | | | | | |

35. In ten words or less, what is one thing that, if changed, would make it more likely for you to choose to bike along this segment? *

36. Please share the timestamp of any section of the video for which you have questions or where you would like to discuss further.

37. Ready for Segment 7?

Click yes to continue. Click no to submit the form for now. Your answers will be saved and you'll be able to come back later. (The Segment 7 section is estimated to take 8 minutes to complete.)

*Mark only one oval.*

- ◯ Yes, continue to next section.
- ◯ No, leave and save for later. (Click submit on the next page)

## Segment 7 of 8: University Drive to Rose Street Plaza

This segment of the bike tour route begins by heading northeast on University Dr., turning left on Hilltop Ave., and stopping at the Rose St. Plaza.

University Dr. (0:00 - 0:51)
Hilltop Ave. (0:51 - 1:26)
Internal Roads/Paths (1:26 - 2:13)

## Segment 7: University Drive to Rose Street Plaza - Map

Segment 7: University Drive to Rose Street Plaza - Video

http://youtube.com/watch?v=65Ni7aOXwuc

Stop 7: University Drive to Rose Street Plaza - Discussion | This is a 360 degree video! Click inside the video and hold to drag your mouse around the screen to check it out and see each of the speakers.

http://youtube.com/watch?v=VT28ZaRfW-c

38. Please check the boxes below that best describe your feelings after watching the team ride along Segment 7. *

*Mark only one oval per row.*

| | Yes/Agree | Somewhat/Only for Some Portions of Route | No/Disagree |
|---|---|---|---|
| I would feel safe biking along this segment. | | | |
| The riders looked comfortable riding along this segment. | | | |
| It looks like it is easy to navigate a bike along this segment. | | | |

39. Did you see any conflicts or barriers that made it hard for the riders to navigate? If so, please briefly describe below. If not, please enter "n/a". *

40. How safe or comfortable would you feel biking along each of the streets listed below *

*Mark only one oval per row.*

| | 1 - Not Very | 2 - Somewhat | 3 - Moderately | 4 - Very | 5 - Completely |
|---|---|---|---|---|---|
| University Dr. | | | | | |
| Hilltop Ave. | | | | | |
| Internal Roads/Paths | | | | | |

41. In ten words or less, what is one thing that, if changed, would make it more likely for you to choose to bike along this segment? *

42. Please share the timestamp of any section of the video for which you have questions or where you would like to discuss further.

43. Ready for Segment 8?

Click yes to continue. Click no to submit the form for now. Your answers will be saved and you'll be able to come back later. (The Segment 8 section is estimated to take 11 minutes to complete. This is the last segment.)

*Mark only one oval.*

- ◯ Yes, continue to next section.
- ◯ No, leave and save for later. (Click submit on the next page)

## Segment 8 of 8: Rose Street Plaza to White Hall Classroom Building

This segment of the bike tour route begins by heading northeast on Rose St., turns left into UK's internal campus pathway network, and ends at the White Hall Classroom Building.

Rose St. (0:00 - 0:47)
Internal Paths (0:47 - 1:53)

## Segment 8: Rose Street Plaza to White Hall Classroom Building - Map

Segment 8: Rose Street Plaza to White Hall Classroom Building - Video

http://youtube.com/watch?v=vfpWEkM7oa4

Segment 8: Rose Street Plaza to White Hall Classroom Building - Discussion | This is a 360 degree video! Click inside the video and hold to drag your mouse around the screen to check it out and see each of the speakers.

http://youtube.com/watch?v=aZOGlZ89oC8

44. Please check the boxes below that best describe your feelings after watching the team ride along Segment 8. *

*Mark only one oval per row.*

| | Yes/Agree | Somewhat/Only for Some Portions of Route | No/Disagree |
|---|---|---|---|
| I would feel safe biking along this segment. | | | |
| The riders looked comfortable riding along this segment. | | | |
| It looks like it is easy to navigate a bike along this segment. | | | |

45. Did you see any conflicts or barriers that made it hard for the riders to navigate? If so, please briefly describe below. If not, please enter "n/a". *

46. How safe or comfortable would you feel biking along each of the streets listed below *

*Mark only one oval per row.*

| | 1 - Not Very | 2 - Somewhat | 3 - Moderately | 4 - Very | 5 - Completely |
|---|---|---|---|---|---|
| Rose St. | | | | | |
| Construction Zone | | | | | |
| Internal Paths | | | | | |

47. In ten words or less, what is one thing that, if changed, would make it more likely for you to choose to bike along this segment? *

48. Please share the timestamp of any section of the video for which you have questions or where you would like to discuss further.

**Please hit Next to complete your form, wipe the virtual sweat from your brow after some serious e-pedaling, and submit your responses!**

Thank you!

This concludes the virtual bike tour around the University of Kentucky's campus. We appreciate your time and feedback, and your comments will provide valuable insight for the project team. For more information, please visit www.rideblue.ky

# SEGMENT 1

| BARRIERS | WOULD CHANGE |
| --- | --- |
| Around 2:30, the group passed a truck and trailer parked on Limestone. The truck took up part of the bike lane, leaving littel room to pass. This issue for me in these situations is whether someone is about to open the driver side door. Bike lanes should be wide enough to provide a space to avoid the door zone. The Maxwell Street bike lane does feel narrow. I use it frequently. It appears part of the bike lane consists of the road gutter as many times after a rain there is standing water there. I'm not familiar with the details of the ASHTO standards. The Rose Street transition between bike lane and sharrows is also awkward due to parking lot entrance at that location. Many times there are people trying to turn right in the south-bound lane as well as people turning left from the north-bound lane and I'm trying to use the bike lane. Not the most comfortable situation, | unobstructed bike lanes |
| Storm water inlets along the curb. Appears to narrow the bike lane because of the grating. Is there standrad on marking them with some color on the curb?I would like to go out an measure how much they reduce the bike lane. | better defined bike lanes - reduce shared traffic and bike lane. |
| | Brightly colored/painted bike lane; more traffic signs indicating bike lane |
| | Bike lane on rose street between maxwell-Euclid. |
| City sewer project blocking sidewalks with signs and generally not following MUTCD standard signage. Delivery truck partially blocking bike lane just north of Steak and Shake (TS 2:25); GS Loading dock often blocking bike lane and sidewalk (TS3:30) mentioned by Sandra as well. Car blocking Ave of Champs at Rose (TS 6:28) which often happens even when construction not occurring. Enforcement efforts and light timing? | warmer day |

## BARRIERS

video discussion pointed out main points - construction made it a little unnerving but also consider traffic is low right now.

