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Hollenbeck Avenue Bike Lane Study

City Council Study Session

May 20, 2025

Agenda

- Purpose
- Project Overview
- Alternatives
- Public Outreach
- Next Steps & Discussion Items

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Purpose

Goal for the City Council Study Session

- Share project alternatives and community feedback received to date
- Identify any refinement needed for the alternatives
- Receive information needed to help Council select an alternative

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Project Overview

Project Overview

Project Limits:
Hollenbeck Ave. between Alberta Ave. and Danforth Dr.

Existing Conditions:
- On-street parking on both sides
- Lacks bicycle lanes

Existing Class III Bike Route on Dunford Wy. at Quail Ave.

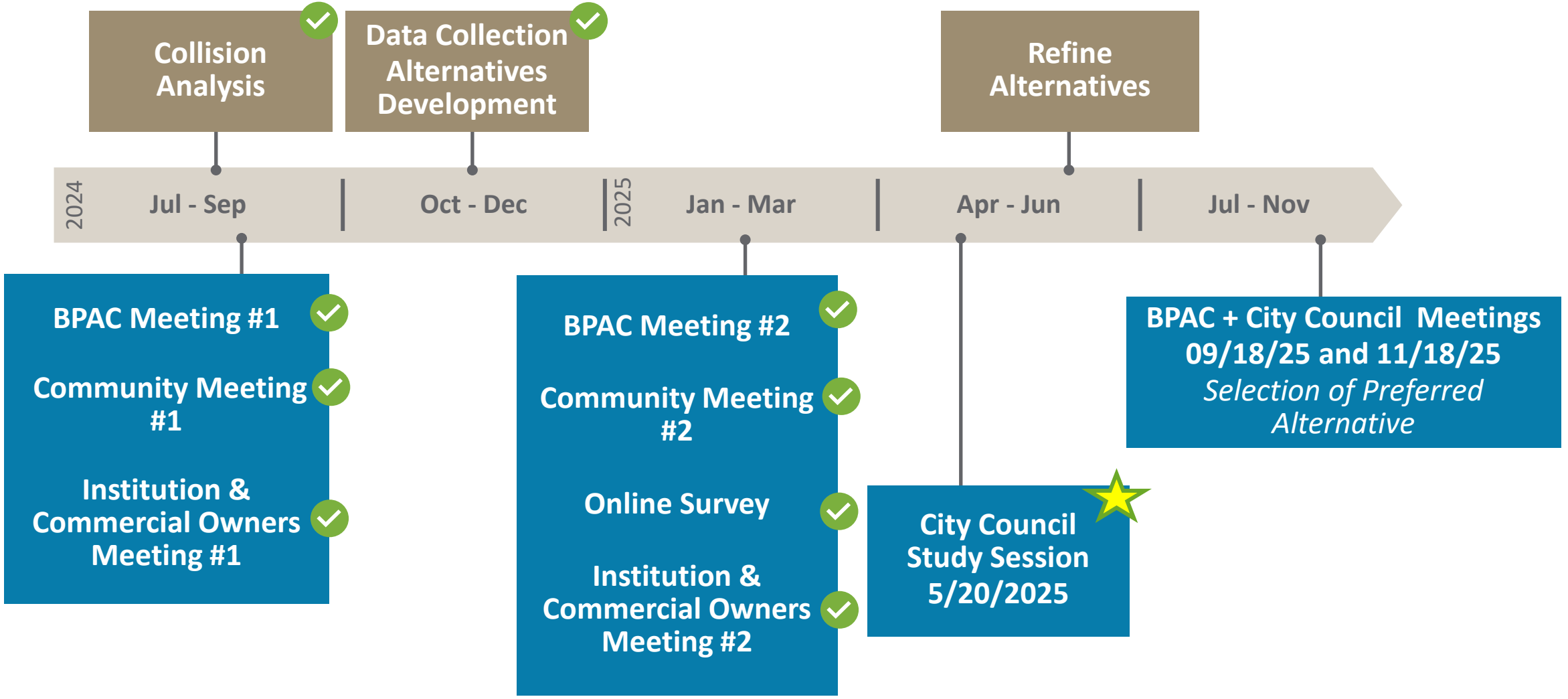
Existing Class II Bike lane on Hollenbeck Ave. north of Danforth Dr.

Existing Class IIB Buffered Bike lane along Sunnyvale Ave.

Project Overview

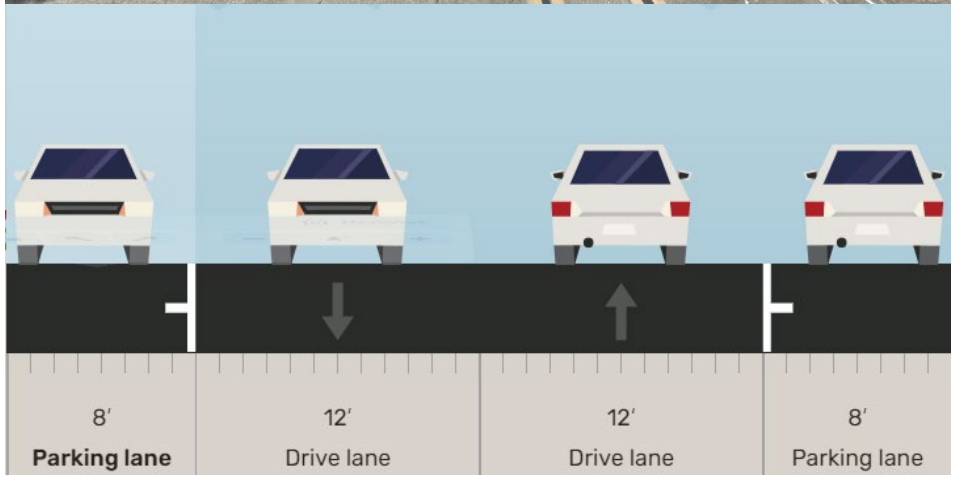
- Active Transportation Plan adopted August 2020
  - Identified a bike lane between Alberta Ave. and The Dalles Ave.
  - No bicycle improvements identified between The Dalles Ave. and Danforth Dr.
- Study Issue DPW 21-01
  - Study if on-street parking can be removed to install bike lane.

