



CITY OF KIRKLAND

Department of Public Works

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www.kirklandwa.gov

MEMORANDUM

To: Transportation Commission

From: Hunter Richards, Capital Projects Coordinator
Joel Pfundt, Transportation Manager

Date: May 21, 2021

Subject: HOLMES POINT STREET DESIGN STANDARDS AND CORRIDOR STUDY

Staff Recommendation:

It is recommended that the Transportation Commission receive an update and provide input on the Holmes Point Street Design Standards and Corridor Study.

Background:

Over many years the Holmes Point Overlay Zone has developed with inconsistent street standards. There are several vehicular and pedestrian safety concerns along Holmes Point Drive and the adjoining neighborhood streets, such as pedestrians walking along Holmes Point Drive and school children awaiting bus pickups. With anticipated development in the area, the City needs street standards, so the community knows what to expect. The City is exploring options for unique street standards that recognize the specific nature of the Holmes Point area, but, as always, the City must balance any proposed changes with its duty to provide vehicular and pedestrian safety.

This study was an action identified in of the 2018 Finn Hill Neighborhood Plan update. City Council later allocated funding to carry out this study; however, there is no City funding allocated toward implementing any recommendations that result from the study. Implementation will occur though as part of future private development in the area.

On December 3, 2020 an initial online community engagement was held via Zoom. Staff and the consultant team, Otak Inc, presented early progress on the study and received input from participants. Based on the input received at the first meeting, staff and the consultant team developed a series of street cross section concepts that could be applied to each of the street concept types described in Figure 1. These street cross sections along with a variety of pedestrian and bicycle facility types and speed management solutions were presented at a second online public engagement held on May 20, 2021. The presentation used at this event is included as Attachment A.

The project team will provide the Commission with a summary of the presentation that was made to the community as well as the community feedback received. This information, along

May 20, 2021



Holmes Point Overlay Zone Street Design Standards & Holmes Point Drive Corridor Study

Tonight's Presentation

- 1. Project Purpose and Key Challenges**
- 2. December Public Meeting - What We Heard**
- 3. Pedestrian and Bicycle Facilities**
- 4. Holmes Point Drive Cross Section Concept Designs**
 - Breakout Room Discussion**
- 5. Local Access Neighborhood Street Cross Section Concept Designs**
 - Breakout Room Discussion**
- 6. Wrap Up and Thank You**

Project Purpose and Key Challenges

Purpose:

Due to the history of development in the Holmes Point area, there has been development with inconsistent street standards. With anticipated development occurring in Holmes Point, the City needs to develop street standards for the Holmes Point Drive area.

There is no funding allocated yet specifically toward implementing the recommendations that will come from the study. The City will explore options for unique street standards within the Holmes Point Overlay Zone that recognize the unique nature of the Holmes Point area, but it will not compromise on vehicular and pedestrian safety.

Project Purpose and Key Challenges

Key Challenges:

- Existing development occurred without consistent street standards
- Vehicular safety concerns
- Pedestrian safety concerns
 - Pedestrians walking along Holmes Point Drive
 - School children awaiting bus pickups
- Environmental constraints
 - Steep slopes/topography
 - Mature trees
 - Stream crossings/drainage
 - Built features in right of way

December Public Meeting - What We Heard

December 2020 - Public Workshop for Residents

Key Comments:

- Preserving **neighborhood character** is a high priority
- Important to have a **flexible approach** for different streets

Holmes Point Drive Corridor

- Need for **safer walking and biking conditions**
- Speed is an issue and **traffic should be slowed**
- Prefer **less “urban” pedestrian solutions**
- Address the **safety challenges on hills**

OO Denny Park

- Challenges with **overflow parking** and cars parked along the roadway
- Safety concerns for pedestrians
- **Additional pedestrian paths** are needed
- Interested in more **aesthetic improvements** that **fit the neighborhood**

Local Access Neighborhood Streets:

- Few existing safety issues, cars, bicyclists, and pedestrians are able to share the pavement
- Interest in **pedestrian connectivity**
- Important to consider **tree preservation**






Holmes Point Neighborhood Street Typologies



Holmes Point Street Concepts

Street concepts represent possible solutions that could be applied to specific street types.

