



Hollenbeck Avenue Bike Lane Study

Bicycle and Pedestrian Advisory Commission
October 16, 2025



Agenda

- Project Overview
- Progress to Date
- Public Outreach Summary
- Options
- Staff Recommendation

Project Overview

Project Overview

Study feasibility of adding bike lanes on Hollenbeck Ave. between Alberta Ave. and Danforth Dr.

Existing Conditions:

- On-street parking on both sides
- Lacks bicycle lanes



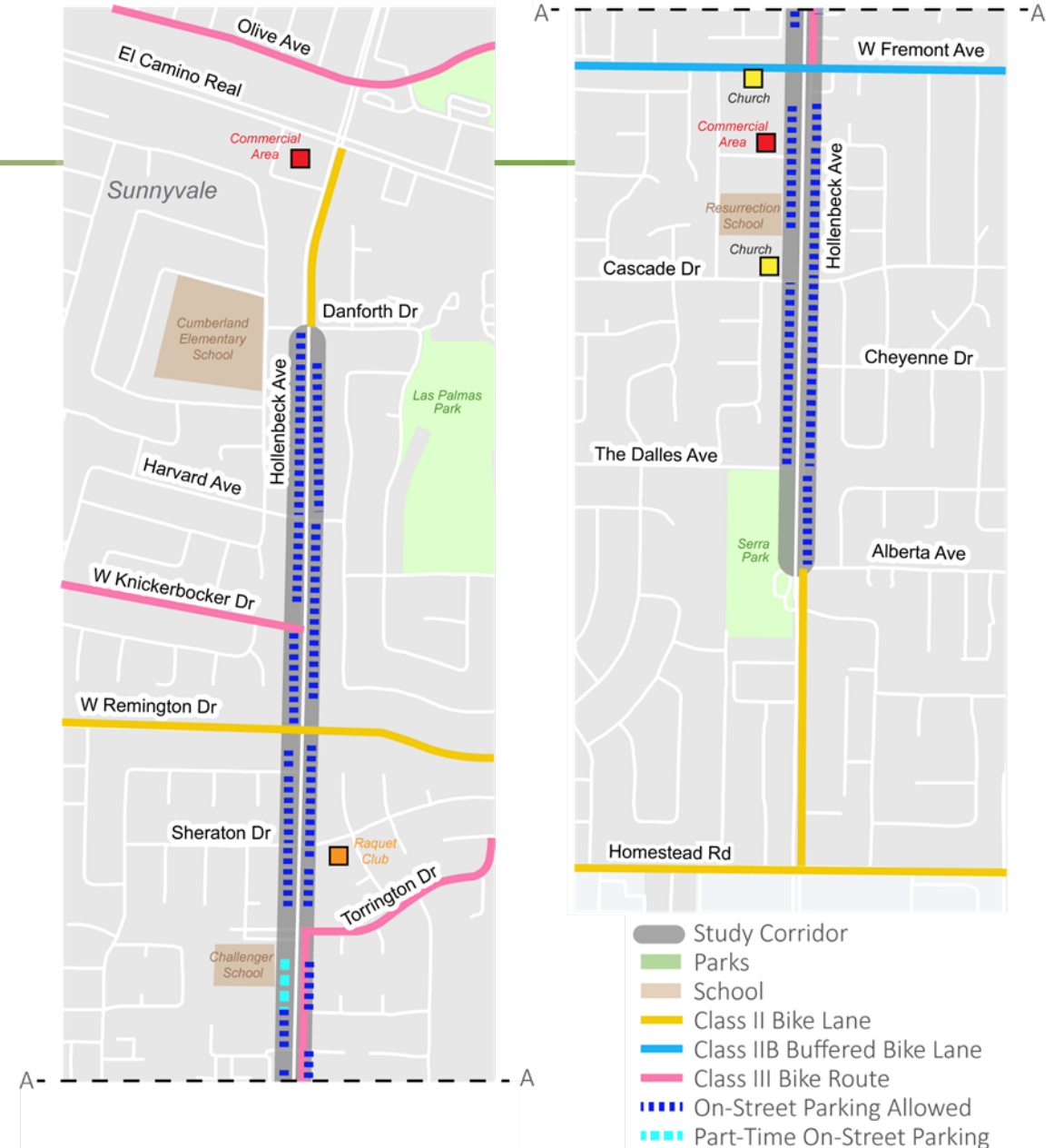
Existing Class III Bike Route on Dunford Wy. at Quail Ave.