Intersection of Limestone/Euclid is not clear for bicyclists who turn right how to deal with the bike lane; maybe a bike box or a sign to indicate from where to turn right is needed.

narrow lane with pavement seam on maxwell; have had problems on Ave of Champs with oncoming left turn traffic

Agreed that at 3:20 semi trucks often park in this space and their trailer blocks the bike lane, forcing a merge immediately after an intersection where motorists often are turning right.

Maxwell St is narrow. I use to ride this segment daily during pm rush but have now move to AOC and Euclid where it is more comfortable

The issue with Ave of Champions is that cars will park temporarily long the street just after the parking spots. Having the turn lane on the right of the cyclist would feel a little unsettling simply because cars can zoom up on both sides of the cyclist if nearby vehicles are not paying attention or don't give the cyclist consideration.

Transition from a bike lane to a sharrow; there seemed to be several of these, and it's always a bit scary when traffic is heavier. Also, the drainage inlets in the bike lane on Rose Street looked dangerous.

## WOULD CHANGE

Keeping all the striping brighter.

N/a, I always take each of these routes over alternatives

not sure what they are called, but in San Fran they have rubber flag type things sticking up along the bike lane markers

Cleaner lanes

more separation on Maxwell

Better facilities on Maxwell St

I frequently do already.
A little more space between my left elbow and the traffic on Maxwell. Fewer transitions from bike lane to sharrow. Bike lane clear of drainage grates on Rose Street.
More space between car and cyclist

# SEGMENT 2

## BARRIERS

I ride this route frequently and agree with the comments. The section between Woodland and Oldham normally has a lot of parked cars narrowing the effective lane, but traffic speeds are low. There tends to be a lot of pedestrian traffic at Woodland Columbia intersection. I'm glad to hear they're opening up the Oldham Ct to pedestirans and bikes. Long overdue.

Concrete crub crmbled in sveral locations and asphalt on Columbia very broken and potholes.

Columbia very bumpy. TS 0:45 Columbia narrows when you cross Woodland and during normal times is crowded with cars parked and trying to maneuver the narrow area.

lots of breaks in concrete and not well defined bike lane since shared throughout.

No bike or sign lane on Columbia, too many cars parked in residential area, difficult/worrisome to navigate around these

parking on Columbia

cars parked on columbia (min 1:35) conflict with oncoming traffic
Pavement condition was pretty bad. Parked cars made it a bit more challenging.

1:40 commute hour traffic plus parked cars makes this stretch harder to navigate, but even at its heaviest the traffic is low

## WOULD CHANGE

narrow street at TS 1:40

defined bike lanes - improved pavement.

Connection to Sports Center Dr.; bike lane

Possible bike lanes, repaint sharrows

use Woodland to sportscenter

Mill and resurface columbia. Include the bike symbols to share the road

No street parking on Columbia

no street parking on columbia

The Columbia connection

Need to get to Chevy Chase.
Improve pavement condition. No curbside parking.

More signage to be aware of cyclists

# SEGMENT 3

## BARRIERS

At 2:38, I noticed the drain grates in the pedestrian sidewalk are aligned wiht the direction of travel. I'm always on the lookout for these as I do not want to drop my front whee in them. Something to keep in mind while designing the faciities. When students are present, this area can become very congested.

Asphalt cracking and curb crumbling along sports center drive.

Agreed with Erin's comment on way finding.

Riding on walking paths may be not very intuitive! Especially when students are present.

it is what i don't, parked cars obstructing view

beside BCTC, muddy wet conditions.

Navigation would be difficult to visitors/new students on their route.

Crossing Cooper without a clear way for drive to see a cyclist's potential path. Also the path around the stadium is unclear, University Dr. is better paved and marked for cyclists already.

## WOULD CHANGE

way finding and smoother path at BCTC.

smaller roads have more cars parked blocking - need better bike lane painted area and flow traffic to reduce student/bike interaction bike path which creates bikers being in traffic pattern.

More clear cycle only areas

better markings

milling and re-paving along sports center dirve. Probably need to wait until the construction traffic is gone.

Bike lanes on Sports Center Dr

pot holes on sports center drive and unlevel (muddy) areas fixed

Better marking of the stadium path.

increased visibility at crosswalk. Lights and signs

I frequently ride the Woodland, but not Sports Center.

More bike lanes, fewer sharrows

# SEGMENT 4

## BARRIERS

I don't remember a sign indicating the underpass at UK Farm Dr and VA Drive.

Parallel parked cars opening doors into bike lanes. Bike lane split between two differnt srufaces - cocnrete and apshalt. On vetrerans conflicts with walkers and bikers - need to spearate?

riding next to parking along University is always nerve racking

ramp and traffic collide making it safety concern for bikers by garage. also narrow sidewalk needs to be expanded to avoid student/biker collision

narrow sidewalk 4:30

Better signage for bike path, a lot of cutting through parking lots. Also gutters taking up half of the bike lane are a real pain.

## WOULD CHANGE

more space next to parked cars

smoother bike lanes, better road painting, expanded sidewalk if shared

Internal raids need signing for bicycles

wider bike path on Cooper

Brighter markings for bike lanes.