Street Concept Types: Sorted by location, geography, and type of development

-  Entry Area
-  Transition Area
-  Waterfront
-  O O Denny Park
-  Neighborhood Streets

Pedestrian and Bicycle Facilities

Pedestrian and Bicycle Facilities

Shared Facilities

Vehicles, pedestrians, and bicyclists share the roadway.

- Advisory shoulder
- Sharrow

Visually Separated

Vehicles, pedestrians and bicyclists have separate painted areas of the road.

- Pedestrian/ bike lane

Physically Separated

Vehicles, pedestrians and bicyclists have physically separate facilities

- Buffered pedestrian/ bike lane
- Separated path

Shared Facilities

Advisory Shoulder

A visually distinct area on the edge of the roadway, offering a prioritized space for people to bicycle and walk

Vehicles share the center lane, and use the shoulder if necessary for passing



Example of an Advisory Shoulder

Hanover, NH

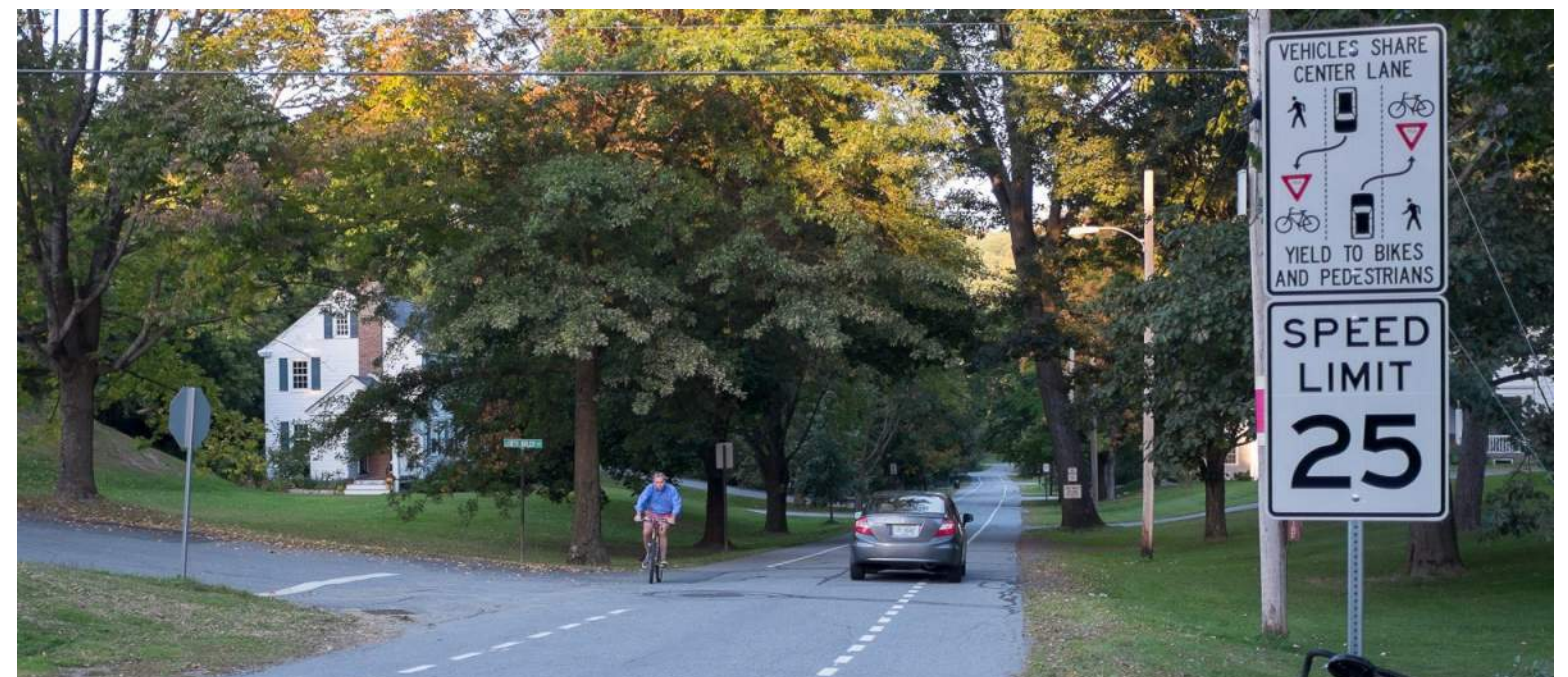
Photo taken from Small Town and Rural Design Guide