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

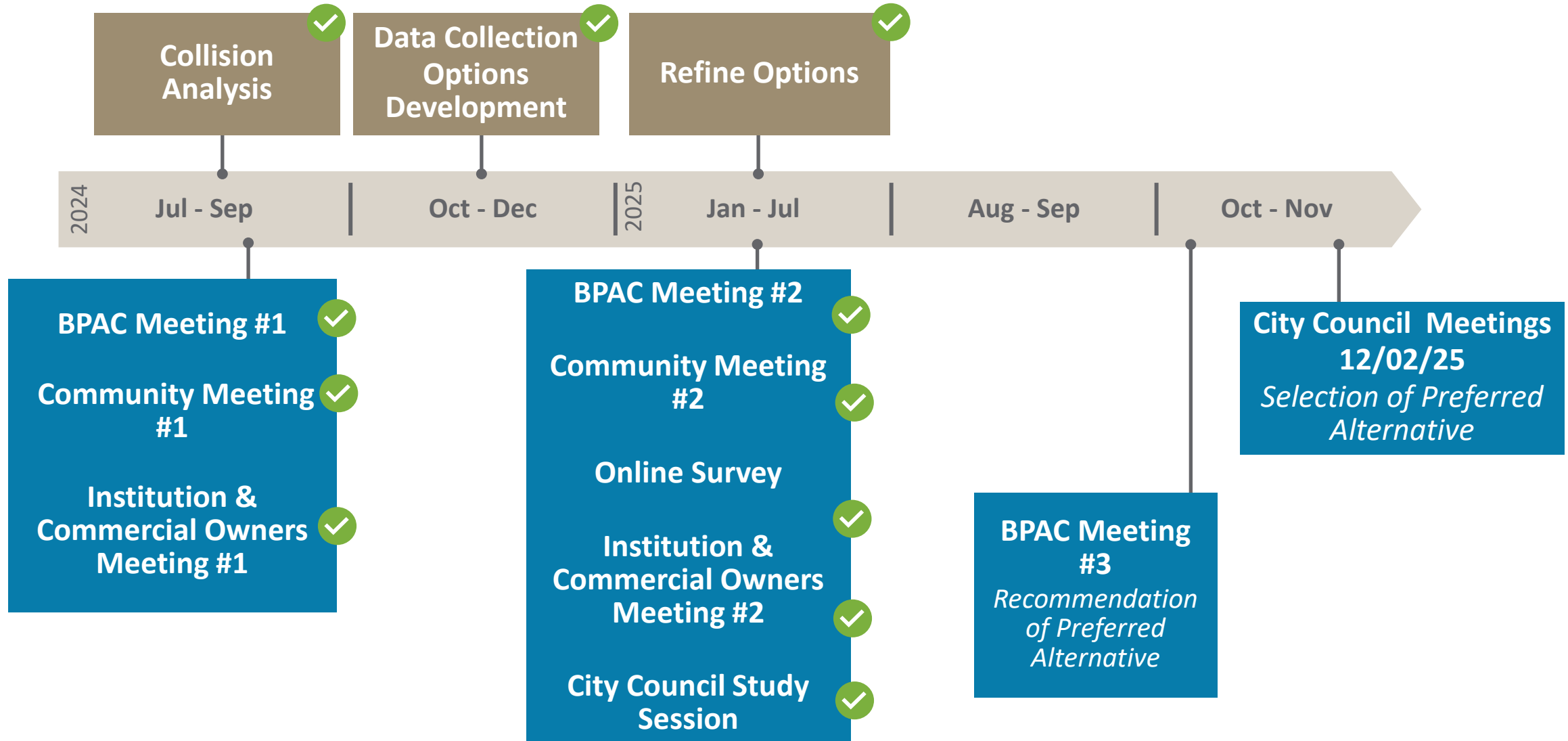


Existing Class IIB Buffered Bike lane along Sunnyvale Ave.



Progress to Date

Project Timeline

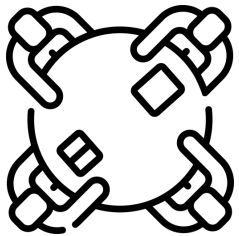


Public Outreach Summary

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



- City Council Study Session
 - ♦ May 20, 2025



Public Engagement Summary



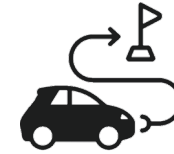
Safety Concerns

- Near-miss collisions
- Door zone
- Speeding
- Safe Routes To School



Parking & Mobility Impacts

- Resident impact
- Crossing needs
- Accessibility concerns
- Service Access
- Parking for ADUs/Increased Housing