Project Timeline



Overview of Existing Conditions

- Residential Collector Street
- 40-feet curb to curb width
- One travel lane in each direction
- On-street parking is generally allowed on both sides of the street
- Existing uses along corridor:
  Single-family homes, schools, churches, park, racquet club, commercial uses



Bicycle Collision Analysis

- 5 collisions along study corridor (2019 to 2023)
  - 2 at intersection
    - Failure to yield right-of-way
  - 3 midblock
    - Colliding with a parked vehicle (2)
    - Unsafe lane change (1)

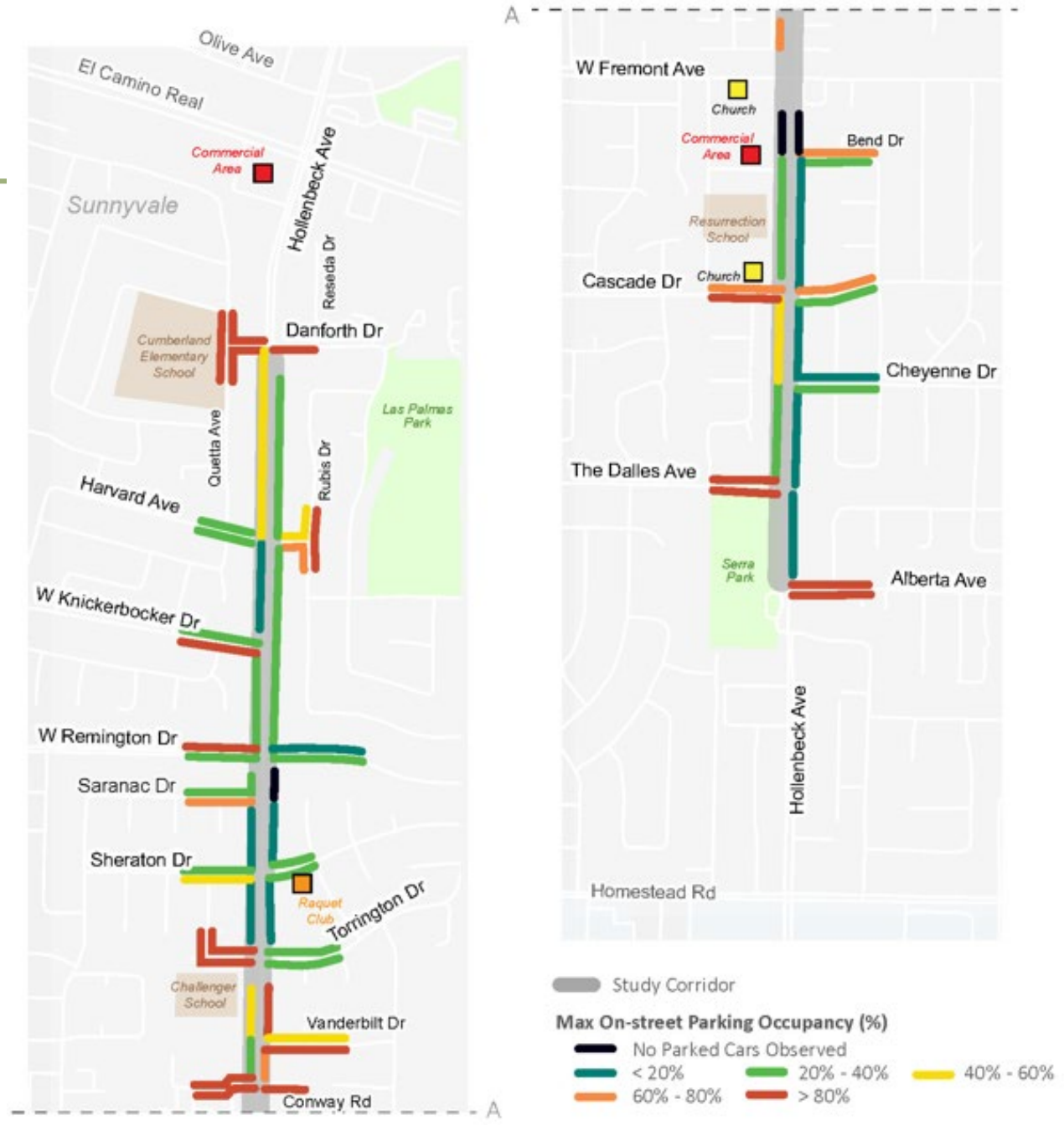
Bike Volumes

	14-Hr Bike Volume	Bike Lane Type	Roadway Classification	Speed Limit	Vehicle Lanes Per Direction	On-Street Parking
Hollenbeck Ave.	105	None	Residential Collector	30 mph	1	Both sides
Mary Ave.	374	Class II/IIB	Class II Arterial	35 mph	1	Both sides
Sunnyvale-Saratoga Rd.	162	Class II	Class I Arterial (Regionally Significant)	40 mph	3	None

- 14-hour count collected from 7 a.m. to 9 p.m. This time range was expanded based on feedback from the community.

Peak Parking Usage

- Parking Data Collected in Oct. 2024
  - Location:
    - On-street on Hollenbeck Ave. and side streets
    - Off-street on driveways
  - Date/Time:
    - Midweek
      - 2-6pm, 11pm-1am
    - Weekend
      - 10am–12pm, 11pm-1am
      - Also 12–2pm near Serra Park



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Alternatives

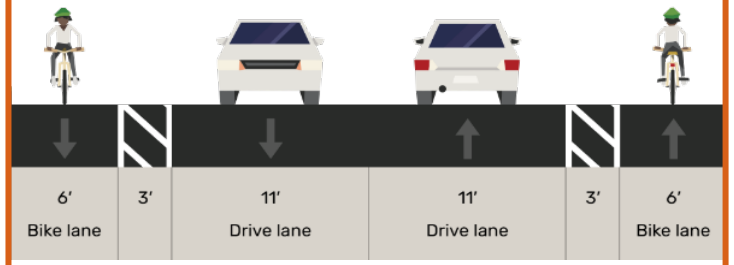
General Constraints in Developing the Alternatives

- Right-of-Way Constraint
  - Only considering improvements that will fit within existing curb-to-curb
  - Generally 40’ width curb-to-curb
- Lane Width Requirements
  - Vehicle Lane – 10’ minimum width
  - Vehicle Lane on Bus Route – 11’ minimum width
    - Northbound Hollenbeck from Fremont to Remington
  - Bike Lane – 5’ minimum width
  - Parking Lane – 8’ minimum width

