

Open House

Holgate Safety Project

May 2011

Open House Purpose

1. Briefly review the history of the Holgate bike lane (installed: August 2009)
2. To review the data the City collected
3. To get feedback on potential pedestrian improvements for Holgate

Agenda

1. How did we get here?
2. What have we heard?
3. What did our evaluation tell us?
4. What do you think of future pedestrian improvements to Holgate?

What we heard

- 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 spot: Lane merge on freeway overpass
- Cars using left-turn lanes to pass
- Bike use is going up
- Cars are not speeding as much
- 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

What did the data tell us?

- 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

What did the data tell us?

Traffic Speeds

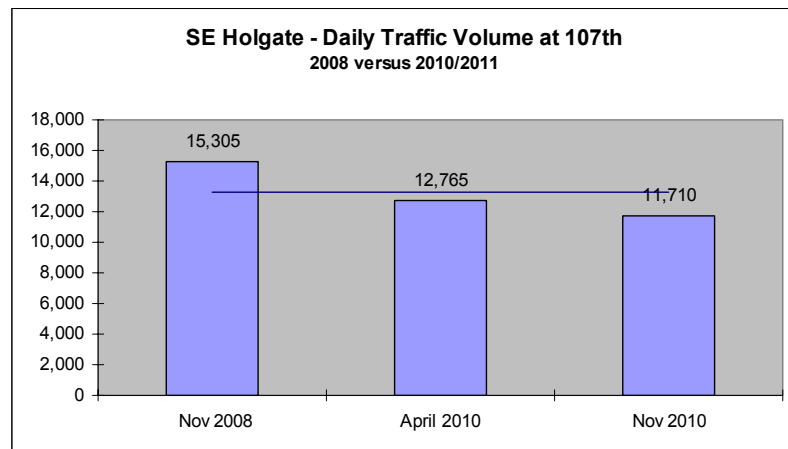
Change from 2008 to 2010

- 1,855 total reduction in cars per day 38-44 mph*
- 548 total reduction in cars per day 44-49 mph*
- 88 total reduction in cars per day 50+ mph*

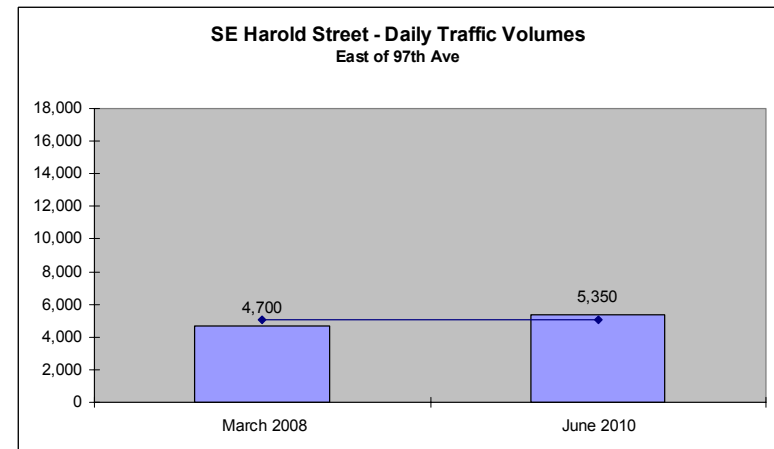
What did the data tell us?