Example of an Advisory Shoulder Signage

Victoria, BC, Canada

Photo taken from Oak Bay News



Example of an Advisory Shoulder

Hanover, NH

Photo taken from Small Town and Rural Design Guide

Shared Facilities

Sharrow

Bicyclists share the roadway with vehicles



Example of a Sharrows in the Roadway

Brevard, NC

Photo taken from Small Town and Rural Design Guide



Example of a Sharrows in the Roadway

Bowling Green, OH

Photo taken from BG Independent News

Visually Separated Facilities

Pedestrian Lane/Bike Lane

Separate path for pedestrians and bicyclists on the roadway



Example of a Shared Pedestrian and Bicycle Lane

Detroit, OR

Photo taken from Small Town and Rural Design Guide



Example of a Bike lane

Provincetown, MA

Photo taken from Bike Provincetown



Example of a Pedestrian Lane Using Pavers

Calpay Valley, CA

Photo taken from Small Town and Rural Design Guide

Physically Separated Facilities

Buffered Pedestrian/Bike Lane

Separate path for pedestrians and bicyclists buffered from vehicles by a curb and/or “candlesticks.”



Example of an Asphalt Pedestrian Lane Buffered by Wheel Stops
Seattle, WA
Photo taken from Seattle Department of Transportation



Example of a Climbing Bike Lane
Kirkland, WA
Photo taken from Google street view



Example of a Pedestrian Lane Buffered with a Curb
Seattle, WA
Photo taken from Seattle Department of Transportation

Physically Separated Facilities

Separated Pathway

Separate path for pedestrians that are buffered from vehicles by planting strip.



Example of a Pedestrian Path Separated by a Planting Buffer

Yarrow Bay, WA

Photo taken from Google street view



Example of a Pedestrian Path Separated by a Planting Buffer

Yarrow Bay, WA

Photo taken from Google street view

Physically Separated Facilities

Sidewalk curb and gutter



Example of a Sidewalk, Curb, and Gutter
Kirkland, WA



Example of a Sidewalk, Curb, and Gutter
Kirkland, WA



Example of a Sidewalk, Curb, and Gutter
Kirkland, WA

Speed Management Solutions

Speed Management Solutions

Neighborhood Slow Zone

The City could consider designating the Holmes Point Overlay as a “Neighborhood Slow Zone”

- Reduce speed on all roads from 25mph to 20mph
- Create a gateway experience to the neighborhood by narrowing the roadway at all neighborhood entries
- Install signage and pavement markings



