

UAF Campus Bike Safety Proposal

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Statement of Issue

We would like to improve the overall safety of bike riders on campus. Over the last few months, we have collected comments from students that suggest three main spots on campus pose a significant danger to bicyclists as well as many smaller hazardous areas. We would like to address the concerns that were brought to our attention and work towards fixing those hazards.

Explanation of Reason

We wish to address this issue because many students have informed Green Bikes that these spots on campus are definite hazards to bicyclists. It is our goal as a program to improve bike use and safety on campus. This Proposal will highlight these areas and suggest ways that they might be improved. Ideally, we would like the Master Planning Committee to take steps towards remedying these issues.

Description of Request

The three main concerns that this proposal addresses are where Sheep Creek Road meets Tanana Dr. (near the farm), where Tanana loop slopes southeast in front of Butrovich, and the intersection in front of the Lola Tilly Commons. Our polls of students and staff at UAF clearly highlighted these areas as the most hazardous to bicyclists on campus.

The first location we would like to address is along Sheep Creek Road and Tanana Dr. The first problem that was brought to us is that there is no shoulder, forcing bikes onto the road. This makes drivers either continue dangerously close to bicyclists, or drive into oncoming traffic lanes to give bicyclists room. Both results are hazardous. Building a shoulder or a separate bike path on this road would solve this problem. The second issue at this location is that drivers on the road frequently do not obey the speed limit. More strictly enforcing the speed limit or placing a sign to clock the speed of drivers on the road could remedy this issue. The third problem is that the road provides poor visibility due to overhanging shrubs. Trimming these plants would greatly improve this issue. The last trouble spot brought to our attention on this road was that cars frequently stop on shoulder to see the reindeer, causing bikes to go far into the road to get around them. Placing signs to inform people not to park there could be the cheaper solution. A more extreme solution would be to build or open up parking on or near the farm.

The second location we would like to address is where Tanana loop comes down in front of Butrovich. This spot also has little to no shoulder and often, speeding vehicles. Both solutions suggested for the previous location apply here as well. Another issue that was brought to our attention was the fact that the road is very poorly lit. Visibility is extremely important for bike riding, especially in the winter months because drivers often do not look for bikes on the roads. Lighting is something that should be put in on this road. The last

point that was brought up was the fact that this road is not swept often enough to keep high levels of gravel from building up. When there is little shoulder, gravel on the side of the road often means that bicyclists must ride far into the middle of the road. As we mentioned before, this is a hazard for both bicyclists and drivers.

The last big area that was highlighted in our public polls was the intersection in front of the Lola Tilly Commons. We received many complaints about the complexity and overall inefficiency of this intersection. The main complaint being that there is no simple way to cross directly from the west side to the east side and drivers often do not look for pedestrians. In general, the intersection should be completely redesigned. However, if this is not in the budget, more clearly defined crosswalks (possibly lighted) should be installed to improve the safety of both crossing bicyclists and pedestrians.

A few smaller issues were also addressed. One was the overall congestion of Yukon drive. Many students walk, drive and bike to class on this road, making travel on it difficult and slow. Bike paths or lanes were suggested for this road. Another suggestion was to open up the Proposed North road to vehicular traffic. This would lighten traffic from those arriving from Farmer's Loop. Many people also suggested that signs be posted near roads all over campus to inform drivers to watch for bikes. Other issues can be found on the attached public comments page.

Some of the things that have been listed could be quickly and more cheaply fixed. The first would be the speed enforcement of Sheep Creek Road and Tanana Loop. This could be through increased patrols of these roads and added speed clocks. It is also necessary on Sheep Creek Road to trim the bushes so that they do not block visibility and disallow parking in front of the reindeer pens. There also should be more road sweeps done on Tanana loop and Yukon Drive to prevent gravel build up on the shoulder. At the intersection in front of the Tilly, the crosswalks could be made more clear by repainting and lighting them. Signs to alert cars to bike use of the road should be posted on all roads on campus, mainly the three main areas because these are where bikes are in the most danger.

Although we received comments about almost every area on campus, only three spots seemed to demand immediate or drastic improvement. It is my proposal that repairs and construction on Sheep Creek Road, Tanana loop in front of Butrovich, and the intersection in front of the Lola Tilly Commons be given high priority. It has been made clear to us that these are the most dangerous places on campus for bicyclists and they should be fixed as soon as possible to improve the overall safety of the UAF campus.

