

Bike Lanes on SE Holgate – I-205 MAX station to 122ND

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CONTACT: Jeff Smith, Portland Office of Transportation
503.823.7083 jeff.smith@pdxtrans.org

From the Lents Traffic Safety Plan (1999):

Holgate from 92nd to 122nd was originally designed as a 5 lane roadway with parking in order to accommodate future freeway access at I-205.

Freeway access at I-205 is no longer an option, but Holgate remains a 5 lane cross-section. Within this cross-section, curb extensions and median islands can be implemented to improve pedestrian access.

However, traffic volumes on this segment can be accommodated within 3 travel lanes. Moving to a 3 lane roadway would allow for bike lanes on Holgate. It would also provide additional room for bigger curb extensions and median islands, which have greater pedestrian benefits. With either option, sidewalks will need to be constructed in many areas, as sidewalk is only partially in place along Holgate. Curb ramps are also needed in areas with existing sidewalk to provide for disabled access.



The segment between 82nd and 92nd is a two lane roadway with restricted parking on both sides. With minimal parking removal, this section could also be converted to a 3 lane cross-section to allow for pedestrian islands to be implemented.

One key crossing on Holgate is at I-205 where the bike path crosses. This crossing is difficult to see due to the curve of the roadway. This crossing should be enhanced with a ladder bar crosswalk and additional signing. A refuge island would also be beneficial at this location if the street is converted to a 3 lane section.

Recommendations:

- Reduce Holgate to a 3-lane cross-section and stripe bike lanes on Holgate.
- Install pedestrian refuge islands and curb extensions at key locations.
- Improve I-205 bike crossing with overhead signs, ladder crosswalk and center refuge island.
- Construct curb ramps on existing sidewalk sections. (This request has been forwarded to Bureau of Maintenance for inclusion in curb ramp program.)

Other Relevant Plans:

Lents Plan (1995): "request bike lanes on Holgate" (pg. 41)

City Transportation System Plan (TSP, adopted 2002)

Far SE Transportation District street classifications for Holgate

- Neighborhood Collector Street
- Transit Access Street
- City Bikeway
- City Walkway

Streets with comparable traffic volumes:

SE Holgate	<i>e of 92nd</i>	16,624	(2003)
	<i>e of 107th</i>	15,934	(2008)
	<i>e of 116th</i>	13,593	(2008)
N Willamette	2 lanes	22,000	<i>north of Rosa Parks</i>
N Greeley	2 lanes	16,000	<i>north of Killingsworth</i>
NE Killingsworth	3 lanes	13,000	<i>east of 42nd</i>
SE 92nd	2 lanes	13,000	<i>south of Powell</i>
SE Hawthorne	3 lanes	17,000	<i>east of 39th</i>
SE Holgate	2 lanes	12,000	<i>east of 78th</i>
SE Foster	4 lanes	24,000	<i>east of 72nd</i>
SE Division	5 lanes	37,000	<i>west of 122nd</i>

Neighborhood Collectors "should be designed to operate as neighborhood streets rather than as regional arterials" pg. 2-8, *TSP*
Other Neighborhood Collectors in vicinity: Harold; 111th/112th; 103rd/