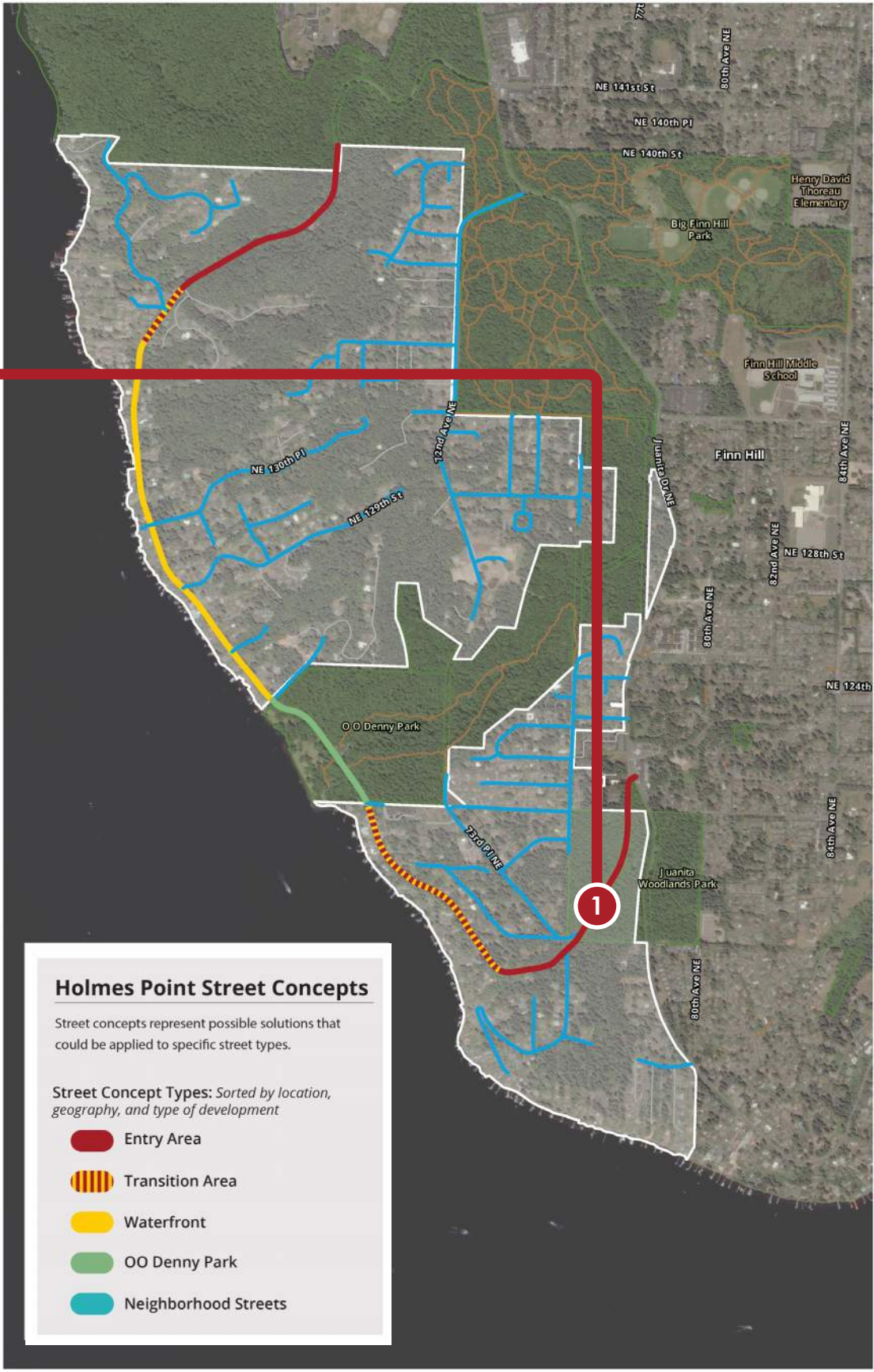
