

Downhill Protected Bike Lane & Right Turn Conflict Pilot Safety Project

Description

This pilot will address potentially high-risk conflict points where a driver can make a right turn across a bicyclist traveling downhill in the protected bike lane. The pilot will test the use of tactical materials to slow drivers down before turning across the bike lane and increase awareness of oncoming bicyclists, who have high momentum due to the downhill slope.

Objectives

- Use tactical materials to slow right turning vehicles.
- Guide vehicles to wider turning angles for safer and more predictable turns.
- Increasing visibility of bicyclists in the protected bike lane at points where they have more slope and momentum.

Pilot Locations

The pilot locations were chosen because they feature downhill protected bike lanes, where cyclists may not be able to stop quickly and intersections where cars turn across the bike lane (three of which were identified during the High-Injury Network safety audit of Clarendon Blvd):

- Clarendon Blvd & 17th St N
- Clarendon Blvd & N Scott St
- Clarendon Blvd & Driveway Across from N Troy St
- Wilson Blvd & N Manchester St

Performance Measures

We will assess driver turn speeds as the primary performance measure for this pilot. We will actively monitor and take observational data to understand effects of the devices.

Timeline

2025

Spring:
Install
Devices

Summer:
Monitor &
Collect
Data

Fall:
Collect
Public
Feedback

Winter:
Next
Steps

Clarendon Blvd & 17th St N



Clarendon Blvd & N Scott St



Clarendon Blvd & Driveway



Wilson Blvd & N Manchester St



Examples of the tactical materials being piloted



[Visit the Vision Zero Safety Pilot Project page](#) for updates.