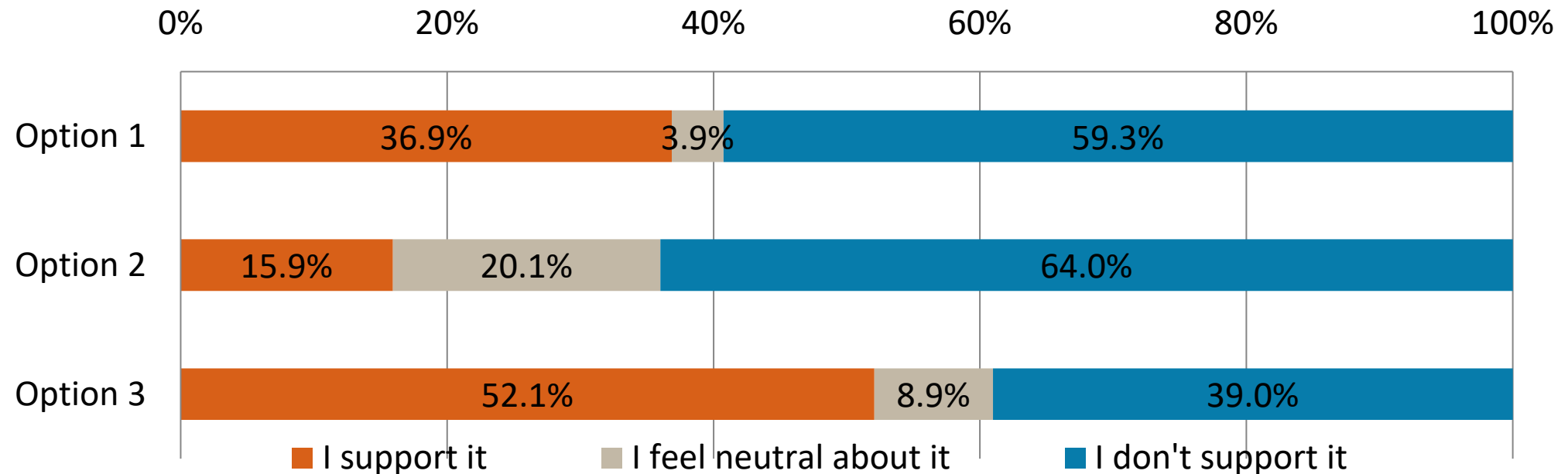
Other

- Cost Concerns
- School Operations
- Intersection Geometry

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 Options



Council Study Session Summary

- ◆ **Consider Additional Options:**

- Remove parking on one side to add a bike lane.
- 7 feet wide parking lanes
- Parking-protected bike lanes
- Bidirectional cycle track on one side
- Center-running two-way cycle track
- Convert Hollenbeck Ave. to one-way

- ◆ **Traffic Calming:** Address speeding concerns through the Neighborhood Traffic Calming Policy — not as part of this project.

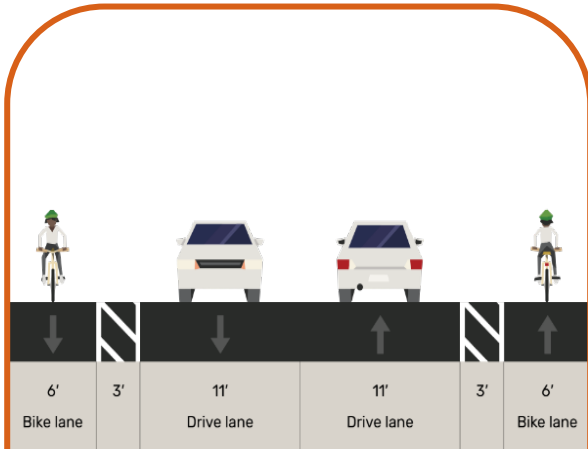
- ◆ **Outreach:** Expand engagement with nearby schools.

