Open House

Holgate Bike Lane

July 2010

Open House Purpose

1. Briefly review the history of the Holgate bike lane
2. Ensure that the City has heard all the relevant feedback prior to completing the design of the evaluation process
3. To review the proposed evaluation criteria and the data the City has already collected
4. To get feedback on potential improvements that could be made immediately
5. To provide a summary of next steps

Agenda

1. How did we get here?
2. So far, what have we heard?
3. How we will evaluate this project?
4. So far, what does data indicate?
5. Should we make changes during the evaluation period?
6. What are the next steps?

How did we get here?

- 5-lane road constructed for freeway interchange that was not built
- Request for bike lanes in Lents Plan, 1995
- Lents Traffic Safety Plan in 1999 again calls to reduce Holgate to 3 lanes and stripe bike lanes
- Meetings with Lents and Powellhurst-Gilbert Neighborhood Associations in 2009 lead to supportive neighborhood votes to implement 3-lane cross section plus bike lanes
- Prior to installation, PBOT engineered buffers to increase cyclist safety and reduce motorist speed on Holgate.
- Information on buffers emailed to neighborhood associations, instead of additional public meeting
- Project installed without further public involvement

What have we heard so far?

- Not very many bikes
- Too much traffic
- Have to drive too slow
- Hard turning
- Makes it harder to get to businesses and parks on and off of Holgate
- Bikes should not be on Holgate
- Makes it harder to park
- Worst problem spots: 92nd, 104th
- Cars using left-turn lanes to pass
- Bike use is going up
- Cars are closer to speed limit
- More comfortable to ride and walk
- Helps get to businesses and parks on and off of Holgate
- Feels safer for people who live in houses on Holgate
- Makes connection to MAX
- Less lane weaving
- Makes it feel safer to park
- Cars have always used left turn lanes to pass

Are we missing anything?

How will we evaluate the project?

- Motor Vehicle Speeds
- Motor Vehicle Volumes
- Traffic Interactions (crashes and near misses)
- Congestion / Delay
    - Corridor travel time on Holgate
    - Delay at signals on Holgate
    - Delay at stop signs on Holgate
- Safety of Cyclists

How will we evaluate the project?

Motor Vehicle Speeds

- Positive impact: Speed decreases more than 2 MPH
- Neutral impact: Speed does not change
- Negative impact: Speed increases more than 2 MPH

How will we evaluate the project?

Motor Vehicle Volumes

- Positive impact: Volume not shifted to lower classification streets
- Neutral impact: No change in volume
- Negative impact: Increase in volume on lower classification streets

How will we evaluate the project?

Traffic Crashes

- Positive impact: Reduction in crash activity
- Neutral impact: Crash activity does not change
- Negative impact: Increase in crash activity

How will we evaluate the project?

Corridor Travel Time

(from 92nd to 122nd)

- Positive impact: Reduction in travel time of greater than 30 seconds
- Neutral impact: No change in travel time
- Negative impact: Increase in travel time of greater than 30 seconds

Prior to the installation of bike lanes, average travel time in the corridor was about 5 minutes – 30 seconds is 10% of 5 minutes.

How will we evaluate the project?

Delay at Traffic Signals on Holgate

- Positive impact: An increase in Level of Service
- Neutral impact: No change in Level of Service
- Negative impact: A reduction in Level of Service

How will we evaluate the project?

Stop Sign Delay

How long do drivers have to wait at a stop sign to enter Holgate from a side street?

- Positive impact: Average delay less than 30 seconds
- Negative impact: Average delay is more than 30 seconds

How will we evaluate the project?

Safety of Cyclists

- Crashes reported to the Police Bureau
- Survey of people riding in bike lanes
- Observations about wrong-way riding
- Observations about sidewalk riding
- Number of people riding bikes on Holgate

Questions/Suggestions

So far, what does the data indicate?

- Motor Vehicle Speeds
- Motor Vehicle Volumes
- Traffic Crashes
- Congestion / Delay
    - Corridor travel time on Holgate
    - Delay at signals on Holgate
    - Delay at stop signs on Holgate
- Safety of Cyclists

So far, what does the data indicate?