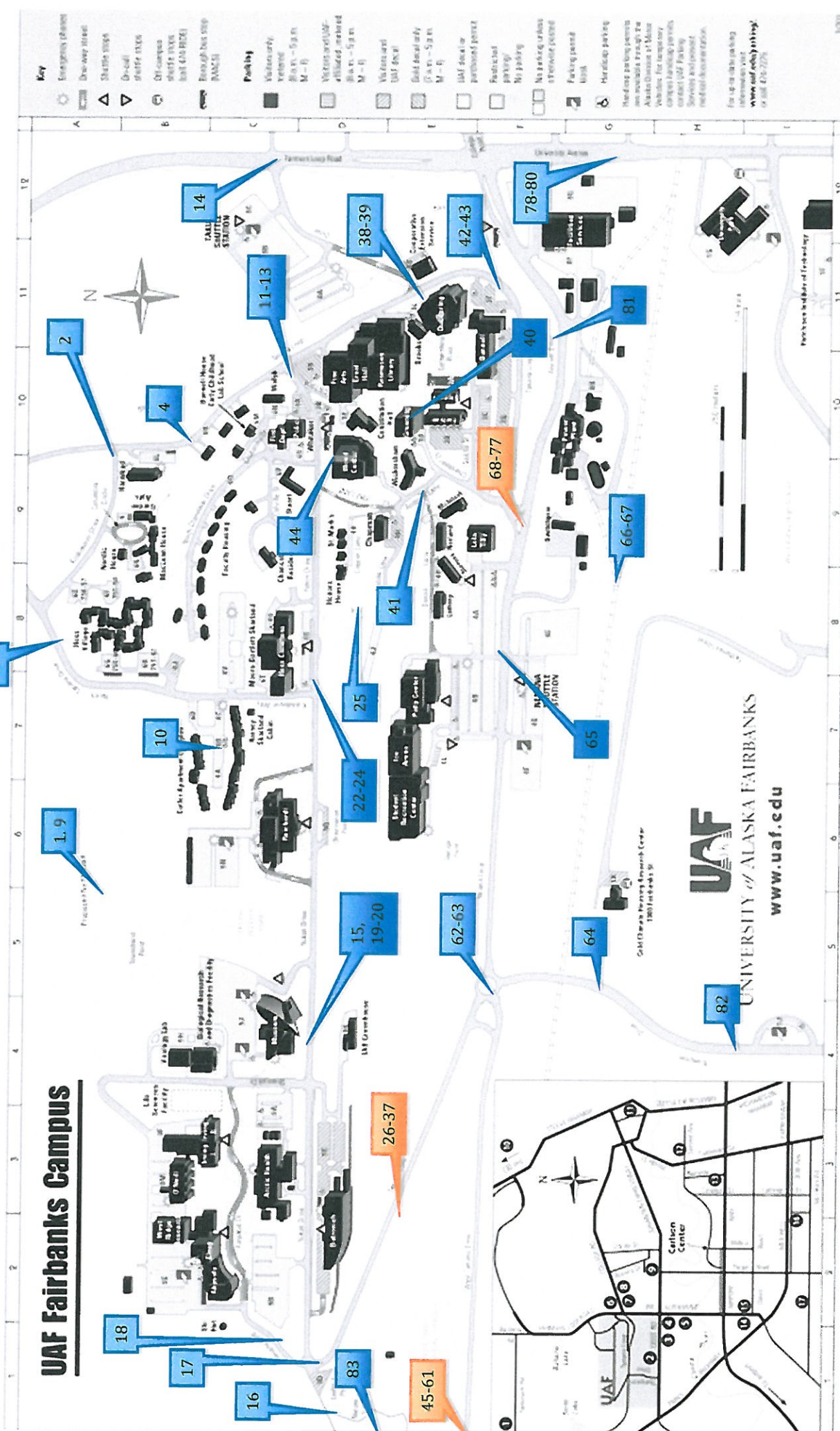
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Presentation Outline