- ◆ **Further research:** Investigate potential pedestrian improvements



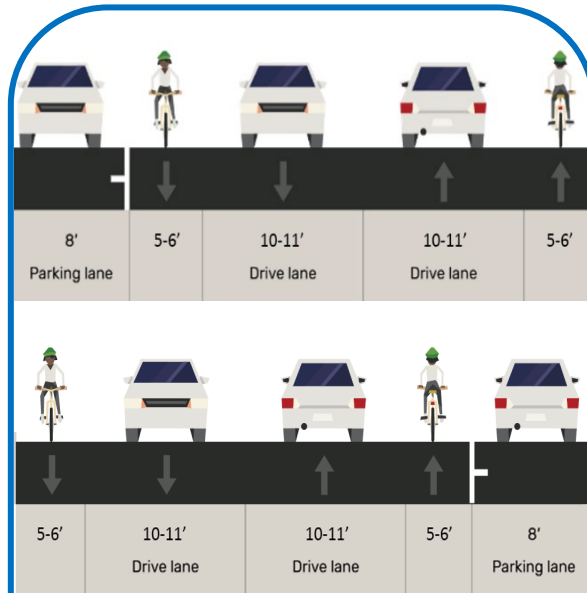
Options

Options Overview



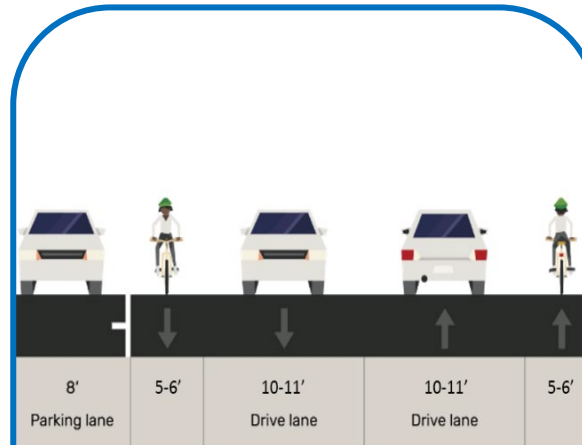
Option 1

6' Bike Lanes + 3' Buffer
No on-street parking



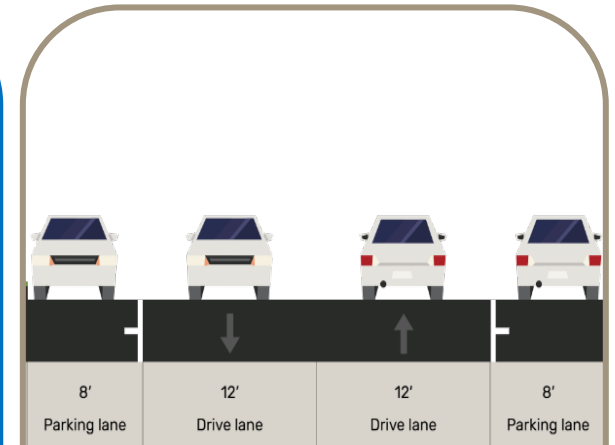
Option 2A

5-6' Bike Lanes
On-street parking on one-
side only, alternating



Option 2B

5-6' Bike Lanes
On-street parking on west
side only



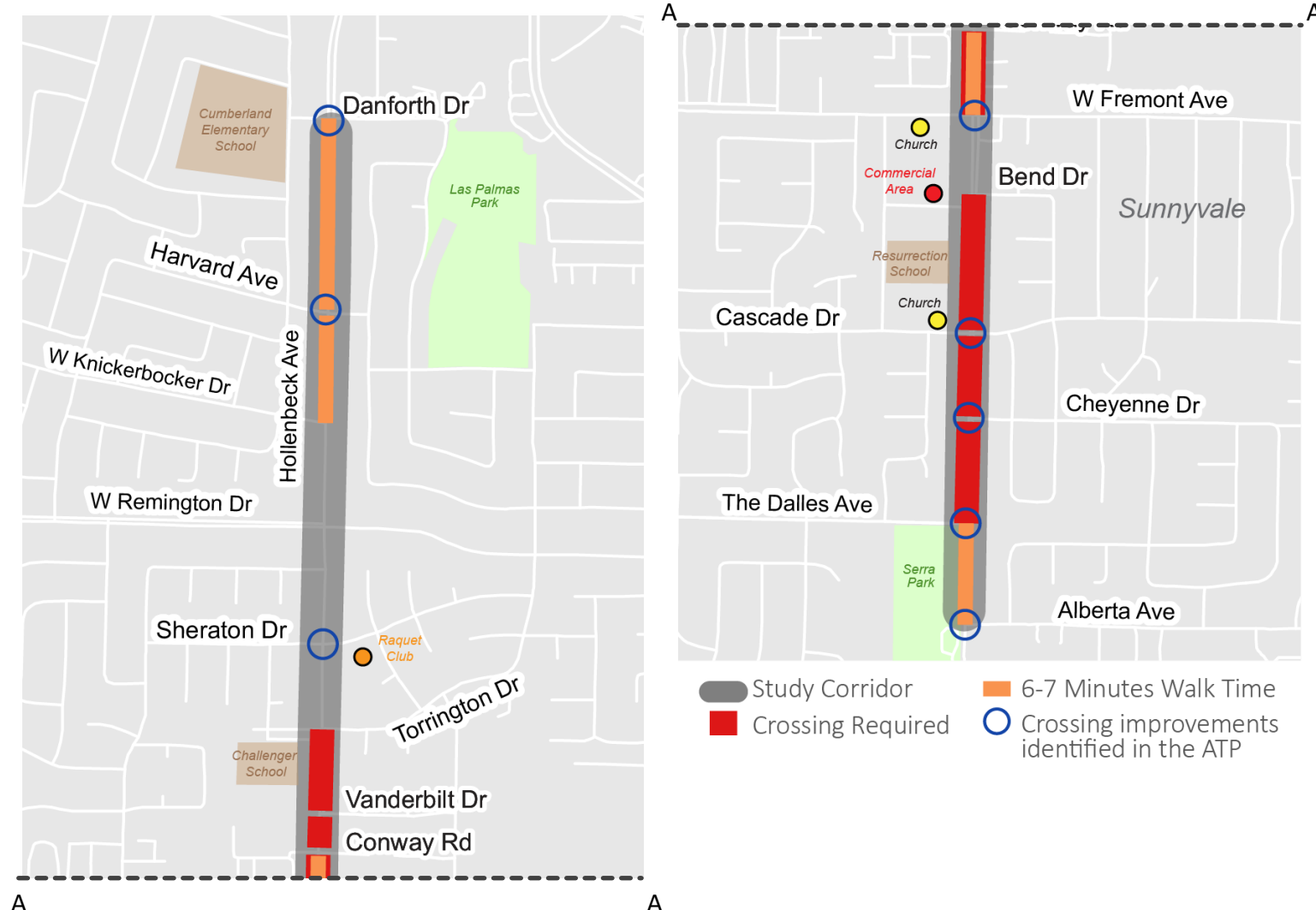
Option 3

Maintain Existing Conditions
Consistent with ATP

Option 1 Buffered Bike Lanes

Remove Parking on Both Sides of Hollenbeck Ave.

- Greatest separation between bikes and vehicles
- All parking demand shifts to side streets
- 4 segments with 6 - 7 mins walk time
- 6 segments might require crossing street to find parking
 - ◆ 8 locations identified in ATP for crossing improvements*
 - ◆ 1 location within 500 feet of two signalized intersections - no improvements recommended
- Cost estimate - \$5.0M**
 - * 3 locations have completed improvements
 - **Cost estimate does not include crossing improvements (other than at Fremont Avenue)



Option 2A: Bike Lanes with Parking on One side, Alternating

- Provide designated bike facility while maintaining some parking
- On-street parking retained ~144 spaces
 - ◆ Maximum total parking utilization is 96 parked vehicles
- 1 segment with 6-7 mins walk time
- No segments require crossing
- Cost estimate - \$5.0M*

