

Date: March 28, 2016

To: Law & Public Safety Committee
 From: Harry Black, City Manager
 Subject: UPDATE ON CENTRAL PARKWAY CRASH STATISTICS

Reference Document #201600266

The Committee at its session on February 29, 2016 referred the following item for review and report.

MOTION, dated 2/18/2016 submitted by Councilmember Smitherman, I MOVE that the City Administration remove the protected bike lanes from the 1600 block to 2000 block on Central Parkway. (STATEMENT ATTACHED)

BACKGROUND

In July 2014 the City installed protected bicycle lanes along Central Parkway between Elm Street and Marshall Avenue. There are currently over 213 protected bicycle lanes in the United States. Protected bicycle lanes use a physical barrier such as planters, curbs, parked cars or posts to separate and buffer bicycle and automobile traffic, versus a traditional bicycle lane which utilizes a 4-inch white paint stripe.

STATUS

Changing any street from full-time parking to rush-hour restricted parking does require an adjustment in drivers' behavior and expectations. However, the number of crashes between the 1600 block and the 2000 block of Central Parkway (Liberty Street to Ravine Street) is comparable to similar streets citywide. In 2015 there were 62 crashes recorded for this segment of Central Parkway, and 7 of those crashes involved parked cars. A detailed analysis of Police Crash Reports indicates that of those 7 crashes, 2 crashes resulted from drivers in the left lane losing control of their vehicle and veering into the right lane; 1 crash was the result of a driver with a medical emergency who crossed the double yellow line; and 4 crashes were the result of drivers in the right-hand/parking lane who hit parked cars. 1 of these 4 crashes is suspected to be alcohol related.

The table below compares Central Parkway to two other major arterials of similar length, land use mix, and traffic volume, with two travel lanes in each direction and rush-hour restricted parking.

Location	Parked Car Crashes	Total Car Crashes
Central Parkway: Liberty Street to Ravine Street	7	62
Glenway Avenue: Rapid Run Road to Gilsey Avenue	13	91
Hamilton Avenue: Spring Grove Ave to Bruce Avenue	7	51

Again, a detailed review of Crash Reports indicates that of the 62 crashes recorded for this section of Central Parkway in 2015, 19 were the result of drivers who rear ended a vehicle in the left-hand/travel lane, 11 crashes resulted from improper passing, 7 crashes were the result of drivers who failed to yield when turning across an intersection, 6 crashes involved drivers who ran red lights, 6 crashes were logged as taking place on Central Parkway but actually took place on side streets, 4 crashes were the result of drivers who failed to maintain control of their vehicle, 4 crashes were rear ends that took place in the right-hand/parking lane, 2 crashes were rear ends at traffic lights, 1 crash was the result of a driver running a stop sign, 1 crash was the result of an illegal U-turn, and 1 entry was a duplicate report.

2015 Crash Summary	Number of Crashes
Rear end in left/travel lane	19
Improper passing	11
Failure to yield in intersection	7
Driver ran red light	6
Did not take place on Central Parkway	6
Failure to maintain control of vehicle	4
Rear end in parking lane	4
Rear end at traffic light	2
Did not stop for stop sign	1
Illegal U-turn	1
Duplicate report	1
Total	62

Based on initial community feedback, the City installed new pavement markings on Central Parkway in May of 2015 to help remind motorists that they may encounter parked cars in the lane adjacent to the protected bicycle lanes. The 18-foot-tall markings read, "CAUTION PARKED CARS" (see attached photo).

The markings were installed on Central Parkway between Liberty Street and Brighton Place, where on-street parking is allowed all day adjacent to the bicycle lane except 7 to 9 a.m. in the southbound lane and 3 to 6 p.m. in the northbound lane. Outside of rush hours, through motorists are encouraged to use the left-most lane, as cars may be parked in the lane adjacent to the protected bicycle lane.

Since the additional pavement markings were installed, DOTE has observed two positives changes. First, more cars are parking in the parking lane, making it more obvious that it is a parking lane, which will help drivers adjust their expectations and stay more alert. Second, more drivers appear to be utilizing the left-most travel lane – indicating a better understanding of the street design.

SUMMARY

The number of crashes on Central Parkway is comparable to the number of crashes on similar streets. Research published in the *American Journal of Public Health* showed that streets with protected bicycle lanes saw 90 percent fewer cyclist injuries per mile than those with no bicycle infrastructure. Given the reduced risk of injury to bicyclists, the Administration does not recommend removal of the bicycle lanes. However, DOTE will continue to monitor conditions, and improvements may be made in the future as best practices evolve.

cc: Michael Moore, Director, Transportation and Engineering