- I. Description of Surveys
 - a. FMATS Online Survey (By Kittelson and Associates)
 - i. Can be viewed at: http://map.project.kittelson.com/fmats_comments
 - b. Green Bikes Physical Board
 - c. Green Bikes Online Survey (By Kittelson and Associates)
 - i. Can be viewed at: <http://map.project.kittelson.com/UAFGreenBike>
- II. Three Main Areas
 - a. Sheep Creek Road
 - b. Where Tanana loop slopes southeast in front of Butrovich
 - c. Intersection in front of the Lola Tilly Commons
- III. Sheep Creek Road
 - a. Problems
 - i. Inadequate shoulder
 - ii. Drivers do not obey speed limit
 - iii. Poor visibility (bushes)
 - iv. Cars stop on shoulder to see reindeer
 - b. Proposed Solutions
 - i. Widen shoulder or add bike path
 - ii. More enforcement of speed limit and/or place speed clock on road
 - iii. Trim bushes more frequently
 - iv. Build or open parking and or place "no parking" signs
- IV. Tanana loop
 - a. Problems
 - i. Inadequate shoulder
 - ii. Drivers do not obey speed limit
 - iii. Poorly lit
 - iv. Not swept often enough (gravel build up)
 - b. Proposed Solutions
 - i. Widen shoulder or add bike path
 - ii. More enforcement of speed limit and/or place speed clock on road
 - iii. Install lights
 - iv. More frequent sweeps
- V. Intersection
 - a. Problems
 - i. Too complex
 - ii. Hard and inconvenient to cross safely
 - iii. Drivers do not look for pedestrians
 - b. Proposed Solutions
 - i. Redesign intersection
 - ii. More clearly mark, light crosswalks
 - iii. Signage alerting drivers to pedestrians
- VI. Other. Smaller issues
 - a. Yukon Drive

- i. Problems
 - 1. Congestion
 - 2. Inadequate shoulder
 - 3. Too much gravel
 - ii. Proposed solutions
 - 1. Signage alerting drivers to bike use of road, open Proposed North Road
 - 2. Widen shoulder or add bike path
 - 3. More frequent sweeps
 - b. Signage on all roads to inform drivers of shared use
- VII. What can be done now
 - a. Sheep Creek Road
 - i. More enforcement of speed limit and/or place speed clock on road
 - ii. Trim bushes more frequently
 - iii. Place "no parking" signs in front of reindeer
 - b. Tanana loop
 - i. More enforcement of speed limit and/or place speed clock on road
 - ii. More frequent sweeps
 - c. Intersection
 - i. More clearly mark, light crosswalks
 - ii. Signage alerting drivers to pedestrians
 - d. Other
 - i. Yukon Drive
 - 1. Signage alerting drivers to bike use of road
 - 2. More frequent sweeps
 - 3. Continuous bike lane and/or side walk on south side of road
 - ii. Signage on all roads to inform drivers of shared use
 - 1. Mainly Sheep Creek, Tanana Loop and the intersection

UAF Fairbanks Campus



Public Comments (match with numbers on UAF map)

(1) = FMATS Online Survey

(2) = Green Bikes Physical Survey Board

(3) = Green Bikes Online Survey

1. Proposed north road: This road, which is a designated bicycle and pedestrian path, has been commandeered for construction traffic to the new life sciences facility. (1)
2. Corner near Harwood: This is a tough little spot for bikes. The sidewalks are interrupted with many deep driveway drops, the road is very tight, especially with on-street parking and in the spring the whole thing doesn't drain well so I usually take a muddy shower through this section. (1)
3. A few more lights along Tanana drive. Nervous about night riding in that area (2)
4. This road is very icy during break-up, as there is nowhere for the water to drain during the day. Large standing pools of water, a narrow road, and ice during freezing temperatures at night make the road dangerous. Also, the sidewalk is not good for riding, as it is narrow, full of driveways and often, parked cars block views of the road. (3)
5. This is a three-way intersection with only two stop signs. Both drivers and riders are confused by the inconsistency. Please install a stop sign for traffic traveling West on N Tanana Dr (3)
6. I love the plantings in this area; however, when driving up from Farmers Loop, the shrubs and low light (in winter) at the top of the hill sometimes make it difficult to spot bicycles/pedestrians at this crossing that are coming up on "cut-through" bike trail from Farmers Loop (3)
7. To add to the previous comment, the snow berms from plowing the road in winter make it difficult to see cars on the road when coming from the bike path. The snow at the top of the hill sometimes makes stopping awkward as well, as there are piles of snow in the middle of the bike path (3)
8. Sometimes it is difficult sharing Tanana road when bicycling and cars going each way. Path can a little narrow, especially when snowy. 2) It would be nice to have a more direct bike/walk path towards IARC. (3)
9. Tanana Loop needs to be made safe and open for use for cars, bikes, and pedestrians. If \$ from DOT isn't available, I'd opine that UAF can do it for much less. While the current road base isn't up to official specifications, after decades of heavy construction traffic, I'd think the base is pretty well compacted. This can provide relief on Yukon Drive for access to West Ridge, including into Reichardt Bldg and much improved safety down Kuskokwim Way. (3)
10. Needs bike racks next to SAC dorms (2)
11. Yukon/Tanana loop T intersection. No stop sign going down the hill. Many times I have had cars pull in front of me while I was going down the hill to turn onto Tanana from Yukon. There needs to be a third stop sign or a "watch for bikes" sign or something to alert drivers of the danger. (2)