Traffic Volumes

Holgate is a
Neighborhood Collector Street



Harold is a
Neighborhood Collector Street



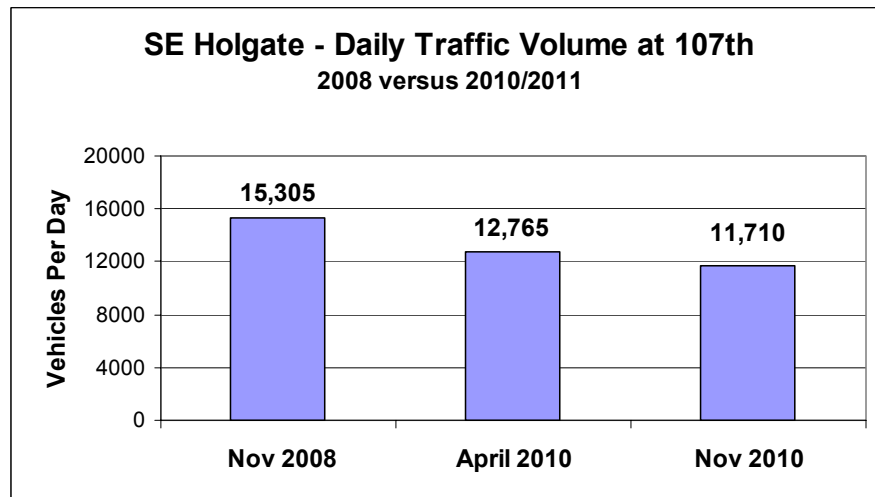
Powell is a Major City Traffic Street

- Increase from 18,110 to 19,300 between 2009 and 2011
- 1,190 vehicles per day or 6.6% increase

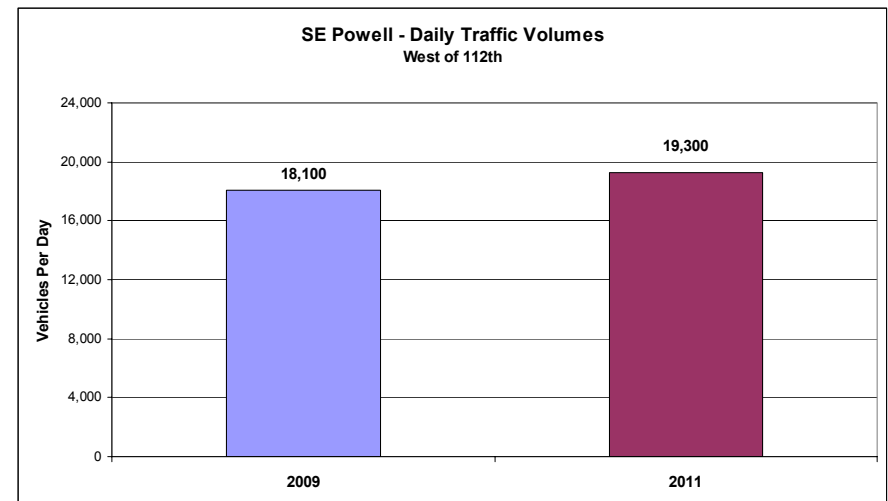
What did the data tell us?