Wider bike lanes on Cooper

Better signs

n/a

I use this segment as a way to get to the outlet at Baptist Hospital

If cooper road had less traffic and lower speeds

# SEGMENT 5

## BARRIERS

I would be very uncomfortable riding up the ramp at 5:00 in the video. Not that I couldn't do it as much as it does not appear to have sufficient width for a pedestrian and a bike at the same time.

No lanes on Waller or Eleizabeht. No curb as well.

No indication that bike lane ending when you cross Nicholasville Rd. Smart to occupy the lane before the intersection. TS 1:41

limited bike lane and lots of traffic

Areas of Elizabeth street difficult due to lack of sidewalks for pedestrians, use of sidewalks for part of the ride (on campus), intersections along Cooper and

no edge to E street

The intersection where Cooper crosses Limestone and becomes Waller is a major obstacle.

ramp up to BBR2 is too narrow for bikes and pedestrians

## WOULD CHANGE

indication that bike lane is ending

not a fan of this portion due to high traffic, narrow streets, street parking, and shared sidewalk
Removal of parking for a bike lane
more one way traffic

Brighter markings. I would not invest in Waller or ELzabeth street as not on or directly the edge of campus.

Add bicycle lanes to Waller
Fewer internal roads, unless there are better marks
Sharrows on Elizabeth

Better internal connections. The connection from the bike shed to Virginia Ave is not very good either.

Fewer dropped bike lanes

# SEGMENT 6

## BARRIERS

The segmenth between Press and Rose can be challenging to navigate, especially around rush hour times. The area between Limestone and the entrance to the KY clinic parking can also be challenging with people unfamiliar with UK trying to figure out how to get to the garage. I share your concerns about the bike lanes on University as the parking spaces are narrow and car doors extend well into the bike lae.

Continue to see faded bike lane markings and broken and crumbled gutters.

Virginia Ave feels tight TS 1: 33 construction on North side of Virginia an example of no control of a construction site for pedestrians bikers or drivers Intersection of VA drive?/Seaton Center and University no stop sign very difficult to make left turn. Difficult for pedestrians crossing too! TS 5:05 Parking on right side of road- I agree with those comments as well.

4:12 to 5:12 service road, take U Drive

The curbs make it difficult, also using Hugheulet all the way to University is already better outlined with a wide lane and a road that is controlled well with speed tables.

The recently renovated areas are great for pedestrians and cyclist with wider sidewalks and more access points.

huge intersections with sharrows

## WOULD CHANGE

safer on Virginia. stop sign at Complex and University

same as previous

Nothing

not crossing U Drive without signal

some type of phsical separation between cars and bikes along Viriginia and Huelget

Better bike facilities along Virginia
Use what is already there
n/a

Better separation between parked cars and bike lane.

slower vehicular speeds and less surrounded by traffic

# SEGMENT 7

## BARRIERS

Agree with the comments about the University/Hilltop intersection and the parking garage entrance.

Just in front of the parking sturcutre entrance/exit.

PS2 entrance

Pedeatsrin shared pathways need some clarity on separate areas for each

## WOULD CHANGE

drop off zone for Honors Dorm

same as previous
Distinction between pedestrians and bicyclists
none
Nothing
Add a loading zone along Hilltop for cars to park

More lights for cross walks

n/a
I ride it already.
more signage to be aware of cyclists

# SEGMENT 8

## BARRIERS

Rose Street has been a mess for much of the past five years that I have worked on campus. Now it seems we have much construction down by the Phys-Chem building which makes it challenging to get through this area. We used to be able to ride around the Phys-Chem building to the south and come in, but not with all of the construction. You can also get into the area via Funkhouser and between Gatton, but it's been a while since I've gone that way and I suspect there must be construction there also. It would be nice to have a way to find areas of campus under construction along with suggested routes.

Bottle neck between Chem-Physics and Maxwell Place. The plaza in front of MI King Library is tough with entrance, outdoor table, drive and parking.

small sidewalk between campus and president's house TS 1: 10

this is typically a high student traffic area and often see bikers sudden stop or challenge navigating students darting

The are behind king library cannot be used during the year due to students walking

narrow path, pedestrian conflicts

Narrow corridor along Chem-Phys building

It wasn't apparent, but often these corridors have crowds of students

## WOULD CHANGE

large vehicles parked on sidewalks

designate bike traffic from student

Widen sidewalks between buildings

pick another pat

Close Library drive and more of a pedestrian walkway, making it safer for bikers and then maybe bikers and pedstrians would use it rather than the wlak between Chem-Physics and Maxwell Place.

Wider path along Chem-Phys building

The narrow pedestrian paths are a pain and are easier to just avoid all together using the next left turn.

Less construction

Wider sidewalks or designated bike detours

Gresham Smith

## Inform Campaign #1: July 6 – July 10

**Email:**

UK Transportation Services is happy to announce the kick-off of our Bicycle Master Plan project. UK is nationally recognized as a Gold-Level Bicycle Friendly University, and together we are authoring the roadmap for the next five years to take an already great bike network and make it even better.

At UK Transportation Services, we're committed to providing commuting alternatives and intracampus mobility for UK employees, students and guests. Our team manages parking, transit, bicycle, pedestrian, e-scooter, and ride share programs – everything you need to get to, from and around campus. Learn more here!

### What is the Bicycle Master Plan?

Our Bicycle Master Plan will thoroughly evaluate the status of our existing multimodal network on campus. We'll explore opportunities for enhancing facilities that make biking and scooting across campus the easy first choice. With assistance and input from you, we'll develop a comprehensive list of recommendations for the next five years.

### Why are you reaching out to me and where can I learn more?

We're reaching out to people and organizations on campus to spread the word about this project and invite you to join us. Your voice matters and is important for this project.

Our project website is the hub for information: www.rideblue.ky. We'll be sending more information throughout the project to keep you informed and ask for your feedback. Please stay tuned!

### Can I get involved now?

Gresham Smith

Yes! We have a visual survey on our website up and running where you can drop your comments on a map of campus. Click here to get started!