12. Again, a 3-way intersection with only 2 stop signs, which confuses everyone. Cars on Tanana Dr. won't yield to bikers coming from Yukon Drive (which doesn't have a stop sign). Please add a stop sign and just make it easier to predict cyclists and motorists' actions. (3)
13. Re 3 way intersection with 2 stop signs comment. I'm comfortable with it as is. (3)
14. Drivers turning right from Taku barely notice there is a bike path. A bike lane would be a better way for drivers to watch for the oncoming bike and car traffic at this intersection. Or even some kind of sign or markings on road alerting drivers to the path that crosses Taku before the intersection. (3)
15. Yukon Drive needs a wider sidewalk from Tanana Loop West to the Reichardt Building. A bike lane would also increase safety along the entire length of Yukon Drive. (1)
16. The commuter trail or the 'bikeable' part of it is really narrow and bumpy as Ben already indicated. I often swerve into the soft snow and the bike immediately gets stuck and most of the time it is just annoying but I also face planted into the snow once. It seems not only I have been cursing the ride up and down the commuter trail in winter. I think having the trail wider and packed down would improve the safety and comfort of biking to UAF for quite a few people because the commuter trail seems to be well traveled both on foot and bike. A wider trail would also make passing pedestrians easier so they don't have to jump into the deep snow every time a biker comes along. Since the commuter trail really isn't that long it should be a fairly quick run with a snow machine or whatever grooming equipment is available. (2)
 - Green Bikes Note: Comment was addressed by trail groomers.
17. Drivers frequently pull out of Yukon Dr. against the stop sign when bike and auto traffic is on Koyukuk. This is worsened by gravel on the road, which is especially dangerous for 2-wheeled vehicles. Better enforcement of the stop sign and more frequent sweeping seem like rational responses. (3)
18. I have fallen hard when my bike hit gravel on this road, I flew over my handlebars onto the road, good thing no cars were coming, and it was dark and icy. (3)
19. High traffic area in very narrow corridor with no bike lane/shoulder. At delivery entrance/driveway for Arctic Health and with construction on West Ridge, have a great deal of large vehicle traffic at times (construction equipment especially in the summer months). (3)
20. Yukon Drive is way too narrow for sidewalks and bikes. While long-term plans may be to reduce vehicular use on Yukon Drive and sense is, if it's wider, cars will go faster, the current situation is kind of scary for pedestrians, cars, and bikes alike. (3)
21. Yukon Drive doesn't have bike lanes and the sidewalks are congested. In the winter compacted snow and ice build up on the narrow shoulders forcing you further out into traffic. (3)
22. The sidewalks are busy with students so bikes have to ride on the road and it is very narrow (1)