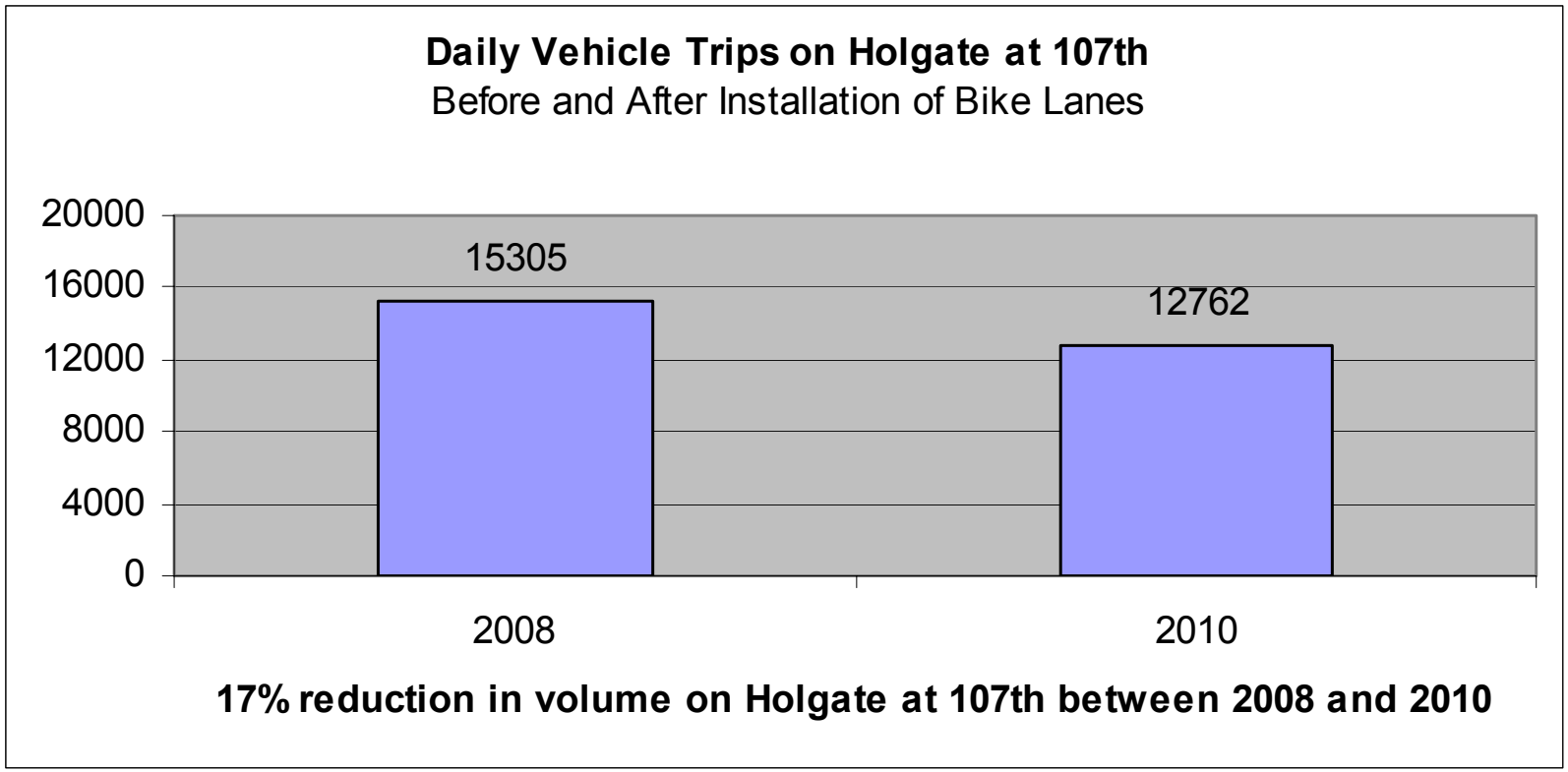
Traffic Speeds

Change from 2008 to 2010

- ***After controlling for volume changes, the percentage of speeders decreased by 19%.***
  - *1,204 fewer cars per day 38-44 mph*
  - *401 fewer cars per day 44-49 mph*
  - *60 fewer cars per day 50+ mph*