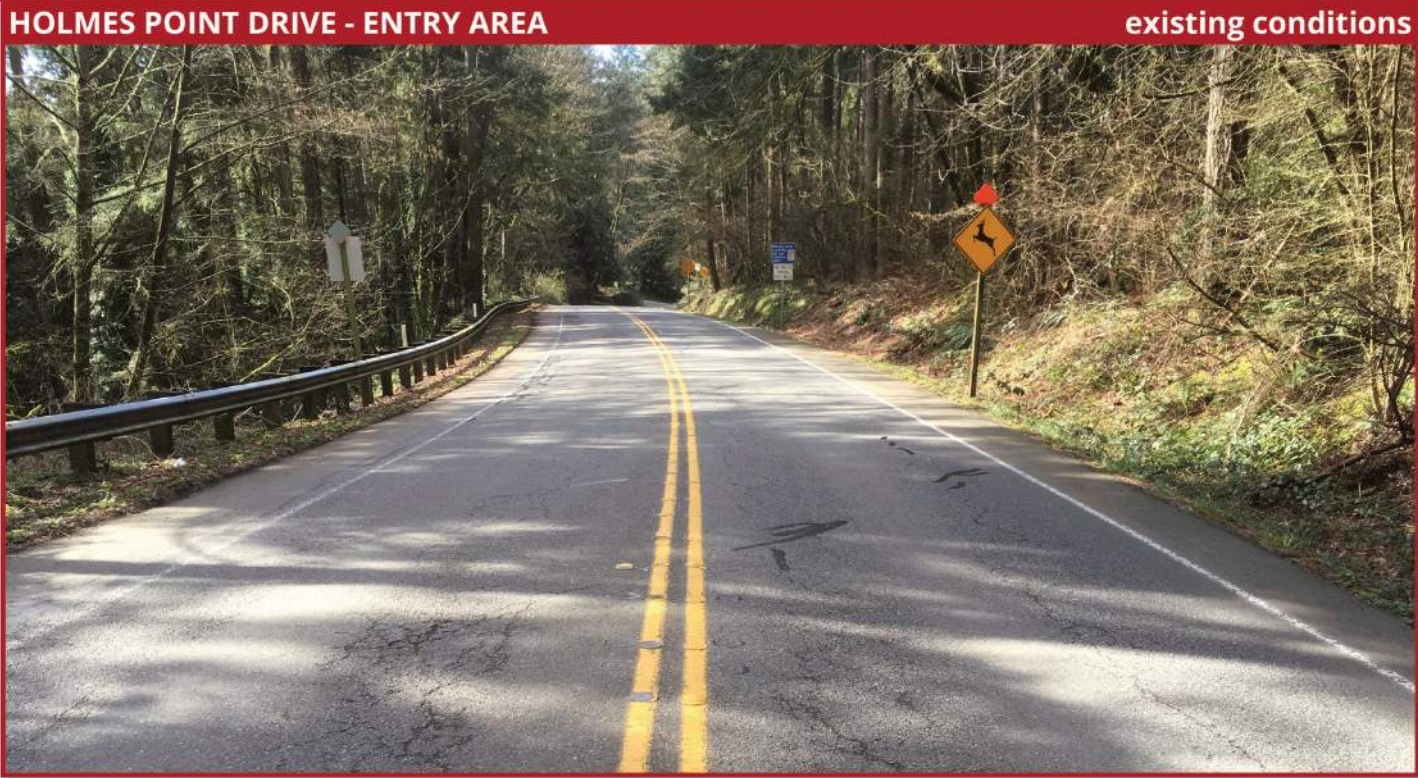
Cross Section Concepts