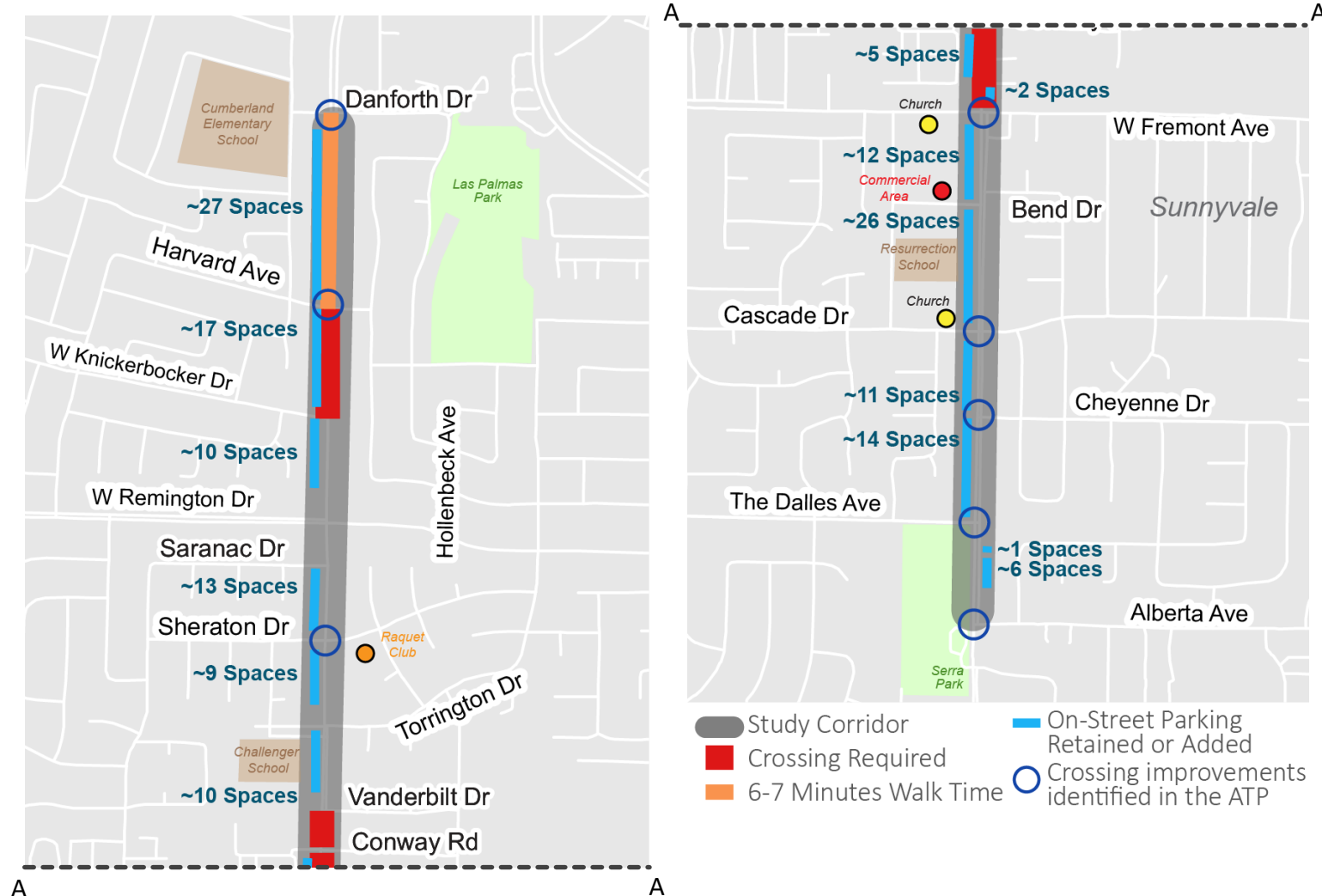
*Cost estimate does not include crossing improvements (other than at Fremont Avenue)



Option 2B: Bike Lanes with Parking Generally Retained on West Side

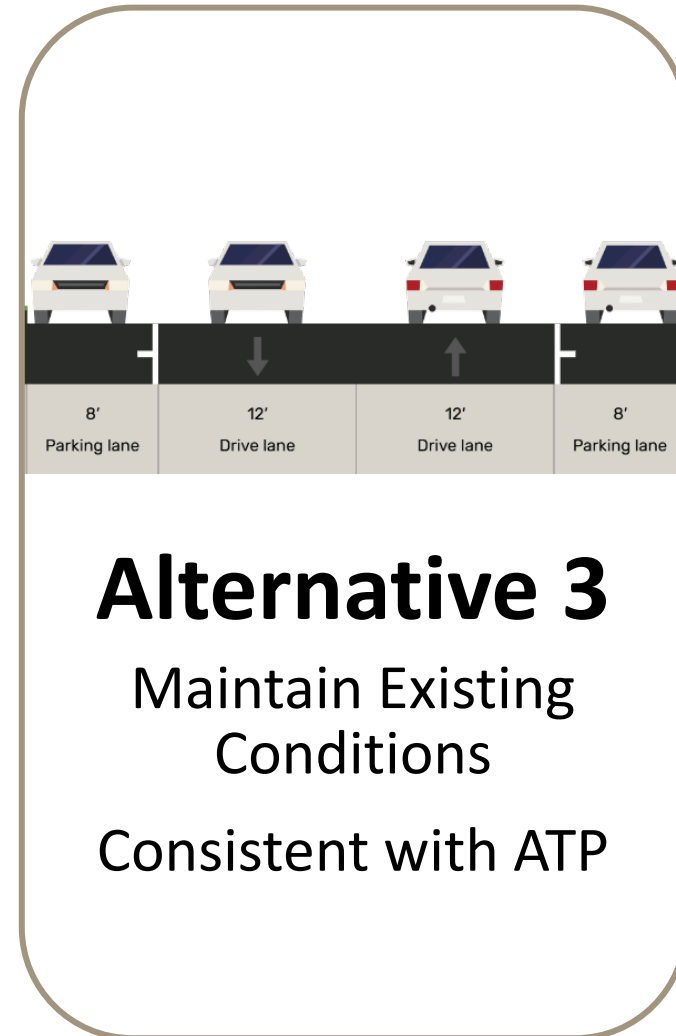
- Provide designated bike facility while maintaining some parking
- Parking retained on the east side between Alberta Ave and The Dalles Ave.
- On-street parking retained ~163 spaces
 - ♦ Maximum total parking utilization is 96 parked vehicles
- 1 segments with 6-7 mins walk time
- 3 segments require crossing:
 - ♦ All segments are within 500' of a controlled crossing
- Cost estimate - \$5.0M*