Traffic Volumes

Holgate is a
Neighborhood Collector Street

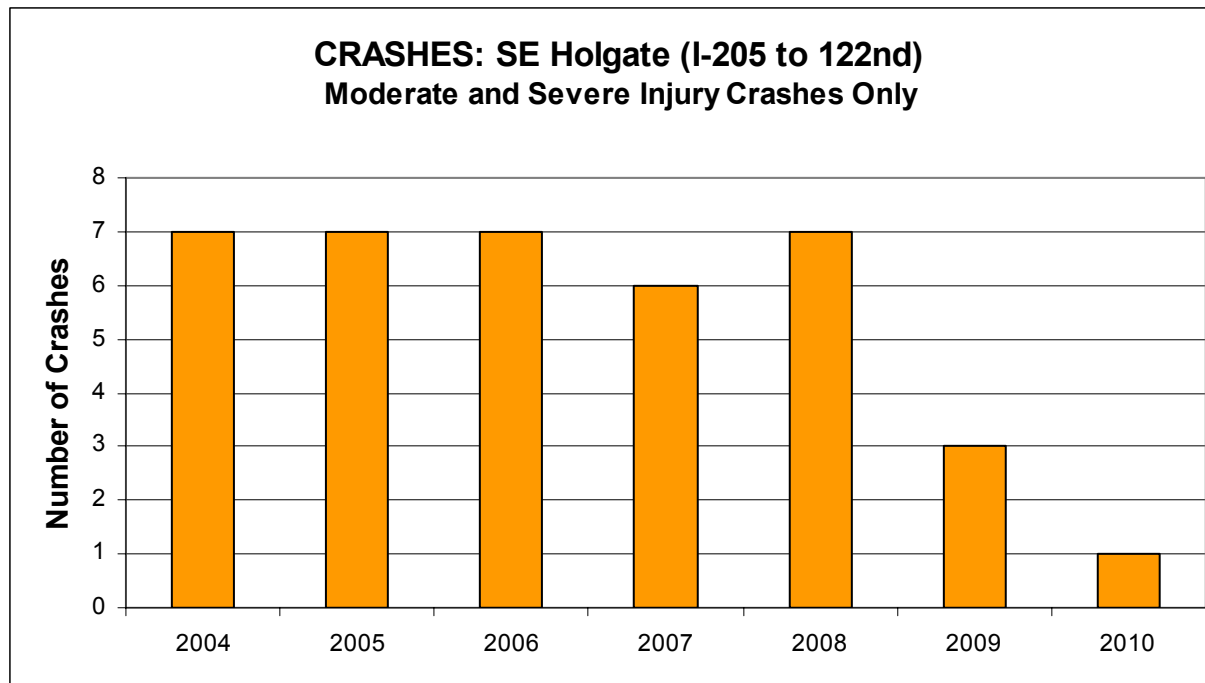


Powell is a
Major City Traffic Street



What did the data tell us?

Traffic Crashes



What did the data tell us?

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

What did the data tell us?

Delay at Signals on Holgate

Motorists that failed to travel through a green or yellow light due to congestion:

104th Ave: In 102 signal cycles:

- 2,207 motorists with no delay (99.8%)
- 4 motorists with 2 signal cycles (.02%)

(Thursday, March 9, 2011)

112th Ave: In 102 signal cycles:

