



**Jan-Michele Lemon Kearney**  
*Councilmember*

October 22, 2021

## MOTION

WE MOVE that the City Administration leave the temporary Clifton Bike Lane in place pending a final agreement on the future of the bike lane between the Clifton Town Meeting and the University of Cincinnati.

WE MOVE further that before the end of November 2021 the Neighborhoods Committee convene a meeting for representatives from the Clifton Town Meeting and the University of Cincinnati to report on the status of the decision on the Clifton Bike Lane, issues of concern, and plans to address those concerns.

WE MOVE that the City Administration present a REPORT to City Council on the status of the temporary Clifton Bike Lane before the end of December 2021.

A handwritten signature in blue ink that reads "Jan-Michele Lemon Kearney".

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Councilmember Jan-Michele Lemon Kearney

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## STATEMENT

*See attached Resolution from the Clifton Town Meeting.*

**Resolution on Clifton Avenue Bike Lanes**  
**Approved On October 4, 2021 Board Meeting**

Whereas the Clifton Town Meeting Board of Trustees voted in favor of a temporary bike lane in August 2020; after approval from City Council and the Mayor, the bike lane was opened in March 2020. It was intended as a pilot. The University of Cincinnati requested that it come down by August 2021, however, the city extended the installation to November 1 when they plan to take it down absent further action by City Council; and

Whereas, as a result of the bike lane there are >6,300 fewer cars per week speeding (28% reduction), which equates to >300K/year. The largest reduction in speeding occurred in the number of vehicles going over 40mph, which was reduced by 43%. Source: John Brazina, DOTE;

Whereas, feedback from the community via the City survey as well as the Neighborhood Committee meeting in Clifton on Sept 30 has been positive. Of the 147 citizens who responded to Department of Transportation & Engineering (DOTE)'s web survey 75% stated that they felt that constructing the protected bike lane on Clifton Avenue had increased or significantly increased traffic safety on Clifton Ave for motorists, bicyclists, and pedestrians. Another 78% stated that they would like to see a permanent protected bike lane installed on Clifton Ave. Community feedback at the Neighborhoods Committee was consistent with these numbers. Source: John Brazina, DOTE

Whereas, use of the bike lane has more than doubled as UC and HUC have gone back to in-person classes to an average of 69 per day near McMicken Hall and 33 per day near Dixmyth Ave. Source: TriState Trails data

	Pre UC in session average daily usage (Peak)	Post UC in session average daily usage (Peak)
McMicken Hall	28 (55)	69 (122)
Dixmyth Ave	16 (39)	33 (54)

Whereas crash data shows fewer crashes along entire stretch of bike lane vs 2 years ago (since last year benchmark is not appropriate given school was closed). However, South of MLK, Straight to Probasco there were 25 crashes in 2021 vs 19 in 2019. Including North of MLK: there were 34 crashes April-August 2021 (Straight to Howell) vs 36 in the same period in 2019. Note: the other difference vs 2019 besides the bike lane is that there was not construction in 2019. Source: CPD data

Whereas, crashes with injuries and property damage have significantly declined. Source: CPD data

	Pre: 4/1/2019-9/15/2019	Post: 4/1/2021-9/15/2021
Deaths	1	0
Serious injuries	0	0
Minor injuries	18	2
Property damage only	40	15

Whereas the University of Cincinnati has expressed their support with making the bike lane permanent and shared in the Neighborhoods Committee meeting that they are open to a "Comprehensive Interim Solution" that keeps it open until that permanent solution is in place as long as

it addresses their core concerns; DOTE has shared that timing on that permanent solution is 3-5 years at an estimated cost of \$3M;

Whereas, the University of Cincinnati has shared that their concerns with the current state are with traffic congestion (especially back-up going North on Clifton Ave), with the orange barriers and concerns with snow removal;

Whereas, the DeVou Good Foundation has offered another \$100,000 (after they funded the initial pilot with \$75,000) to beautify the lane (e.g. with planters vs orange cones) and fund a snow removal vehicle for the city. Additionally, Tri-State trails and Mark Jeffreys (CTM Trustee) have reached out to connect with the University of Cincinnati, however, it is unlikely that we can have that "Comprehensive Interim Solution" before the City plans to remove the bike lane (at a cost of \$25,000) without action by City Council;

Resolved, that the Clifton Town Meeting Board of Trustees joins University of Cincinnati, Tristate Trails, Queen City Bike and others in supporting making the Clifton Avenue bike lane permanent long term and encourages all parties to partner to create the safest and most effective design.

Resolved, that the Clifton Town Meeting Board of Trustees requests City Council to extend the current bike lane until such time as a Comprehensive Interim Solution is agreed to by the University of Cincinnati, CTM, CUFNA TriState Trails, and the City/City Council that addresses the concerns of University of Cincinnati with the need to beautify the lane and congestion through exploring solutions like making the left turn lane last longer during rush hour.

Resolved, that the Clifton Town Meeting Board of Trustees is concerned that absent any action then the bike lane will be removed resulting in >300,000 more cars/year speeding along Clifton Avenue, which is a significant risk to pedestrians, cyclists, and passengers in other cars.