23. Needs bike lane on Yukon Drive so that bicyclists stop riding on the sidewalk (2)
24. Signage for bikes on Yukon → "Yield to cycles" or "bikes on roadway" as drivers often yell at cyclists to "get out of road" or pull close to the while passing to intimidate them. I don't think the drivers know that bikes are allowed there and must be yielded to. The intimidation factor and threats discourage bike use. (2)
25. Trail to Tilly from MBS is dangerous for walkers and bikers (2)
26. This road needs a path for bikes, runners and walkers!! (1)
27. There are NO lights on most of this road. Add lamps for safety!!! (1)
28. This road really needs to be widened and a shoulder added. (1)
29. There is a wide shoulder but it peters out after a very short time to a scary small width (1)
30. Sidewalk/bike lane needed on this portion of Tanana Loop (1)
31. Tanana Loop coming up (or down) connecting with Yukon Drive (by Butrovich) is a nightmare. There is no shoulder, it is dark, and it is difficult to pass a rider safely. (3)
32. There is no shoulder for most of Tanana Loop W. It's hazardous in good weather, and deadly in rainy and icy conditions. Morning and evening commute times are awful. The courteous drivers who give bicyclists room often end up head-on with oncoming traffic (often going over the posted speed limit). A proper shoulder the entire length of the road and including the cluster intersection of the pull-out and Yukon Drive would benefit drivers, cyclists, and walkers (3)
33. We need a bike path along this road that is safe and separate from the road. (3)
34. There is essentially no shoulder from about here on up Tanana Loop W. Bicyclists go fairly slowly up this hill, increasing the likelihood of vehicles passing both ways resulting in severe crowding. A substantially wider shoulder would really enhance safety. (3)
35. Ditto the other comments; just trying to emphasize how hazardous this spot is. (3)
36. : Ditto other comments; also include a pedestrian path for runners. (3)
37. Need a bike path! (3)
38. Near Cooperative extension services: Pedestrian-activated crossing lights here (and at other major crossings on campus). The UAF campus generally needs to be friendlier to pedestrians and bicyclists, i.e. continuous sidewalks and bike lanes throughout campus. (1)
39. I like walking/biking at UAF (1)
40. I like that the bike racks next to Gruening are heated (2)
41. The bike path is extremely steep going from the wood center to the Tilly. I have fallen off there in the past. (2)
42. I have personally almost been hit by 2 cars running the stop sign coming down the hill. Both noticed there were no other cars present, and did not see me proceeding through the intersection. There should be cross walks or

something to alert drivers to the fact pedestrians or cyclists may be present. (3)

43. VERY limited site distance and narrow corridor; also no road shoulder or bike lane. (3)
44. It's difficult to find a quick way from here to the west ridge. I end up walking up stairs with my bike. (3)
45. West Tanana Drive needs a 6' shoulder on both sides. An immediate safety need is to have the brush and trees trimmed and cleared on the curve near the caribou pens. It's so close to the road that cyclists and walkers are forced into the traffic lane. (1)
46. This is a popular biking, running, and walking road. There really should be a separate bike/walk path on both sides of the road. (1)
47. Tanana Farm Rd. needs biking shoulder or paths in both directions. (1)
48. Tanana Farm road needs a walking running riding path (1)
49. It would be great to see a bike lane along W Tanana Dr since so many University students and employees commute into work this way. At this place in the road there is not much of a shoulder for bikers to safely get over when traveling north. (1)
50. An M&O project in the past few years seemed to destroy the heavily used bike lane along here. I'd like to see the lane/wide shoulders return, as well as a mechanism to retain wide shoulders/bike lanes when areas are undergoing maintenance work. (1)
51. It would be beneficial if there were a bike path on the way to the gardens. (2)
52. Needs sidewalks. I almost ran so many bikers over even in the summer (2)
53. Needs a bike path (2)
54. I commute by bike and car on this road twice a day and given the lack of a proper shoulder, limited sight distance, overhanging trees and brush, drivers going over the posted speed limit, and the occasional parked car by the reindeer pens it's a dangerous entrance onto campus. (3)
55. There is hardly a shoulder here and a lot of traffic in the mornings - a paved bike path or bike lane along Tanana drive would be awesome. (3)
56. This entire stretch of road from the Sheep Creek Rd Exn to the Roundabout is dangerous because of the lack of a shoulder for bicyclists and foot traffic. I drive this route every morning on my way into work and am very nervous about encountering pedestrians and cyclists commuting to campus without adequate reflective gear during the long dark winter season. (3)
57. Agree with the other comments...this curve is such a dangerous spot. Limited site distance, no shoulder or bike path, speed limit of 35 (if the drivers obey it), with two-way traffic make passing bicyclists safely impossible. Much to chagrin of some drivers behind me, I'll wait to pass until it's safe to do so. (3)
58. In the summer I like to ride with my six year old out to the Gardens. It's a dangerous ride with no shoulder for us to ride on. (3)
59. Because the shrubs along the road hang so low and so close to the pavement, there is virtually no visibility around this corner. Compounding the problem is the two or three cars that are constantly parked on the shoulder to look at the reindeer. (3)