General Constraints in Developing the Alternatives (Cont'd)

- Intersection of Hollenbeck Ave./Remington Dr.
  - Downtown Specific Plan Amendment
    - Approved by Council in Aug. 2020
    - Environmental Impact Report (EIR) identified impact
    - Feasible mitigation measure
      - Restripe NB and SB approaches to add dedicated left-turn lanes
- Current road width can't accommodate turn lanes and bicycle lane
- Potential to change mitigation measure
  - Requires an amendment to the Downtown Specific Plan/Environmental Impact Report

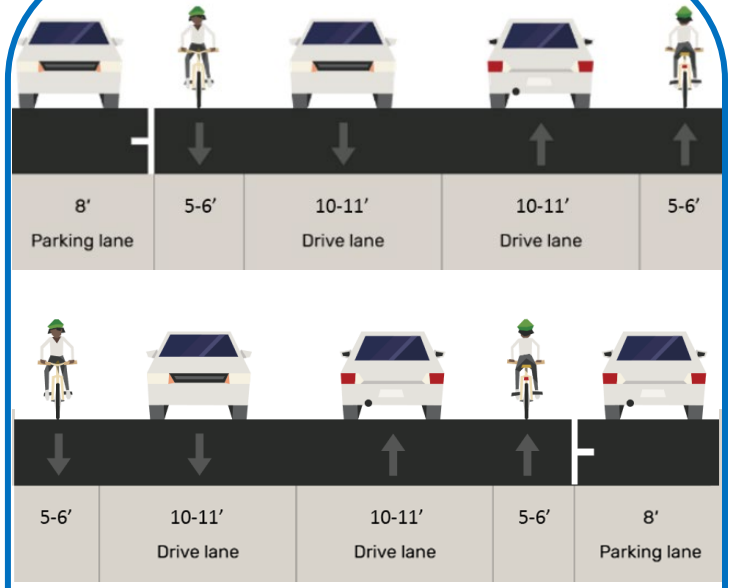
Alternatives Overview



Alternative 1

6’ Bike Lanes + 3’ Buffer

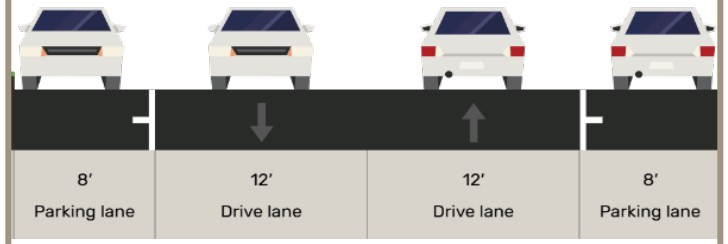
No on-street parking



Alternative 2

5-6’ Bike Lanes

On-street parking on one-side only, alternating



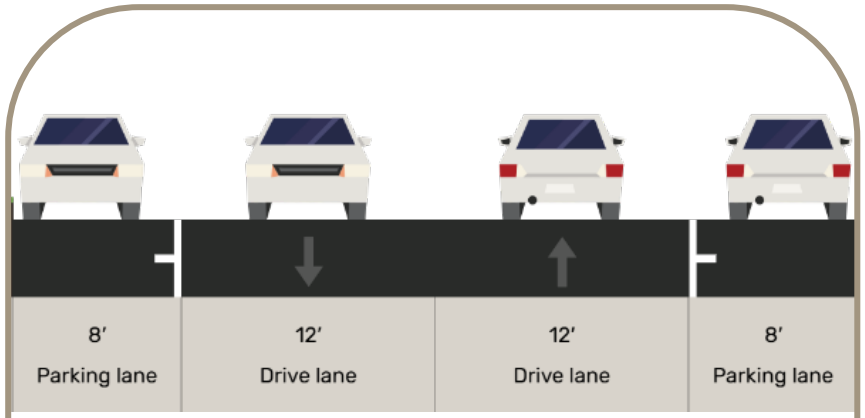
Alternative 3

Maintain Existing Conditions

Consistent with ATP

Alternative 1 – Buffered Bike Lanes

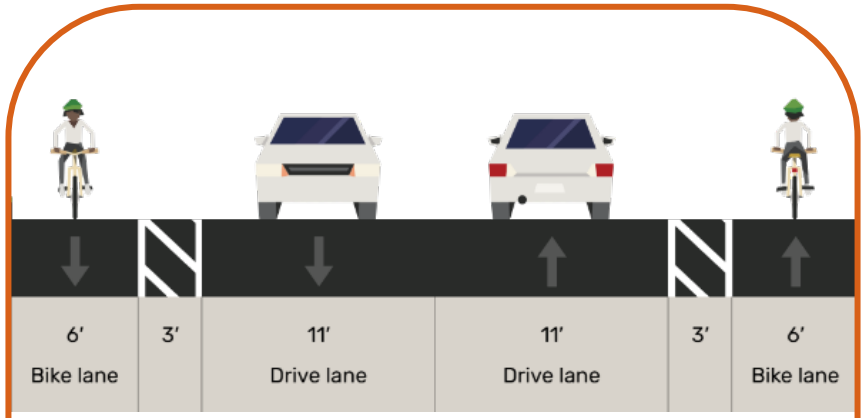
- Greatest physical separation between bikes and vehicles