We're excited about the opportunity to make biking and scooting on campus even more safe and comfortable. Thanks for coming along for the ride!

**Sandra Broadus, Alternative Transportation Manager**
**Transportation Services, University of Kentucky**

Gresham Smith

## Inform Campaign #1: July 6 – July 10

**Newsletter Copy:**

UK Transportation is excited to announce the kick-off of our Bicycle Master Plan project. UK is nationally recognized as a Gold-Level Bicycle Friendly University, and together we are authoring the roadmap for the next 5 years to take an already great bike network and make it even better. Click here to learn more about the project and how to get involved!

**Facebook:** UK Transportation is excited to announce the kick-off of our Bicycle Master Plan project. We are nationally recognized as a Gold-Level Bicycle Friendly University, and together we are authoring the roadmap for the next 5 years to take an already great bike network and make it even better. Click here to learn more about the project and how to get involved!

**Instagram:** UK Transportation is excited to announce the kick-off of our Bicycle Master Plan project. We are nationally recognized as a Gold-Level Bicycle Friendly University, and together we are authoring the roadmap for the next 5 years to take an already great bike network and make it even better. Click here to learn more about the project and how to get involved!

**Twitter:** UK Transportation Services is developing a plan for better biking on campus. Click the link to learn more! www.rideblue.ky

**Post Image:**

Gresham Smith

# Inform Campaign #2: July 13- 17

**General Email:**

We're updating our campus Bicycle Master Plan and we're excited to share with you what we've learned so far. We'd also like your input as we set the vision for alternative and multimodal ways of getting around on campus.

## Bicycle Master Plan Goals

The Bicycle Master Plan will guide UK's bicycle efforts over the next five years. It's designed to help us achieve five major goals:

1. Improve, enhance and expand the University's existing bicycle infrastructure, programs and initiatives.
2. Increase the number of students, employees and visitors who choose bicycling as their primary mode of transportation.
3. Sustain momentum of previous bicycle infrastructure and program efforts and investments.
4. Provide direction for the efficient and effective allocation and prioritization of campus resources for infrastructure, education and outreach initiatives.
5. Sustain prominence as a nationally recognized bicycle-friendly campus and progress toward platinum-level Bicycle Friendly University designation.

## A Vision for the Future

We've started asking students, faculty and staff what they would like to see biking on campus look like in the future. Themes we've heard so far include:

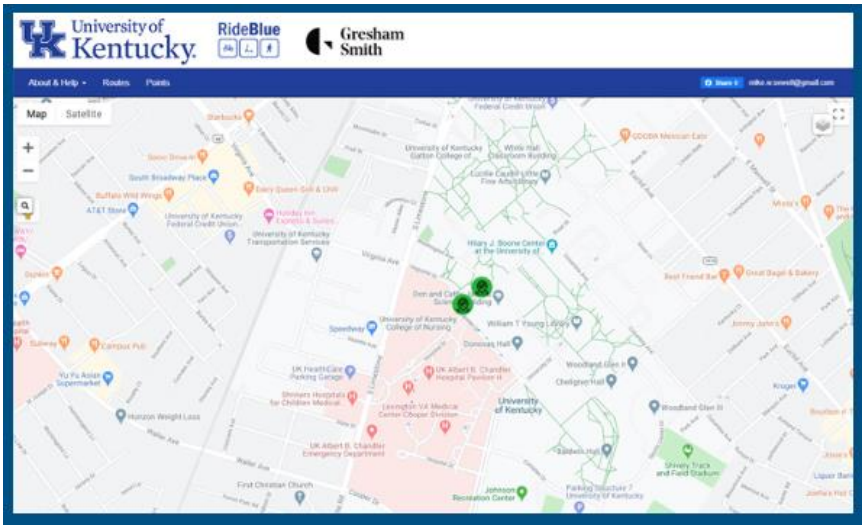
- Seeing bicycling as mainstream at UK
- Integrating cycling routes with the surrounding city
- Making bicycling safe, accessible and comfortable for all users

Gresham Smith


Please join the conversation! Click here to add your words to our virtual vision board, which is posted on our website with the live results.

## Share Your Ideas!

We also have a visual survey on our website where you can drop your comments on a map of campus. Click here to get started.

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We're excited about the opportunity to make biking and scooting on campus even more safe and comfortable. Thanks for coming along for the ride!

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Gresham Smith

**Sandra Broadus, Alternative Transportation Manager**
**Transportation Services, University of Kentucky**
www.rideblue.ky

Gresham Smith

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**Post Image:**

Gresham Smith

## Excite Campaign #1: July 20 – July 24

**Email:**

UK Transportation Services' Bicycle Master Plan project is underway, and as a part of the process, we have an exciting and interactive way for you to get involved from home!

### Virtual Bike Tour

We had originally planned to invite everyone on a bike tour of campus during the spring semester to kick-off our Bicycle Master Plan project, but physical distancing requirements this year changed our plans. So we brought the tour to you! Three of our team members rode through campus to give you a glimpse of what biking in and around UK is like (minus the sea of typical backpacks).

### Meet the tour guides!

Sandra Broadus is the Alternative Transportation Manager for UK where she coordinates the bicycle, transit, and pedestrian programs and infrastructure on campus.

Gresham Smith

Mike Sewell, PE, LCI is the Active Transportation service line leader for UK's project partner, Gresham Smith. He is a daily bike commuter, and he is leading this project.

Erin Hathaway, PLA is first and foremost a proud UK alum and Lexington resident who rides her bike to work, and she is a landscape architect with Gresham Smith.