Holmes Point Drive Entry Area

Cross Section Concepts

Existing Conditions Locations

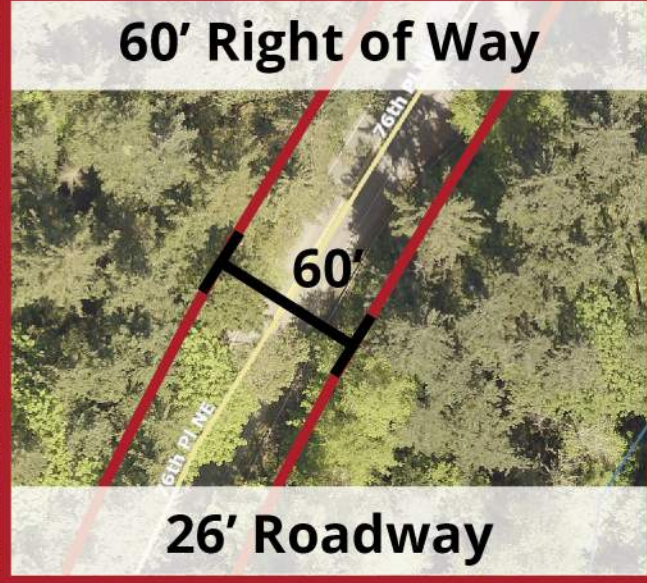


Existing Conditions

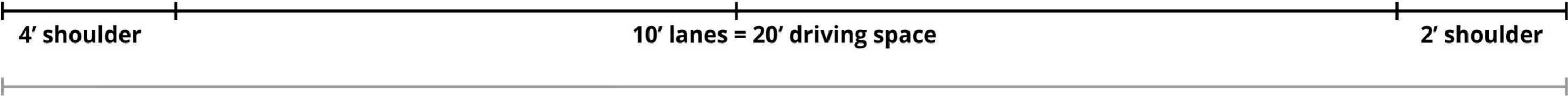
Holmes Point Drive



17' to edge of right of way