Existing

No bike Lanes

On-street parking



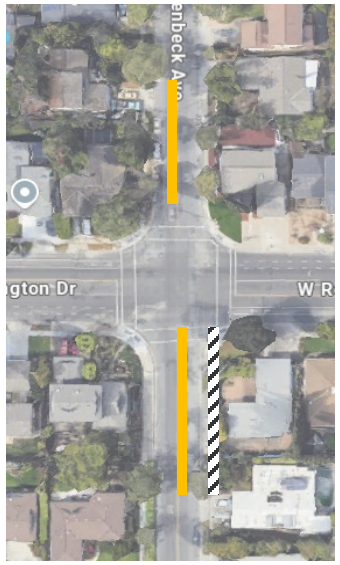
Alternative 1

6’ Bike Lanes + 3’ Buffer

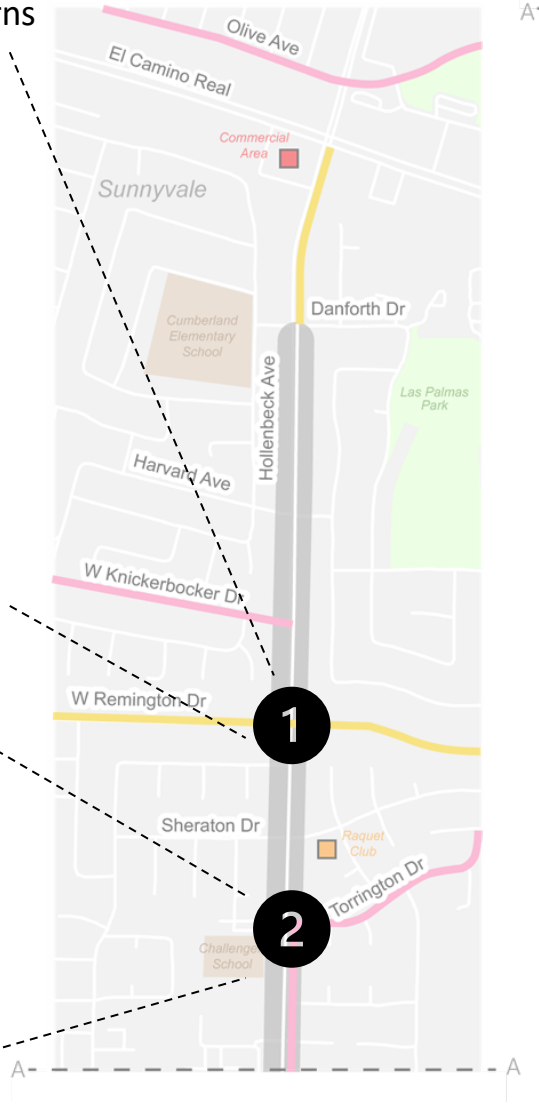
No on-street parking

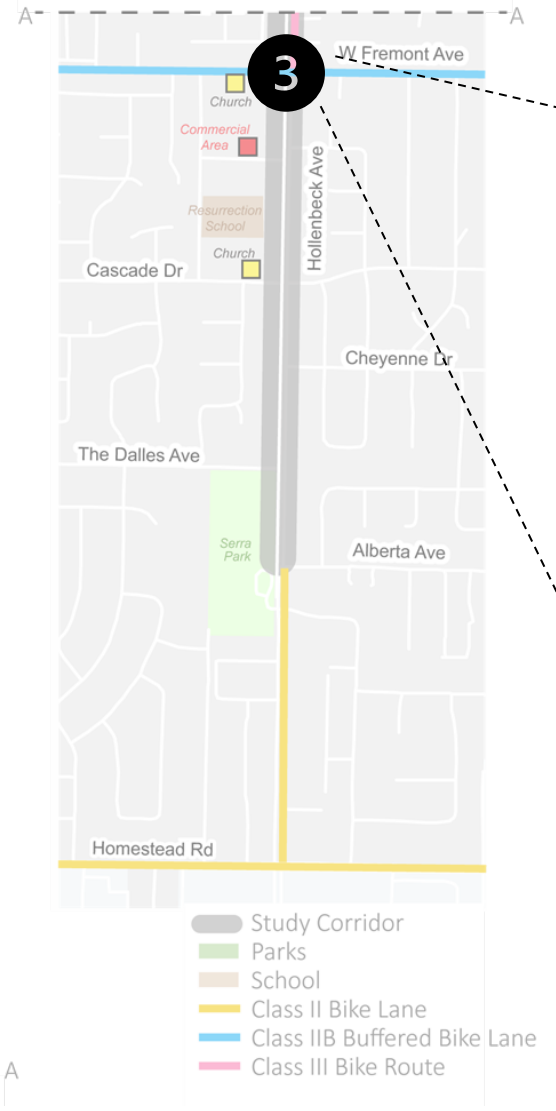
Alternative 1 – Buffered Bike Lanes
Special Design Considerations