## Check out the Virtual Bike Tour for yourself!

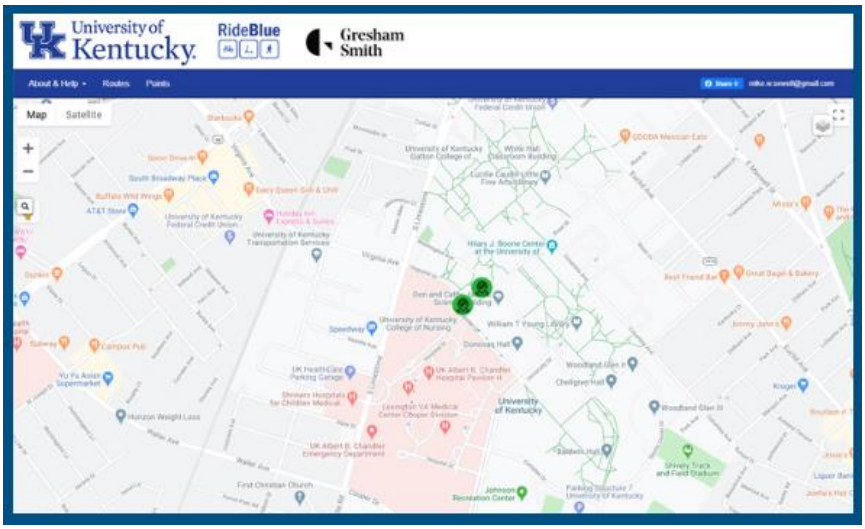
Whether you're an upperclassman who knows the way around campus by heart, a seasoned faculty or staff member, or a new student excited to call the Lexington campus home, this tour is for you. Veteran Wildcats might feel nostalgic, and new students have a chance to tour around UK from a new perspective. Click here to watch the Virtual Bike Tour playlist on YouTube.

## Can I get involved in the Virtual Bike Tour too?

Yes! You can also **participate** in the Virtual Bike Tour on our project website and give your feedback there. Click here for the easiest armchair bike ride yet!


We also have a visual survey on our website up and running where you can drop your comments on a map of campus. Click here to get started!

Gresham Smith

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**Instagram:** Miss biking on campus? So do we! We recorded a Virtual Bike Tour to share with you – and to get your input for UK Transportation's Bicycle Master Plan. Check it with this link (https://tinyurl.com/RideBlueVBT) and visit our project website (www.rideblue.ky) for more info!

**Twitter:** Miss biking on campus? Check out our Virtual Bike Tour and tell us what you love about biking at UK & what you'd like to see more of! https://tinyurl.com/RideBlueVBT

**Post Image:**

Gresham Smith

# Inform Campaign: January 21, 2021

**Email:**

UK Transportation Services hit the ground running last semester with the kick-off of its Bicycle Master Plan project. UK is a nationally recognized Gold-Level Bicycle Friendly University and is now writing the roadmap for the next five years to take an already great bike network and make it even better. Help us do that by providing your input!

## What is the Bicycle Master Plan?

The Bicycle Master Plan is designed to thoroughly evaluate the status of the existing multimodal network on campus. Its purpose is to explore opportunities for enhancing facilities that make biking and scooting across campus the easy first choice. With assistance and input from you, we're developing a comprehensive list of recommendations for the next five years.

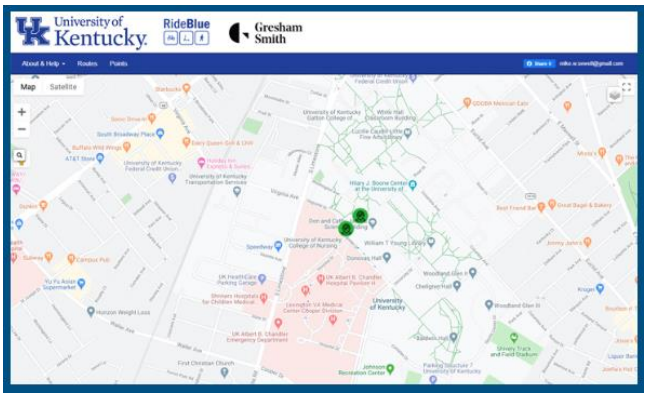
## Why are you reaching out to me and where can I learn more?

We're reaching out to people and organizations on campus to help spread the word about this project and invite you to join us. Your voice matters and is important for this project. The project website is the hub for information: www.rideblue.ky. Check it out and stay tuned for updates!

## Get Involved!

We have an interactive map on our project website where you can drop comments about what you love about biking on campus and what would make it even better. Click here to get started.

Gresham Smith




## What's next?

We'll send more information next week about the Story Map we've built that summarizes the feedback we've received thus far and illustrates the multimodal analysis that was conducted last semester. Click here for a sneak peek!


UK Transportation Services is committed to providing commuting alternatives and intra-campus mobility for UK employees, students and guests. Our team manages parking, transit, bicycle, pedestrian, e-scooter, and ride share programs – everything you need to get to, from and around campus. We're excited about the opportunity to make biking and scooting even more safe and comfortable. Thanks for coming along for the ride!

Gresham Smith

## Inform Campaign: January 21, 2021

**Newsletter Copy:**
UK Transportation Services has been hard at work over the last semester to collect the information we need to develop the University's Bicycle Master Plan. UK is nationally recognized as a Gold-Level Bicycle Friendly University, and this plan will take an already great bike network and make it even better. Click here for a sneak peek of the Story Map that summarizes what we've learned so far.

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**Twitter:** We've been hard at work on our Bicycle Master Plan over the last semester. Want a sneak peek of the Story Map that summarizes what we've learned so far? Visit tinyurl.com/UKStory

Gresham Smith

**Post Image:**

Gresham Smith

## Excite Campaign: January 28, 2021

**General Email:**

UK Transportation Services is updating the University's campus Bicycle Master Plan, and we're excited to share with you what we've learned so far!

Last semester, we hosted a dynamic online forum that took participants on a virtual bicycle tour of campus and gathered their input. Watch the virtual forum and bicycle tour for yourself!