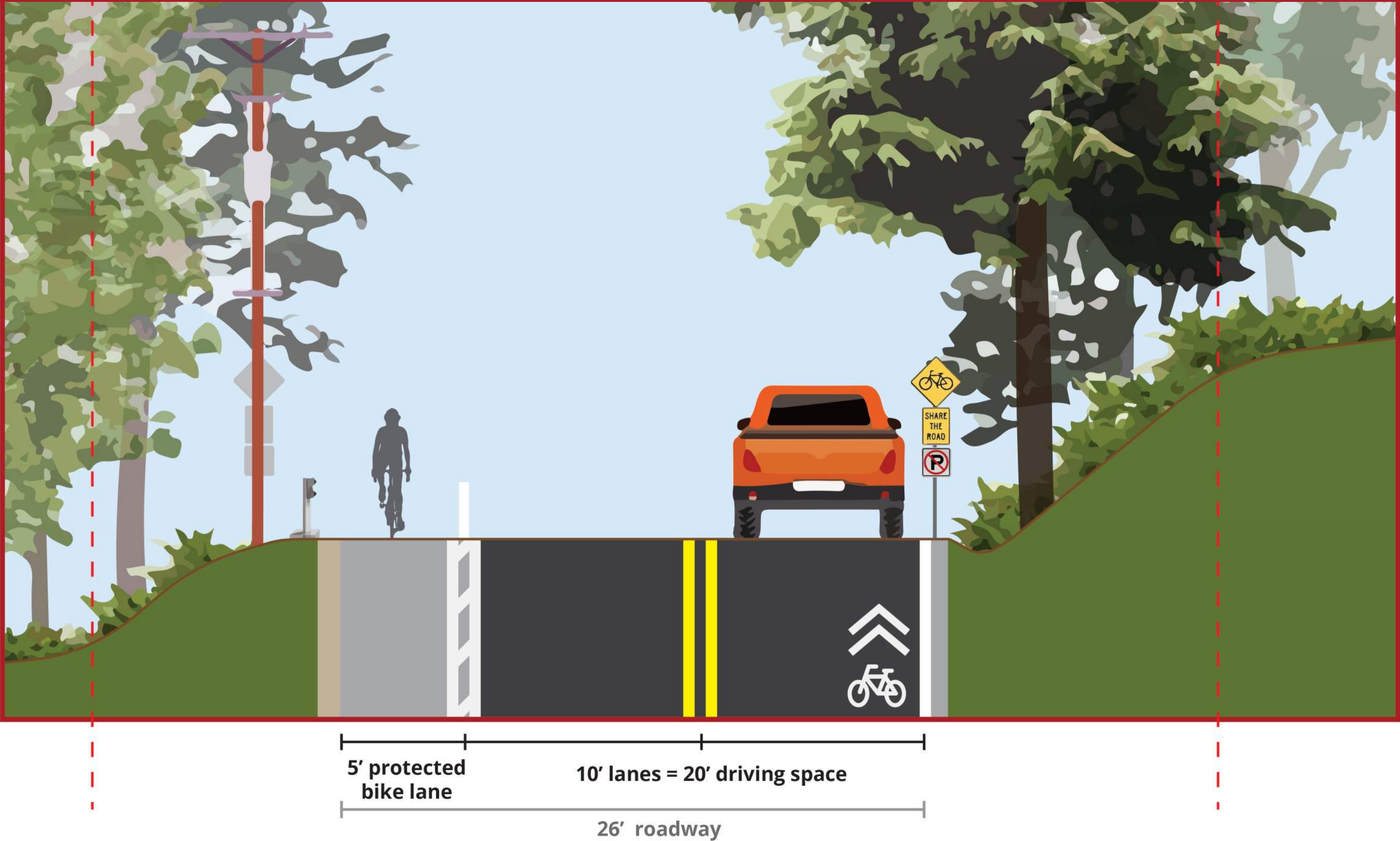
17' to edge of right of way



26' existing improvements

Proposed Minimum Standard

Holmes Point Drive





Holmes Point Drive Waterfront Area Cross Section Concepts

Existing Conditions Locations

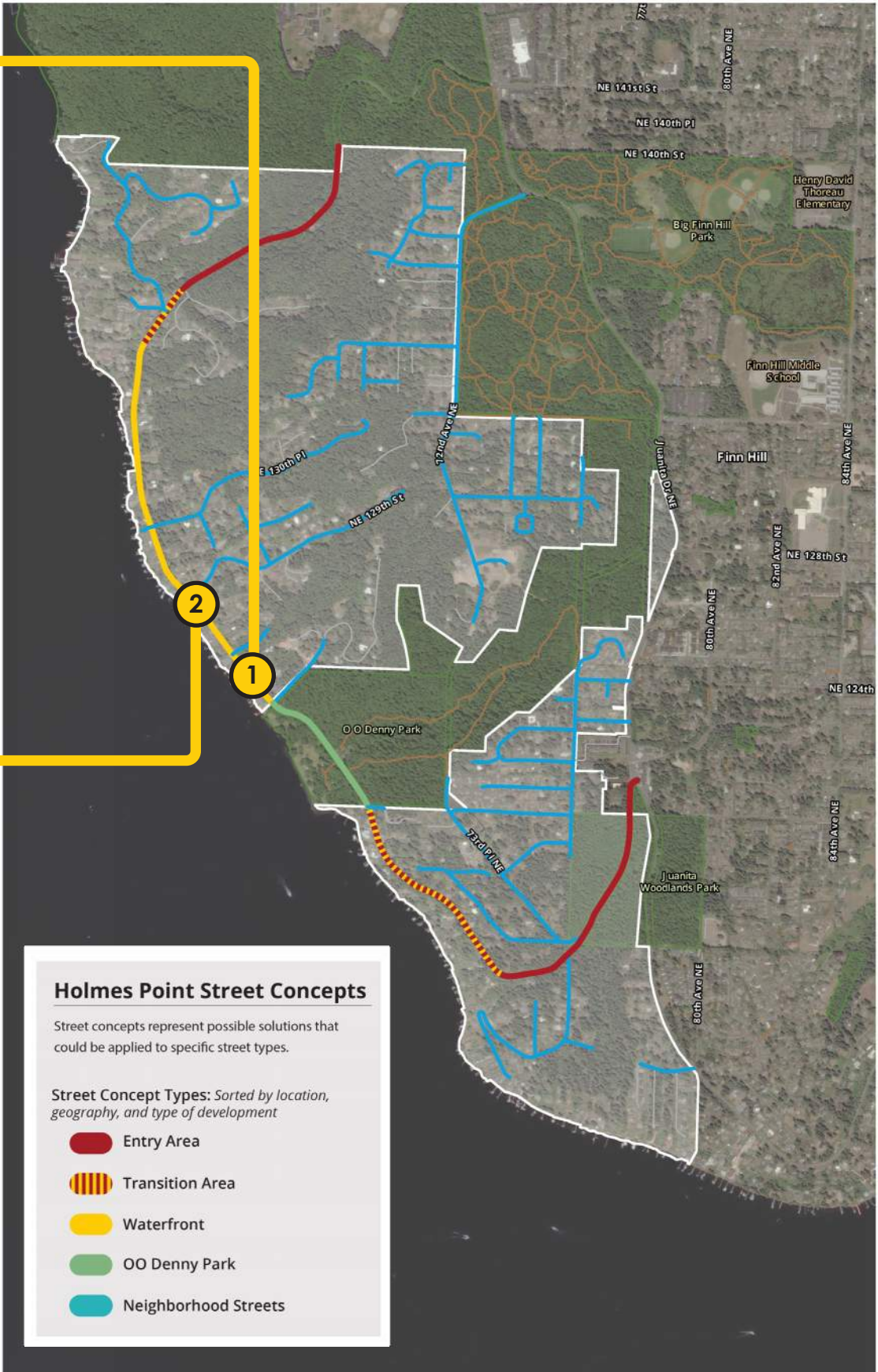