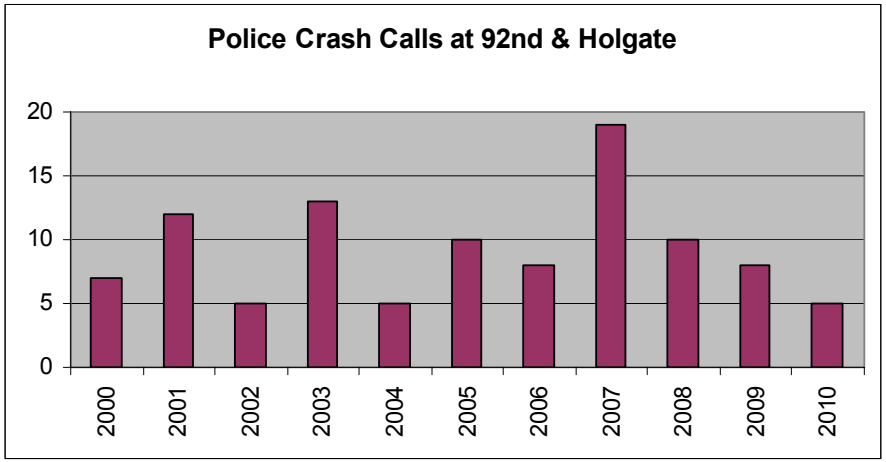
So far, what does the data indicate?

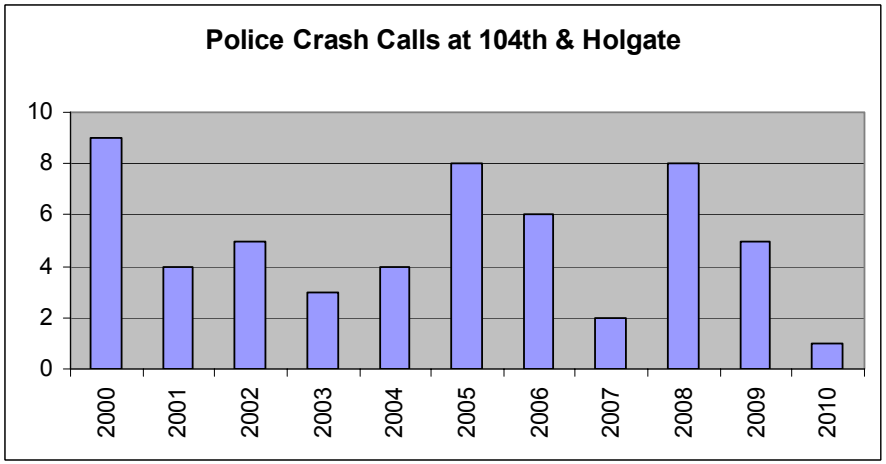
Traffic Volumes



So far, what does the data indicate?

Traffic Crashes





So far, what does the data indicate?

Delay to Corridor Travel Time

Trimet GPS data for bus travel times :

- Travel times for buses both eastbound and westbound on Holgate between 92nd & 122nd increased between 15 to 20 seconds between April 2009 and April 2010

- Travel times for buses both eastbound and westbound on Powell between the Trimet garage and 122nd Ave increased by less than 15 seconds between April 2009 and April 2010

How will we evaluate the project?