- 2,168 motorists with no delay (99.2%)
- 17 motorists with 2 signal cycles (.07%)

(Wednesday, March 8, 2011)

What did the data tell us?

Stop Sign Delay

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

Stop Sign Delay at 97th:

<=15 second delay: 60%
16-30 second delay: 29%
31-45 second delay: 6%
46+ second delay: 5%

Stop Sign Delay at 111th:

<=15 second delay: 61%
16-30 second delay: 24%
31-45 second delay: 11%
46+ second delay: 4%

** Signal cycle length at 104th / 112th & Holgate is 70 seconds.*

Pedestrian Safety

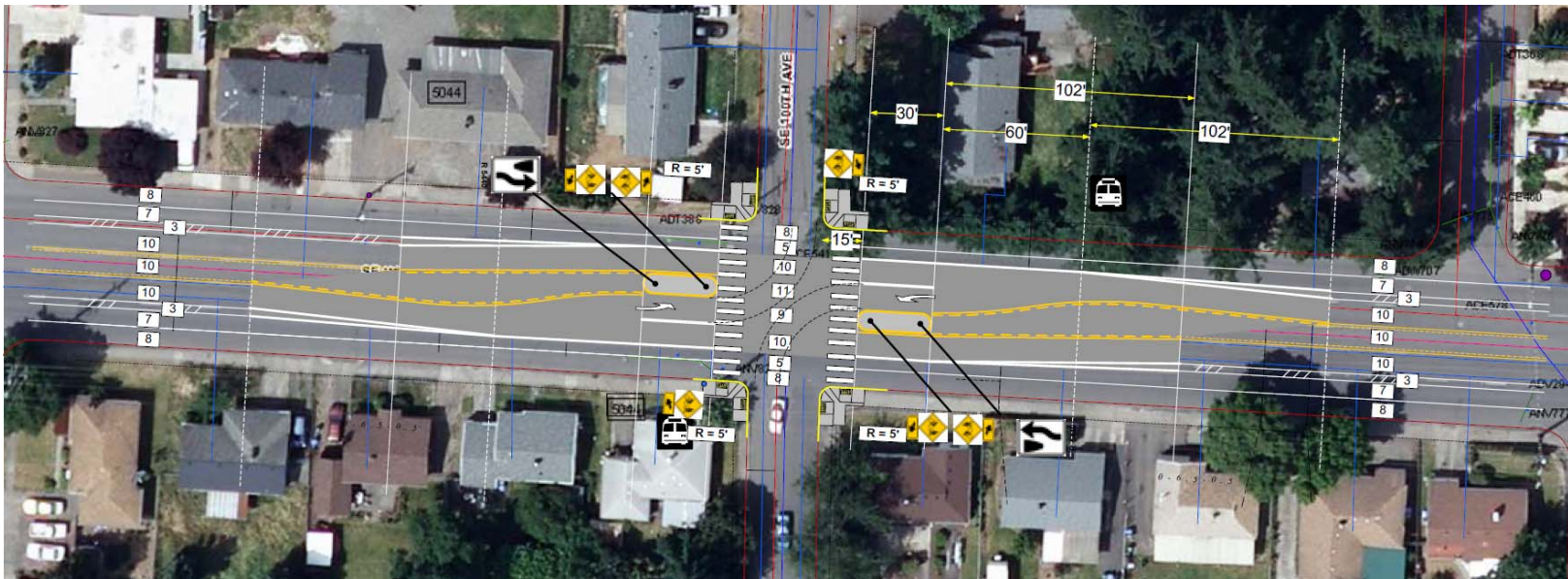
Pedestrian safety improvements
that benefit Holgate

