

January 21, 2021

To: Mayor and Members of City Council **202100101**
From: Paula Boggs Muething, City Manager
Subject: Feasibility of A Two-Way Protected Bike Lane on Clifton Avenue

REFERENCE DOCUMENT # 202001464

On September 15, 2020, the Major Projects and Smart Government Committee referred the following for a report:

MOTION, submitted by Councilmember Kearney, for the City Administration to deliver a report to City Council regarding the feasibility of implementing a two-way protected bike lane on Clifton Avenue, in response to the recent request (see attached) from Clifton Town Meeting. WE FURTHER MOVE for this report to be delivered within 14 days following passage of this motion.

The following report addresses the feasibility of a two-way protected bike lane on Clifton Avenue, from Calhoun Street to Ludlow Avenue and details the steps required for consideration of either a pilot or permanent protected bike lane.

SUMMARY

The Department of Transportation and Engineering (DOTE) has determined that construction of a protected two-way bike lane on the east side of Clifton Avenue is feasible between Straight Street and Ludlow Avenue. A second phase extending the two-way bike lane to Calhoun Street may be possible after further analysis.. DOTE recommends installation of a temporary two-way bike lane from Straight Street to Ludlow Avenue to assist in design of a permanent lane. \$50,000 in funding is needed to complete installation of a temporary lane.

ANALYSIS

When considering the installation of protected bike lanes, there are many factors that must be considered when determining the appropriate design, including access, network connectivity and functionality, traffic operations, number of driveways and intersections, and topography, pedestrian crossings, on-street parking, intersection and signal operations, commercial loading zones, and transit stops etc.

For Clifton Avenue between Straight Street and Ludlow Avenue, DOTE has determined that a two-way protected bike lane on the east side of the street is feasible and will provide a higher level of safety, functionality, and comfort than other options (ex. One-way lanes or on the west side). The area between Straight Street and Calhoun Street is discussed below.

A two-way protected bike lane on the east side of Clifton Avenue will have minimal conflicts with turning vehicles. The east side of the street has one driveway into Burnet Woods, one cross street and four driveways. Additionally, a two-way protected bike lane on the east side requires minimal loss of parking and few modifications at transit stops. The existing signals at Straight Street, Clifton Court, MLK Drive, Good Sam Hospital, Dixmyth Avenue and Ludlow Avenue provide ample opportunity for bicyclists to safely cross the street at intersections.

STRAIGHT STREET TO CALHOUN STREET

DOTe recommends stopping at Straight Street with the temporary installation to allow for additional observation and analysis of the turning movements from Calhoun Street onto Clifton Avenue. This data will be used to inform the design of the permanent protected bike lane and potentially extend it to Calhoun Street.

CONCLUSION

Based on the data collected, and consultation with staff from the National Association of City Transportation Officials (NACTO), DOTE has determined that a protected two-way bike lane on Clifton Avenue from Ludlow Avenue to Straight Street is currently feasible and is preferable over other options due to the increased safety, functionality, and comfort.

Prior to full scale implementation, DOTE recommends the installation of a temporary two-way protected bike lane in order to evaluate its performance and use the data collected to aid in the design of a permanent protected bike lane on this site.

DOTe has absorbed the costs associated with the initial assessment; however, \$50,000 in funding is necessary for the design and construction of the temporary two-way protected bike lane. DOTE does not currently have funding available for this purpose, so this funding would need to be identified and secured from public or private sources.

cc: John S. Brazina, Director, Transportation and Engineering John B.