Delay at Signals on Holgate

Average waiting time for a vehicle stopped at the 104th signal between 4pm to 6pm:

- 20 seconds for eastbound
- 22 seconds for westbound

Study was completed on July 13, 2010

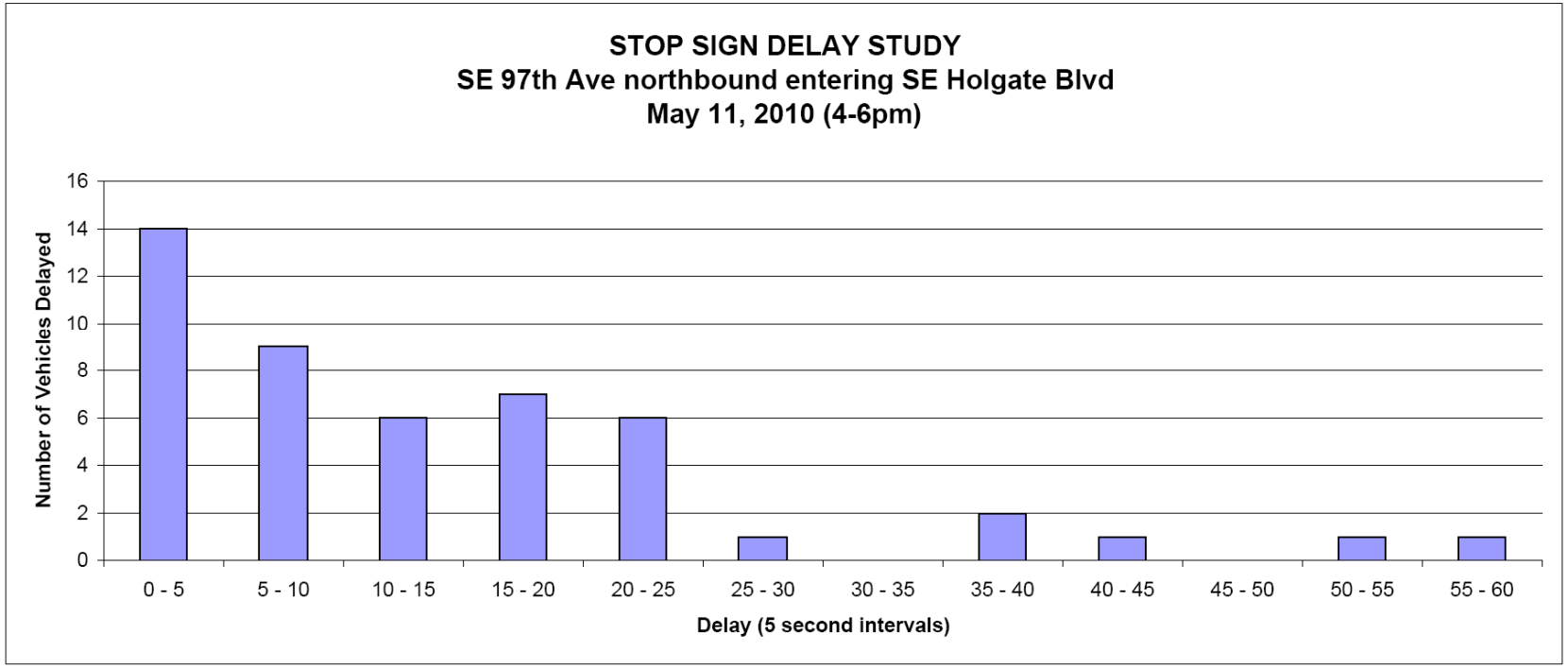
-PDOT will do another study at 104th this Fall when school is back in session

-PDOT will also do a delay study at 112th.

So far, what does the date indicate?

Stop Sign Delay

How long do drivers have to wait at a stop sign to enter Holgate from a side street?