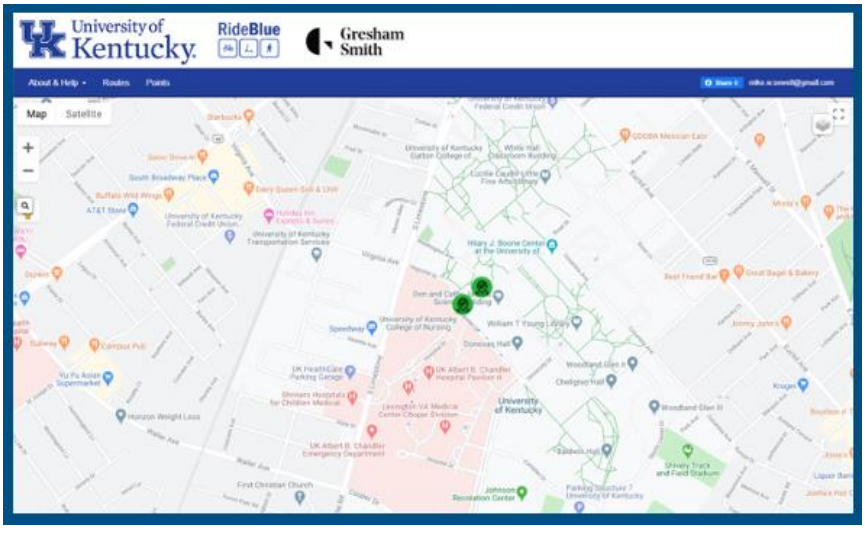
Over the last few months, we've continued to gather feedback, comments and ideas, while at the same time conducting a thorough analysis of the levels of safety, use, and comfort as it relates to bicycling on campus.

We've taken this information and built a Story Map that summarizes the most common requests, along with the places people both like and avoid, the conflicts and barriers they face, and their big picture ideas. The Story Map also illustrates crash hot spots, a stress analysis, and the routes most in demand for cycling. Check it out for yourself!

Gresham Smith


## We Want Your Input!

As this project continues, we would like to gather as much information as possible from the campus community. Please visit the Story Map to learn more about the results we have so far and to leave your feedback, letting us know if we're headed in the right direction. Then check out the interactive map to add your own comments. **Click here to get started.**

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Gresham Smith

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**Post Image:**

Gresham Smith

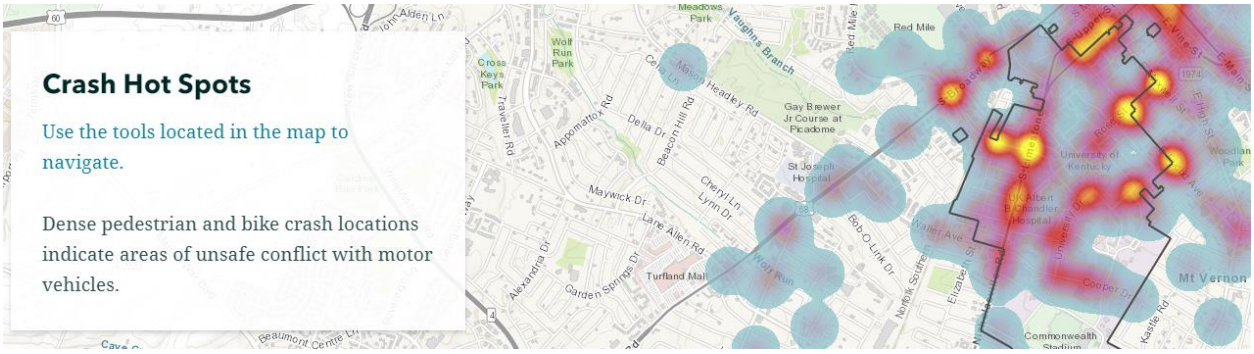
# Inquire Campaign: February 4, 2021

**General Email:**


UK Transportation Services has been rolling along with the update of the University's five-year Bicycle Master Plan, and we continue to need assistance from students, faculty and staff in finalizing the document. Take a moment to view the current progress and to add your own comments!

## Visit our Story Map!

First, check out the Story Map. We've taken our multimodal analysis and mapped out the results. **Click here to visit and see if the results match your own experience of biking on campus.**