*Cost estimate does not include crossing improvements (other than at Fremont Avenue)

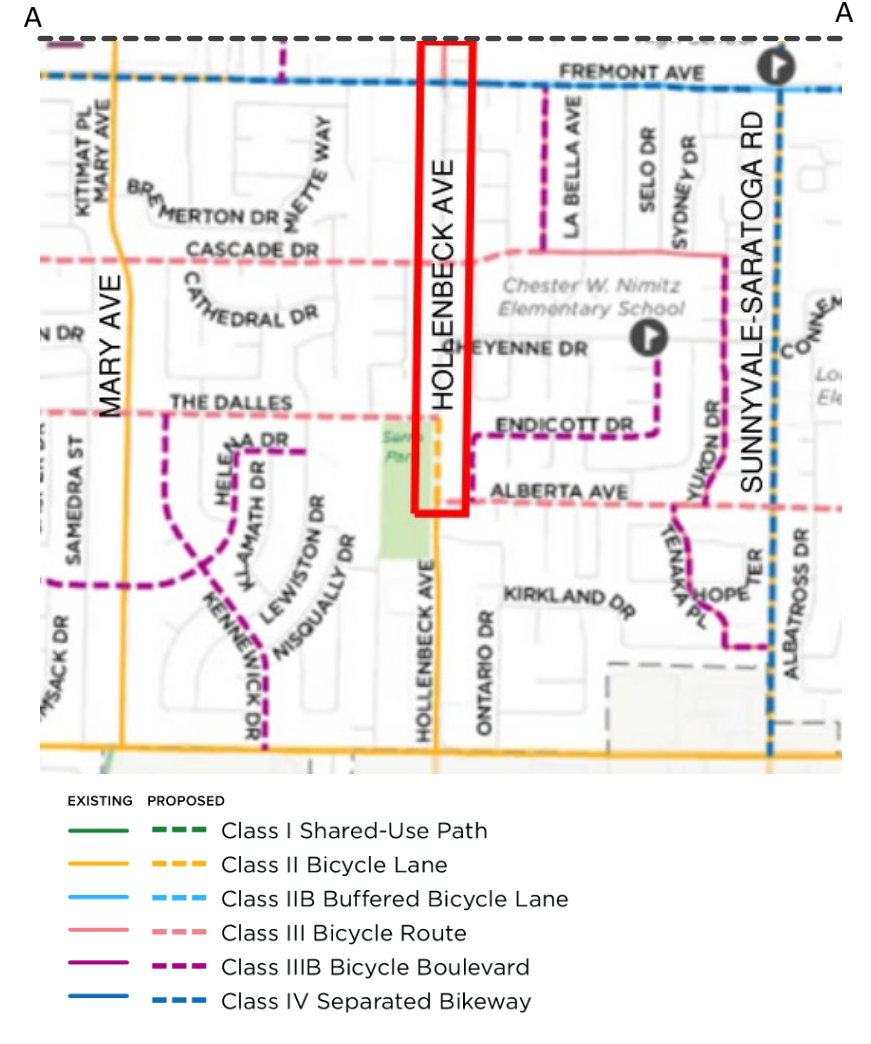
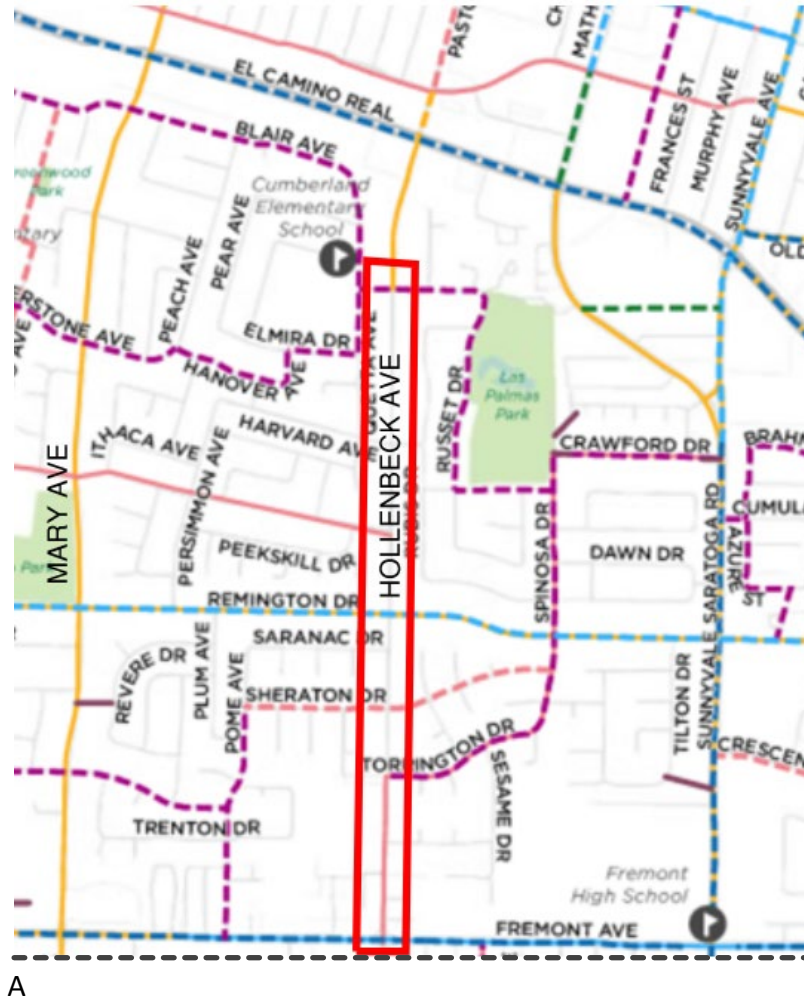