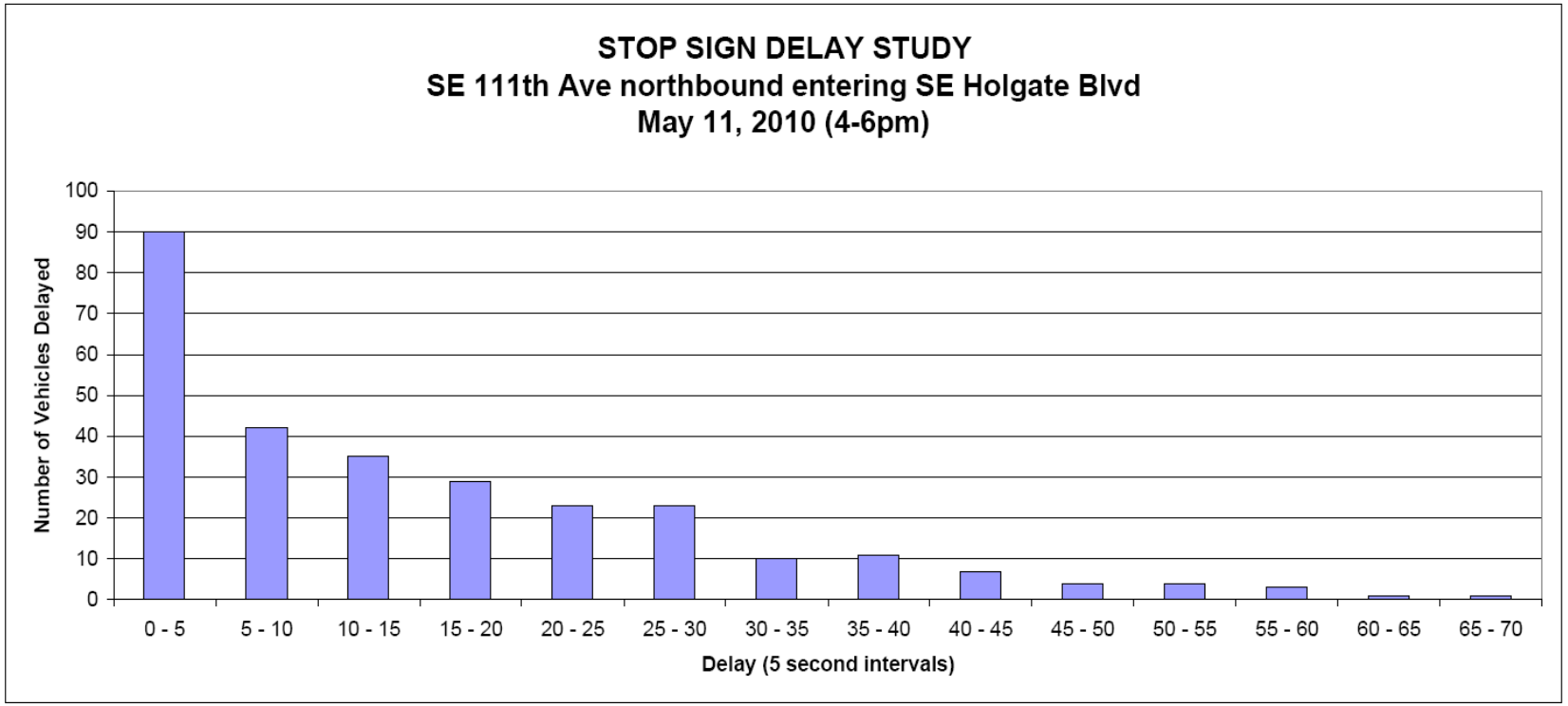


* No vehicles experienced delay greater than 60 seconds

So far, what does the date indicate?

Stop Sign Delay

How long do drivers have to wait at a stop sign to enter Holgate from a side street?



* No vehicles experienced delay greater than 70 seconds

So far, what does the data indicate?

Safety of Cyclists

Questions/Suggestions

Should we make changes during the evaluation period?

Right turn lane 104th

For the right turn lane slide (page 11) the MUTCD code reference is **Section 9C.04**
And I've attached the right-turn lane drawing at 104th.

Should we make changes during the evaluation period?

Guidance Exiting Holgate

Should we make changes during the evaluation period?

Guidance Entering Holgate

Feedback

What are the next steps?

- To provide direct feedback:
  - Greg Raisman:
    greg.raisman@portlandoregon.gov
    (503) 823-1052
  - Sue Keil, Transportation Direcor:
    sue.keil@portlandoregon.gov
    (503) 823-0330
- Follow-up meeting: February, 2011