Planned addition of left-turns

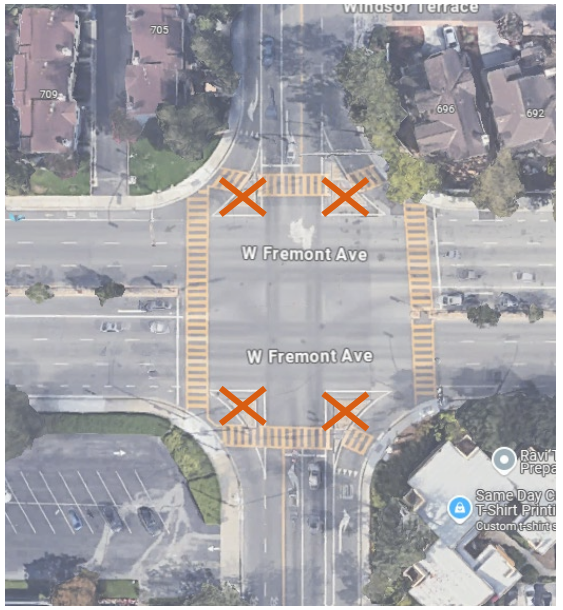


Proposed removal of left-turns





Proposed removal of pork-chop islands

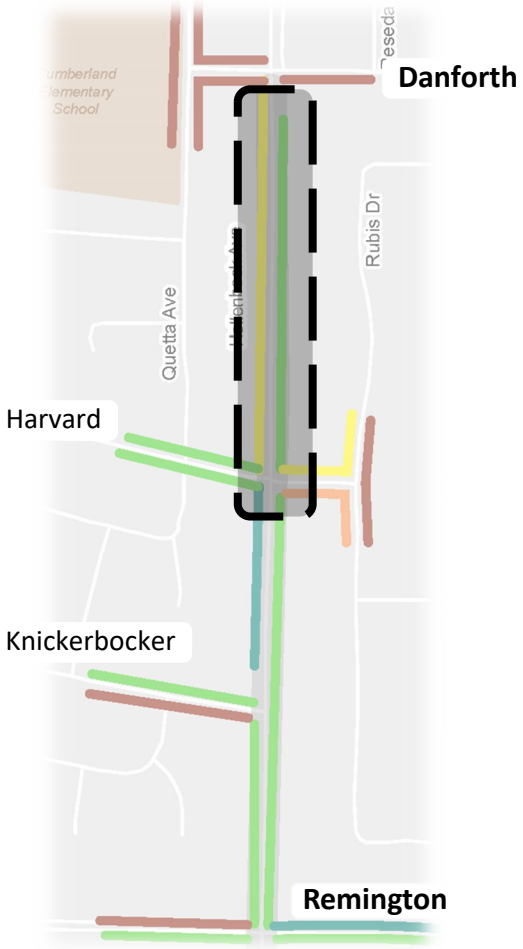


Legend

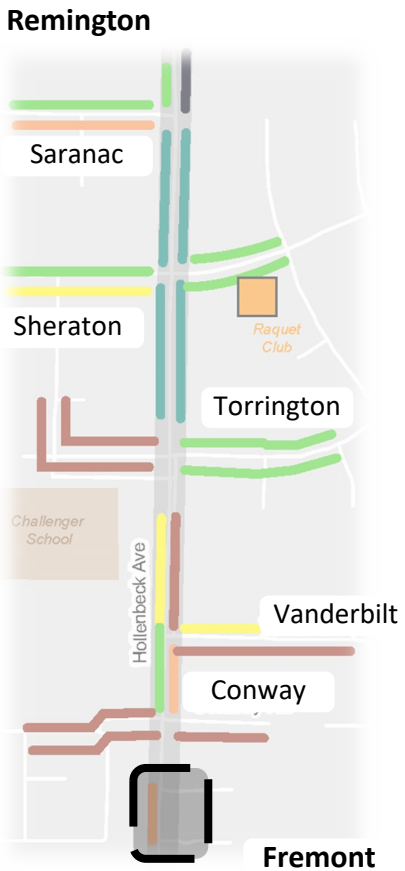
- Proposed removal
- Planned addition
- No bike lane

Alternative 1 – Buffered Bike Lanes
Parking Implications

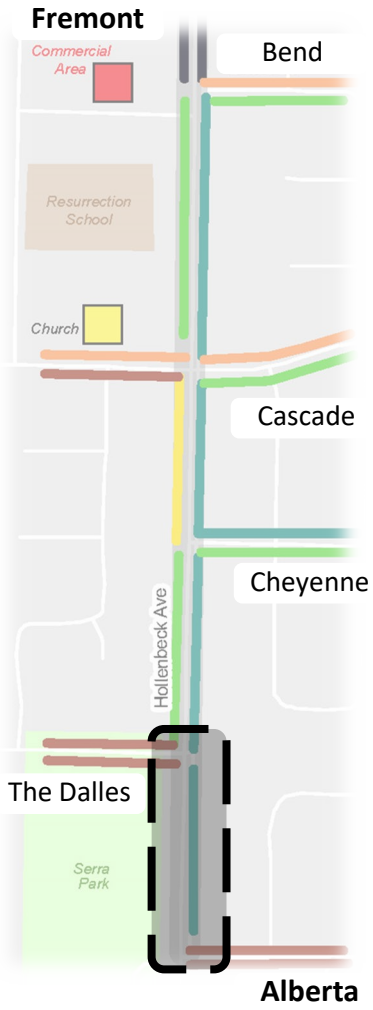
Danforth <-> Remington



Remington <-> Fremont

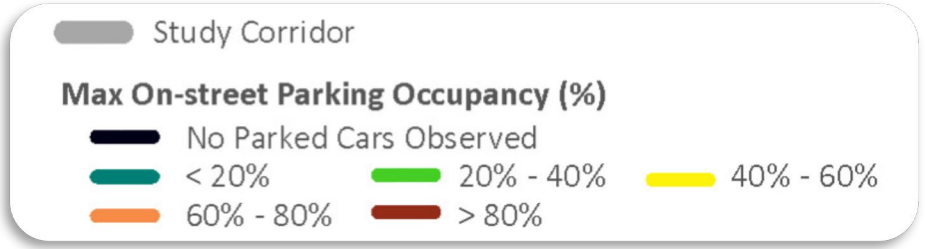


Fremont <-> Alberta



Assumptions:

- All parking demand **shifts to side-streets**
- Demand **not relocated to driveways**
- Utilized **peak demand** for each block segment for analysis



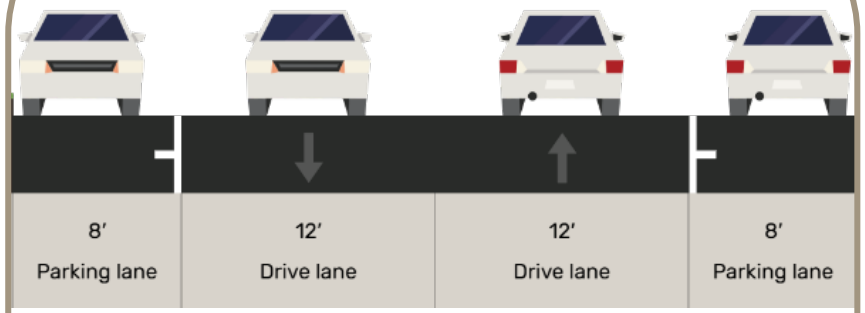
Walk time to available parking = **6-7** minutes

Otherwise, walk time to available parking = **2-4** minutes

May include pedestrian crossing improvements

Alternative 2 – Bike Lanes with Parking on One-Side

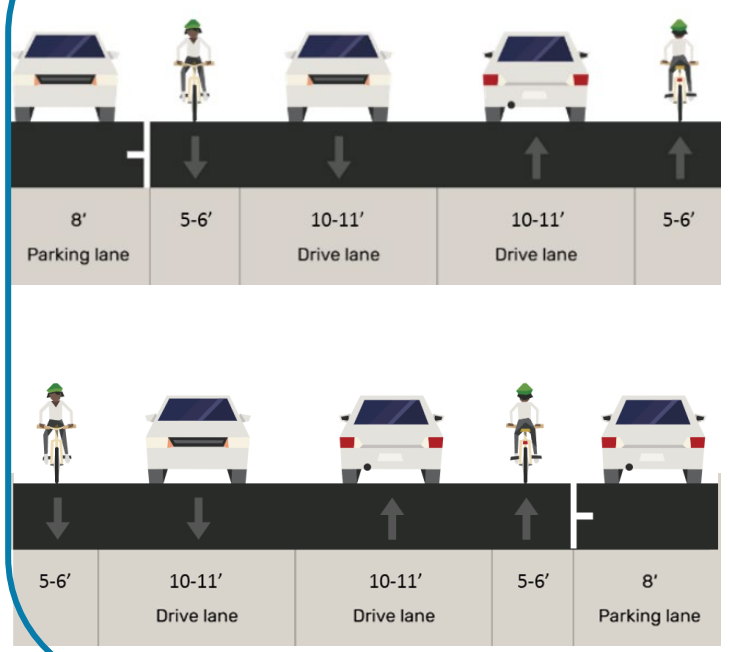
- Provide designated bike facility
- Maintain some parking