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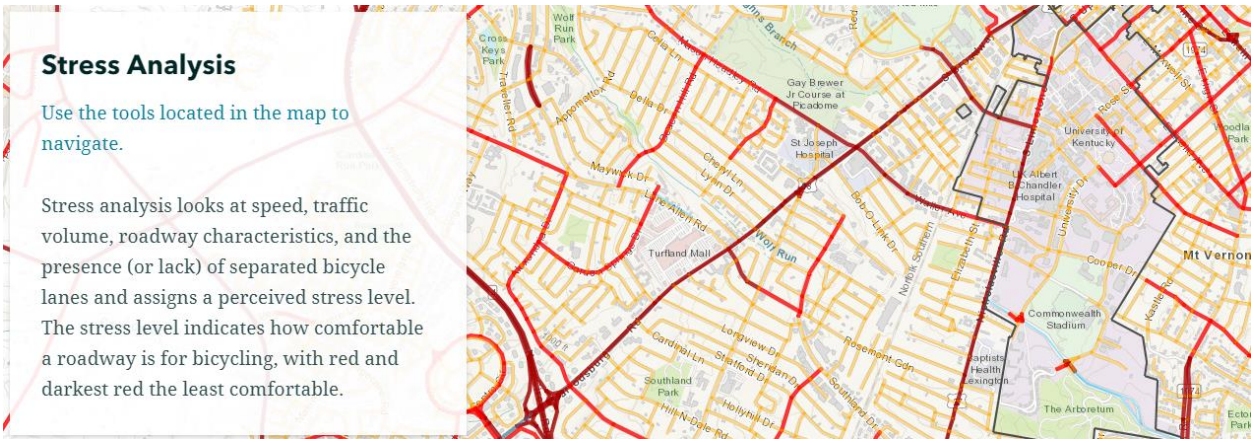
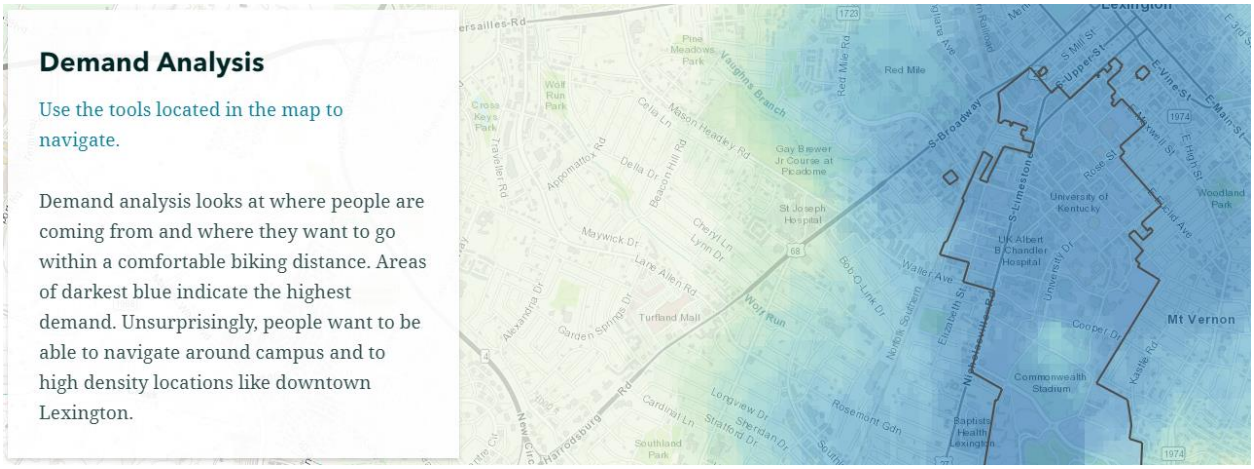
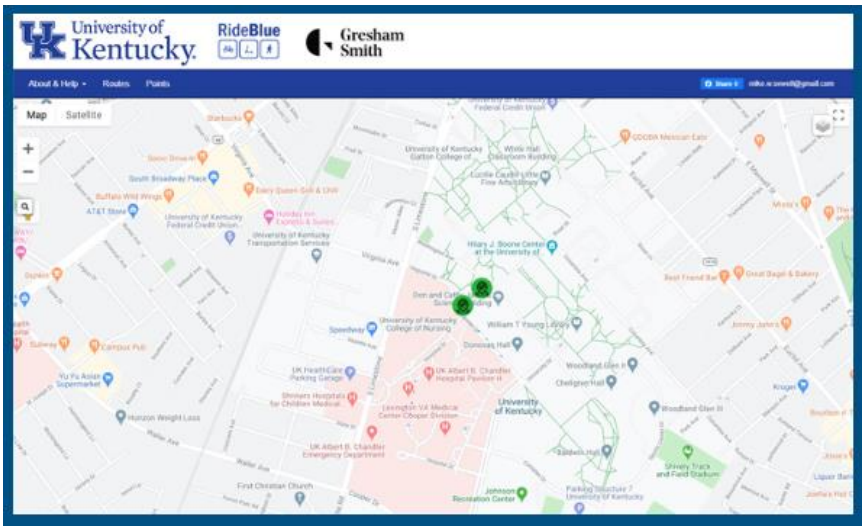



## We Want to Hear More from You!

After you view the Story Map, visit the interactive survey map and drop your own comments on a campus map. Let us know where you feel more comfortable or stressed while cycling, as well as your main destinations on and around campus. **Click here to get started.**

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Gresham Smith

# Inquire Campaign: February 4, 2021

**Newsletter Copy:**

UK Transportation's Bicycle Master Plan is rolling along, and we need your help! Click here to see a Story Map summary of our multimodal analysis, and then visit our interactive map to let us know how the results match your experience biking on campus!

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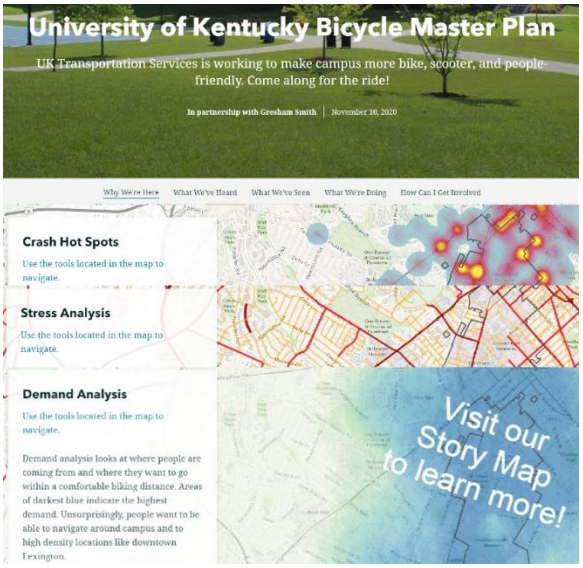


Gresham Smith

# Inspire Reminder Campaign: February 11, 2021

**General Email:**


UK Transportation Services needs your help to guide the direction of our campus Bicycle Master Plan! Our goal is to make biking to and through campus the easy first choice for all bike riders – from the power commuters to the casual Saturday strollers.