60. The lack of a shoulder is also troubling for rollerskiers, who have to use this road several times per day. Also, gravel is rarely swept from the road. Widening would definitely be helpful. (3)
61. Not a safety issue as such - the commuter trail is an excellent alternative to the dangers of W Tanana Drive, but is underused in the winter. Perhaps paving it should be considered - skiers have several other options for getting to the West Ridge anyway. If nothing else, it would be nice to have the trail leveled out (i.e. remove the cant), as it would make snow biking on it much easier. (3)
62. This roundabout works really well for regular bicyclists using the roads and for pedestrians for using sidewalks (1)
63. People don't tend to look for bicyclists in this roundabout. It'd be nice if there were large neon reflective signs reminding people to look for pedestrians. Some people end up driving on the curbs/sidewalks where bikes should be. Especially very large trucks. (3)
64. Need a bike and pedestrian path from Thompson Drive to CCHRC and the new Sustainable Village (3)
65. Lighted pedestrian crossing between the Nenana Lot and the SRC parking lot would really improve safety. By 'lighted crossing' I mean a set of overhead flashing lights that can be activated by someone wishing to cross the road. (1)
66. This is such an awkward area with the curbs and no transition for bikers to go onto the bridge. The bridge--which is closed to vehicular traffic--should be a nice spot to bike across, but it's awful. (1)
67. I'm not sure if this is a bike path, but if it is, it would be great to create a pedestrian walkway and a bike path separately so that pedestrians would be more safe from speedy bicyclists. (3)
68. As a pedestrian coming up the hill from University, crossing through this intersection is the most confusing, unsafe place in town. The sidewalk ends and you have to get through three lanes of traffic to get back on a sidewalk. With dogs this is a dangerous spot as there's only a tiny island between two lanes. (1)
69. Hard to know how to cross the intersection on bikes. Would prefer a roundabout (1)
70. The sidewalk on the right hand side of the road ends at the intersection, forcing pedestrians to the other side of the road to keep going down Alumni... until the sidewalk starts again on the right side at the intersection of College and Alumni. Why? (1)
71. Cars are oblivious to bikes in the Tanana Loop roundabout. Signs (ex - watch for bikes & pedestrians) or possibly a bike lane would greatly improve safety. (3)
72. The shoulder here disappears as you are riding eastbound. As a bike rider and a driver, this is very frustrating (and dangerous). (3)
73. Agree - this whole intersection is bad - if you are riding on the sidewalk on Alumni Drive into campus there is no way to get across the intersection without crossing to the left side of the road (3)

74. When you ride your bike up the hill on Tanana Loop, it is difficult to turn left. There is not a good way to walk as a pedestrian here either. (3)
75. This is a crazy and confusing intersection. A roundabout would make everything so much easier. (3)
76. The intersection of Tanana Loop and Alumni Dr. is unsafe for any vehicle, let alone a bike. Replace with a roundabout. (3)
77. Agree - this whole intersection is bad - if you are riding on the sidewalk on Alumni Drive into campus there is no way to get across the intersection without crossing to the left side of the road (3)
78. It would be much safer to have painted bike lanes along University Ave - all the way from FL to Mitchell than to send cyclists up and down around various sidewalks. Bikes on sidewalks are dangerous for pedestrians! And cars don't pay attention to bikes on sidewalks; so crossing non-lighted intersections or driveways is very dangerous. The road is wide enough to add real painted bike lanes going each direction and signs to remind drivers to watch for cyclists. (1)
79. The bike ramps here need to be redone. Too narrow and not designed for any bike traffic flow (1)
80. The sidewalk system in this area is a joke. There are too many competing interests - school kids, MAC, pedestrians, bikes, etc to be competing for limited sidewalk and terrible on/off ramps. The area is a corridor to shopping for UAF and needs proper infrastructure to support it. (1)
81. Bike lanes here would be so nice - not a clear place for bikes to go and a lot of traffic (3)
82. Bike Lane disappears during winter and becomes part of the cars every day paths (3)
83. Please connect the single lane road with W. Tanana Drive in such a way that one doesn't have to go through the farm (2)

Other requests/comments:

- Bike course for UAF bicyclists (1)
- All regions: signs notifying drivers that bicyclists are allowed on roadways and are present. This is very important!! And not very expensive (compared to construction projects) (1)