Existing

No bike Lanes

On-street parking



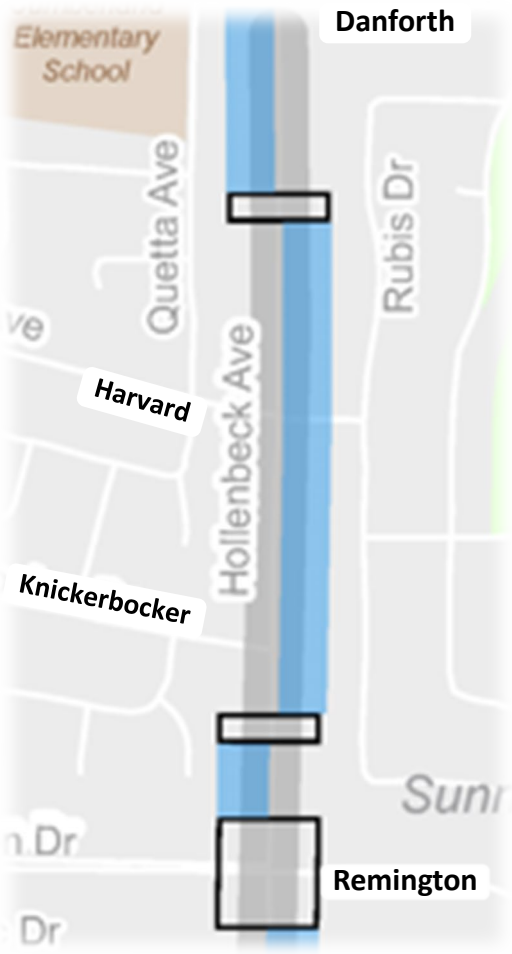
Alternative 2

5-6’ Bike Lanes

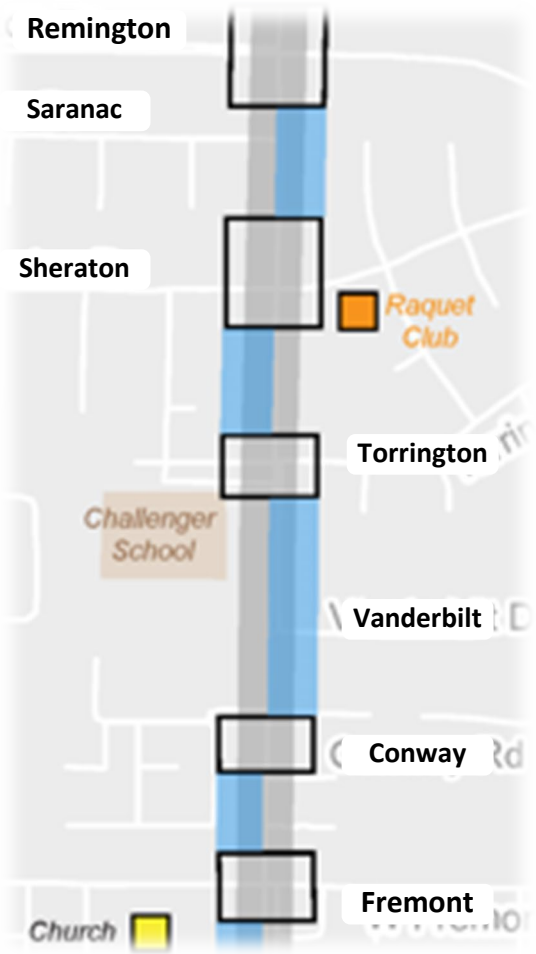
On-street parking on <u>one-side</u> only, alternating