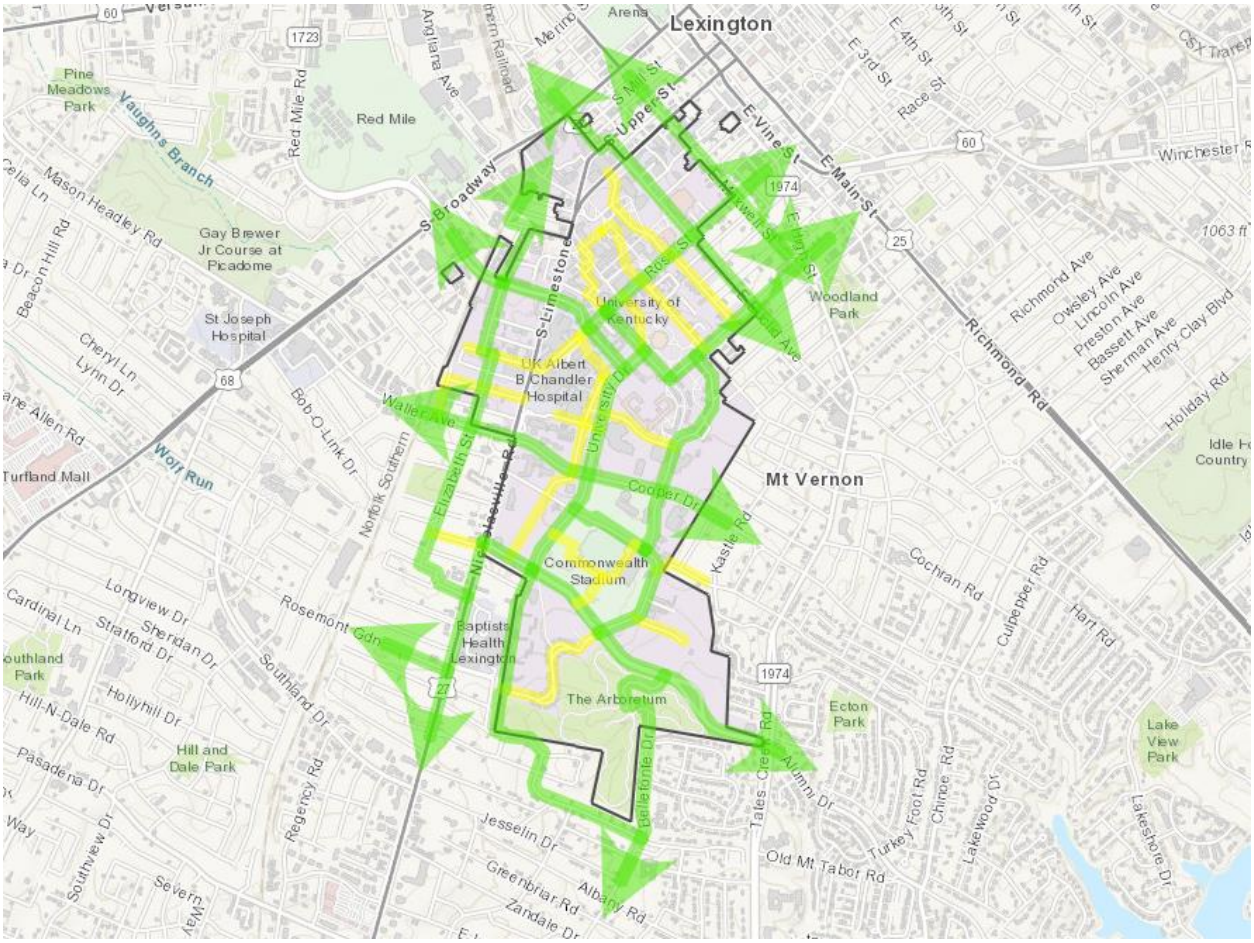
We know that some of you are strong and fearless on two wheels, others are interested but concerned right now, and perhaps some can't imagine hopping on a bike just yet. This plan is for everyone!

Scroll down to learn more about the multimodal research we've done so far and where we're headed with the Bicycle Master Plan. Then, visit our interactive survey to let us know what you think!

## Goal: A Safe, Connected, and Comfortable Campus Bike Network

Have you checked out our Story Map? We've taken the results of our multimodal analysis and wrapped them up with the feedback we've heard from you so far to map out an initial network of focus corridors and develop a list of priority projects. **Click here to visit, zoom in, and see if the focus corridor routes and priority projects we've identified match what you're looking for.**

Gresham Smith




## We Want to Hear More from You!

After you check out the Story Map, take our quick, 8-question survey to let us know what you think about the projects we're recommending. **Survey link can be found here.**

You can also visit our interactive survey map where you can drop your comments on a map of campus. Draw lines for the routes you'd like to see added or improved, drop pins with other comments too! **Click here to get started.**

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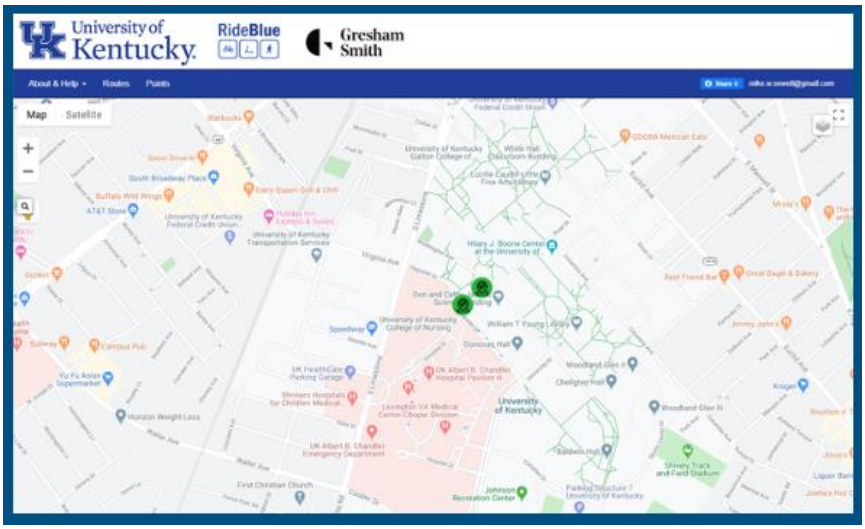


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**[social media post image photo options on next page]**

Gresham Smith

**Post Image Option 1:**


**Post Image Option 2:**