Right turn lane at 104th



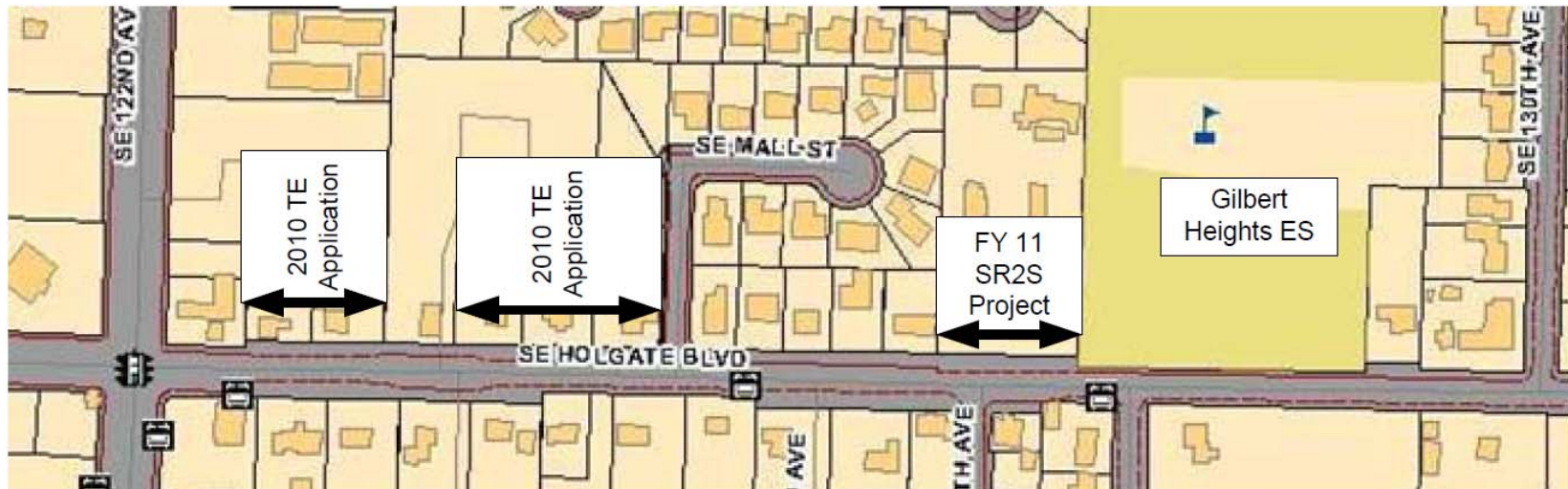
Future Pedestrian Improvements

Pedestrian Crossing at 100th



Questions

Holgate Sidewalk Work

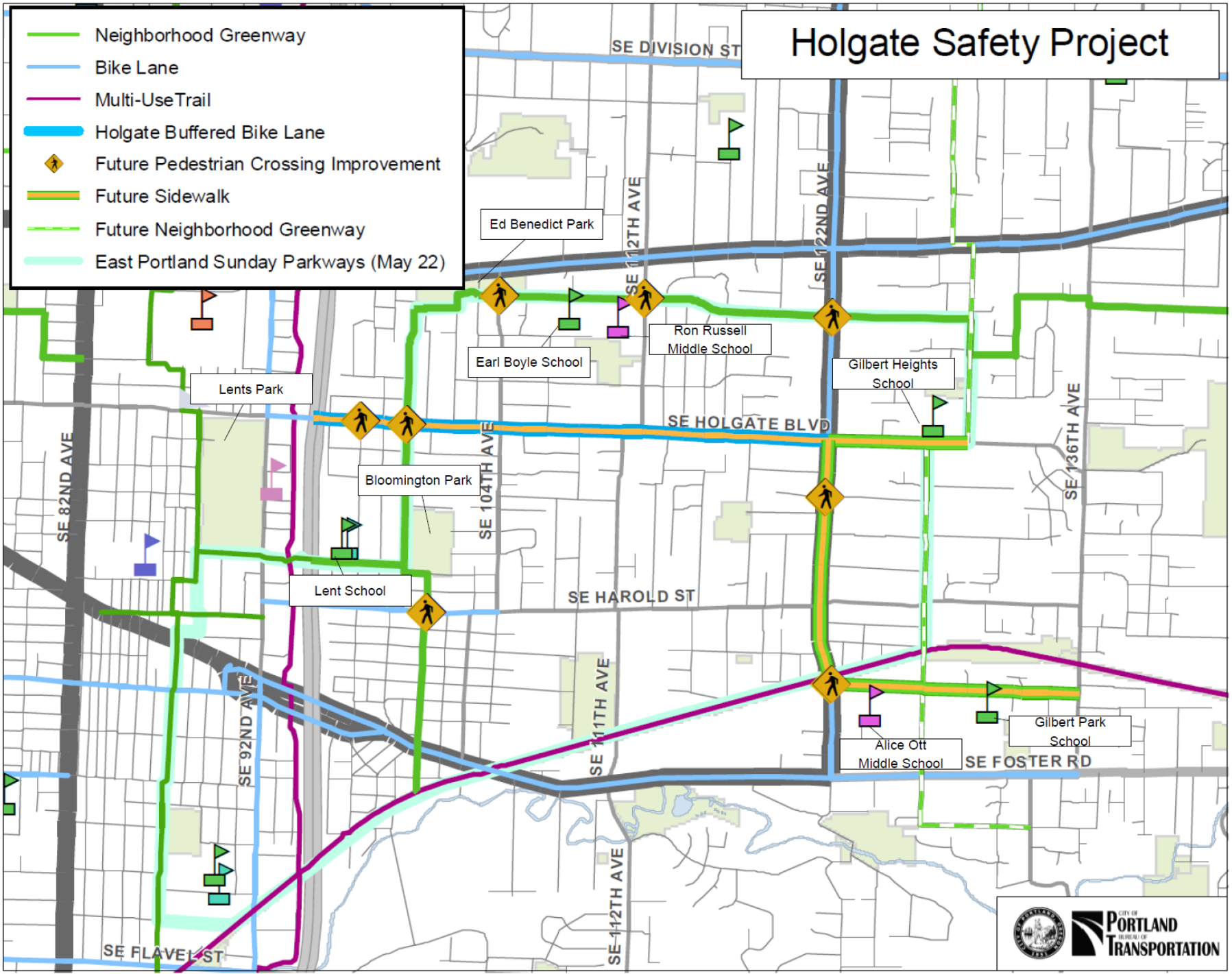


Recent Sidewalk Improvement



Holgate Safety Project

- Neighborhood Greenway
- Bike Lane
- Multi-Use Trail
- Holgate Buffered Bike Lane
- Future Pedestrian Crossing Improvement
- Future Sidewalk
- Future Neighborhood Greenway
- East Portland Sunday Parkways (May 22)



- To provide direct feedback:

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