Alternative 2 – Bike Lanes with Parking on One-Side

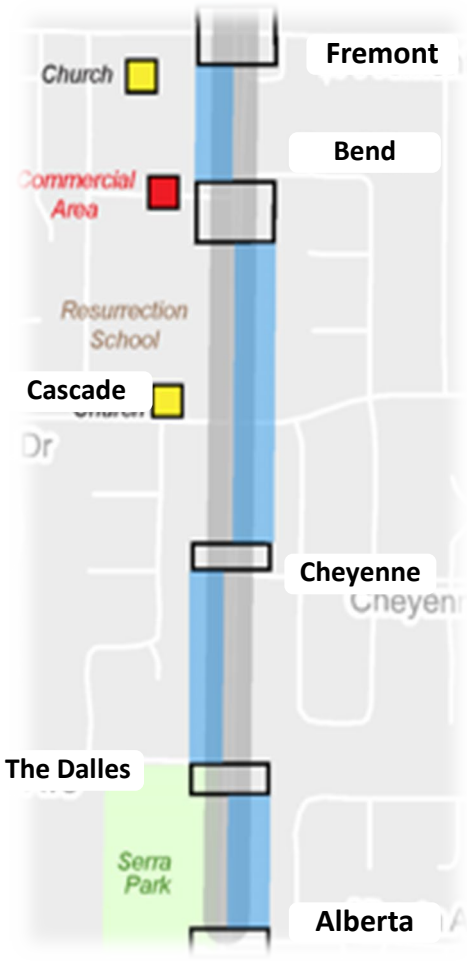
Danforth <-> Remington



Remington <-> Fremont



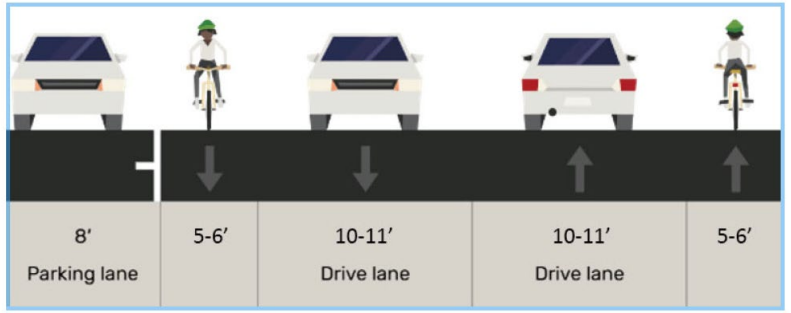
Fremont <-> Alberta



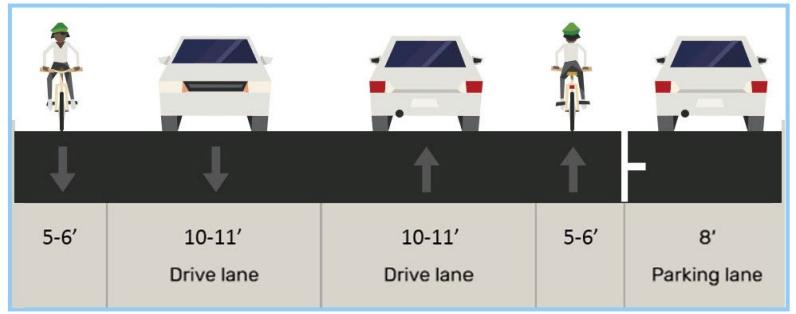
LEGEND

- Study Corridor
- Parks
- School
- Transition Zone Where Parking Shifts Sides
- On-Street Parking

Parking on the Left Only



Parking on the Right Only

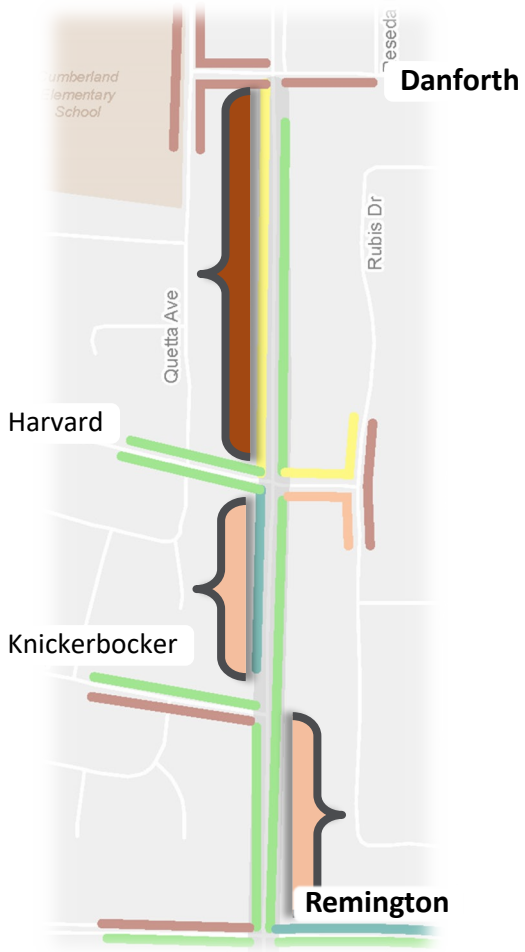


Alternative 2 – Bike Lanes with Parking on One-Side Design Considerations

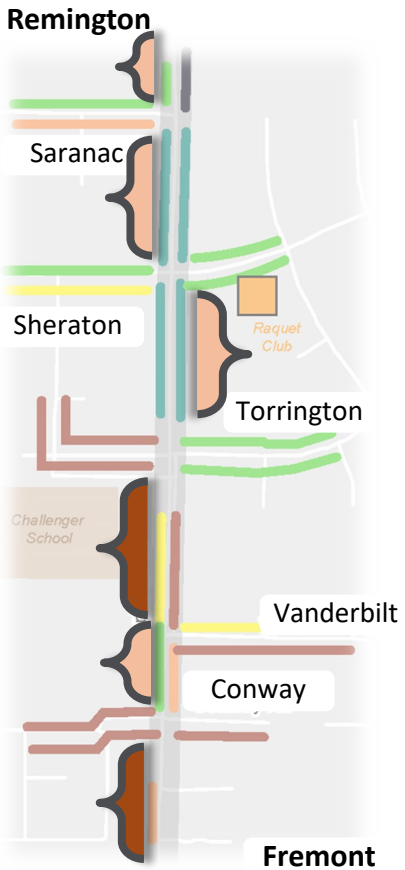
- Special Design Considerations
  - Same as Alternative 1 for Remington Dr., Torrington Dr., Fremont Ave.
- Design Tradeoffs
  - Maximize on-street parking spaces with the proposed bike lanes
  - Minimize parking spillover to side streets
  - Incorporate alternating on-street parking could have an effect on vehicle speed

Alternative 2 – Bike Lanes with Parking on One-Side (Parking Implications)

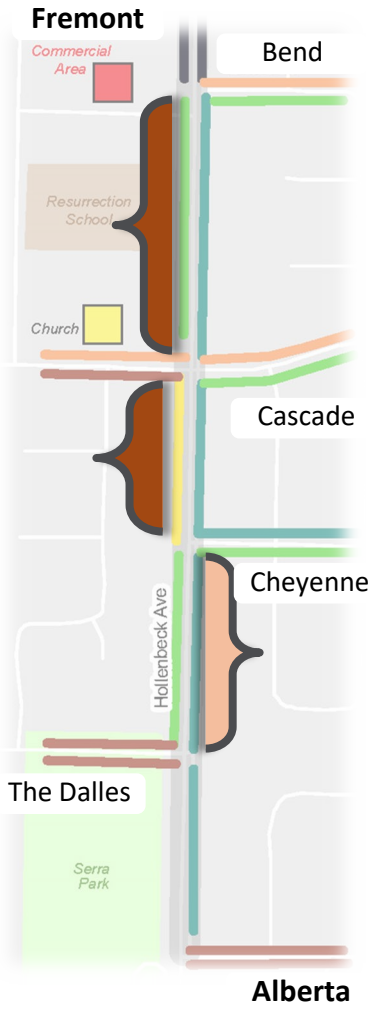
Danforth <-> Remington



Remington <-> Fremont



Fremont <-> Alberta



Assumptions:

- Displaced parking relocates within the same side of the street (on Hollenbeck or on side street)
- Demand **not relocated to driveways**
- Utilized **peak demand** for each block segment for analysis

Study Corridor

Max On-street Parking Occupancy (%)

No Parked Cars Observed
< 20%
20% - 40%
40% - 60%
60% - 80%
> 80%

= 1-5 maximum parking displaced

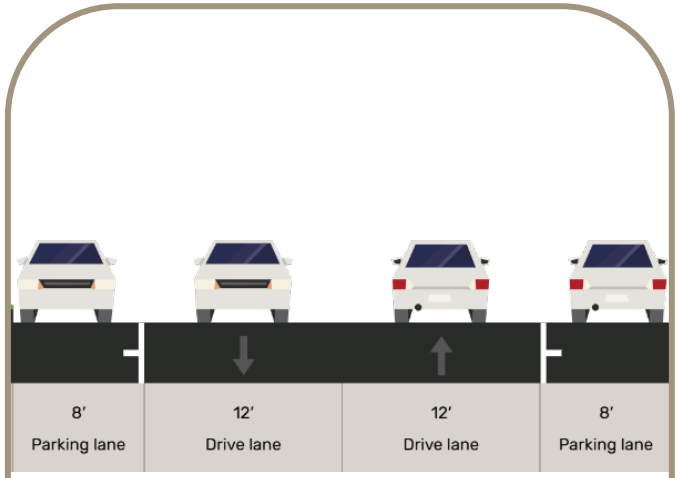
= 5-7 maximum parking displaced

Walk time to available parking between **2 to 4** mins

May include pedestrian crossing improvements

Alternative 3 – Maintain Existing Conditions

- Existing on-street parking maintained as-is
- Uphold current ATP recommendations



Alternative 3

Maintain Existing Conditions

Consistent with ATP

Alternatives Comparison

- Alternative 1: Buffered Bike Lanes
- Alternative 2: Bike Lanes with parking on one side
- Alternative 3: Maintain existing conditions

	Alternative 1	Alternative 2	Alternative 3
Maintain on-street parking supply	No	Partial	Yes
Provide designated bicycle facility	Yes	Yes	No
Implementation cost	$2M - $4M	$2M - $4M	$0

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Public Outreach

Public Outreach Activities

- Two Hybrid in-person/virtual community meetings
  - Sept. 26, 2024 and Mar. 4, 2025
  - Attendees: Total 90 in-person and online
- Two Institution and Commercial Owners meetings
  - Sept. 4, 2024 and Mar. 5, 2025
  - Attendees: Challenger School, Presbyterian Early Learning Center (PELC)
- One online survey
  - Mar. 4, 2025 to Mar. 31, 2025
  - Responses: 703

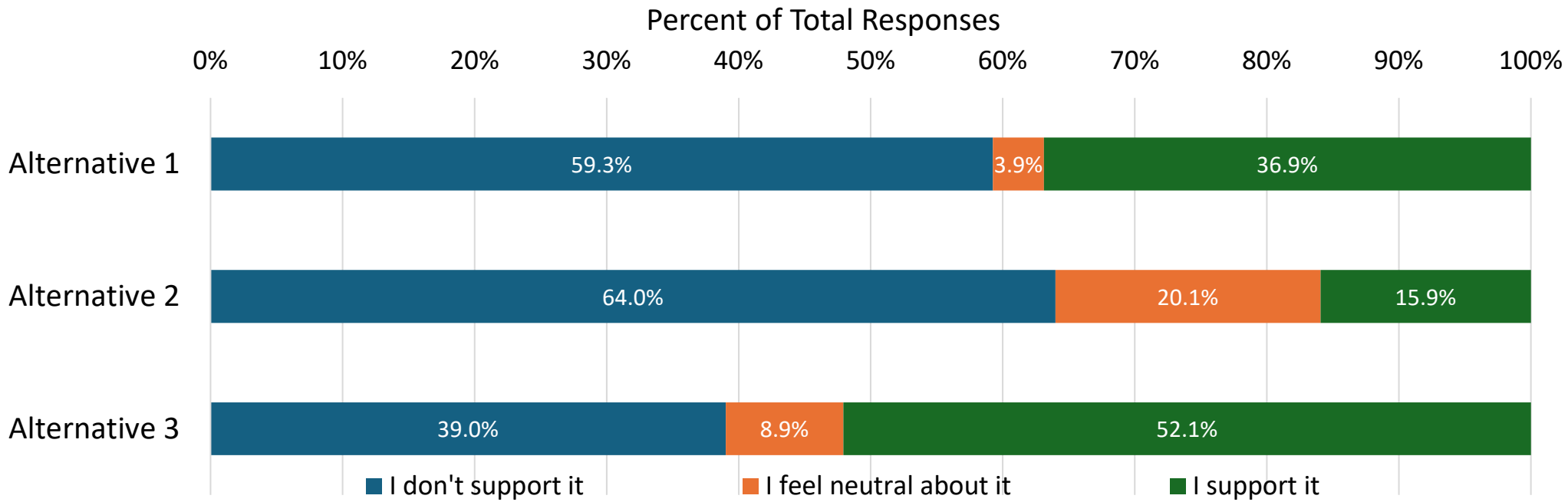
Public Engagement Summary

- Things We Heard
  - Safety concerns for cyclists and pedestrians
  - Parking utilization data and impacts on residents
  - Access for service and delivery vehicles
  - Feasibility of funding, cost estimates
- Other Concerns
  - Operations issues around schools during pick-up/drop-off times and safe routes to schools

Online Survey Results

- **35%** of respondents **live on Hollenbeck** and **34%** live **1-4 blocks away from Hollenbeck**
- **77%** of respondents **drive** on Hollenbeck, **19% bike**, **4% walk**

Respondents Feedback on Alternatives



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Next Steps and Discussion Items

Next Steps

June – November 2025

- Refined concept alternatives and cost estimates
- BPAC Meeting # 3 – Recommend to City Council on alternative selection
- City Council Meeting – Select an Alternative

Goal for the City Council Study Session

- What are your thoughts on the alternatives and community feedback received to date?
- How can we refine the Alternatives?
- What additional information do you need to make a decision?

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Thank you!