Option 3 Summary

- Existing on-street parking maintained as-is
- Uphold current ATP recommendations
- ATP identified a bicycle lane between Alberta Ave and The Dalles Ave
 - ◆ However no other need for bicycle improvements were identified in the ATP due to the availability of parallel routes



Option 3 Summary



Options Comparison

- Option 1: Buffered Bike Lanes
- Option 2A: Bike Lanes with parking on one side, alternating
- Option 2B: Bike Lanes with parking on one side, generally west-side
- Option 3: Maintain existing conditions

	Option 1	Option 2A	Option 2B	Option 3
Resulting on-street parking supply (spaces)	0	~144	~163	340
Provide designated bicycle facility	Yes	Yes	Yes	No
Implementation cost	~\$5.0M	~\$5.0M	~\$5.0M	--

- Total existing parking spaces: 340
- Maximum total parking utilization observed: 96 parked vehicles

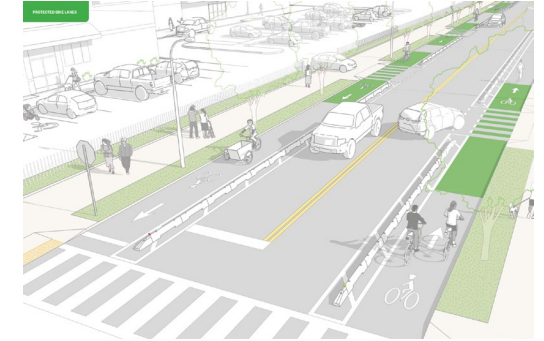
Evaluation of Other Options

- Not enough right of way to meet design standards
- Could create additional conflicts at driveways and intersections
- Might need signal modifications or other design changes
- Some ideas (like one-way street) need a larger study beyond this project



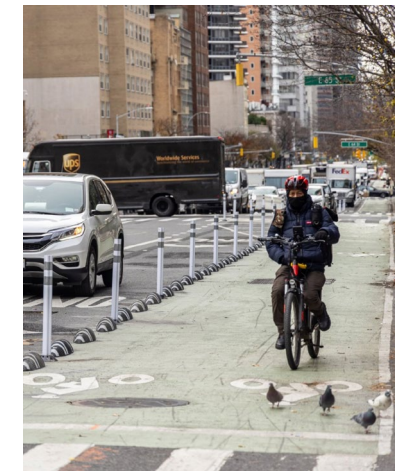
Part-time Bike Lane

Source: Google Earth



Protected Bike Lane

Source: NACTO



Bidirectional cycle track on one side

Source: NACTO

Recommendation to City Council

Staff Recommendation to City Council

Alternative 3: Recommend to City Council to approve **Option 2B**, to remove on-street parking on the east side of the street on Hollenbeck Avenue between Danforth Drive and The Dalles Avenue and implement Class II bicycle lanes between Danforth Drive and Alberta Avenue, find that the action is exempt from CEQA pursuant to CEQA Guidelines Section 15301(c) and Public Resources Codes Section 21080.25(b)(1). Recommend that the City Council direct staff to include the concept plan as an unfunded project in the FY 2025/26 Budget pending future identification of funding.