HOLMES POINT DRIVE - WATERFRONT

existing conditions #1



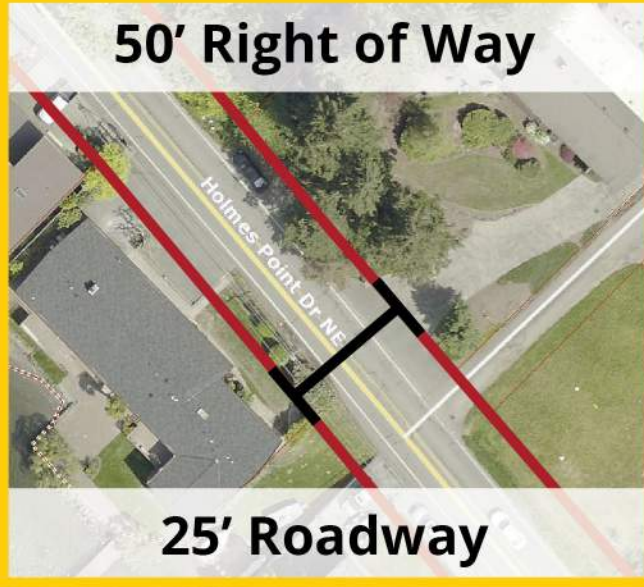
HOLMES POINT DRIVE - WATERFRONT

existing conditions #2



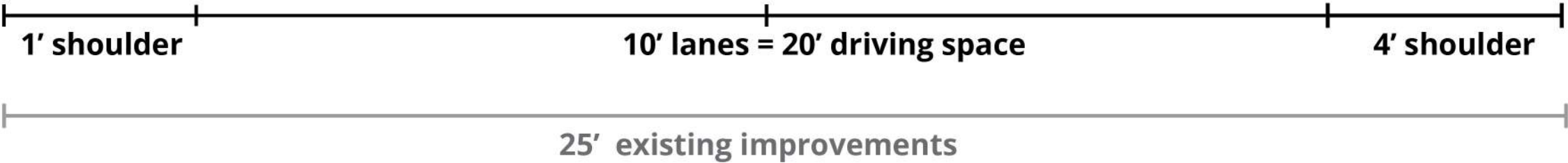
Existing Conditions #1

Holmes Point Drive



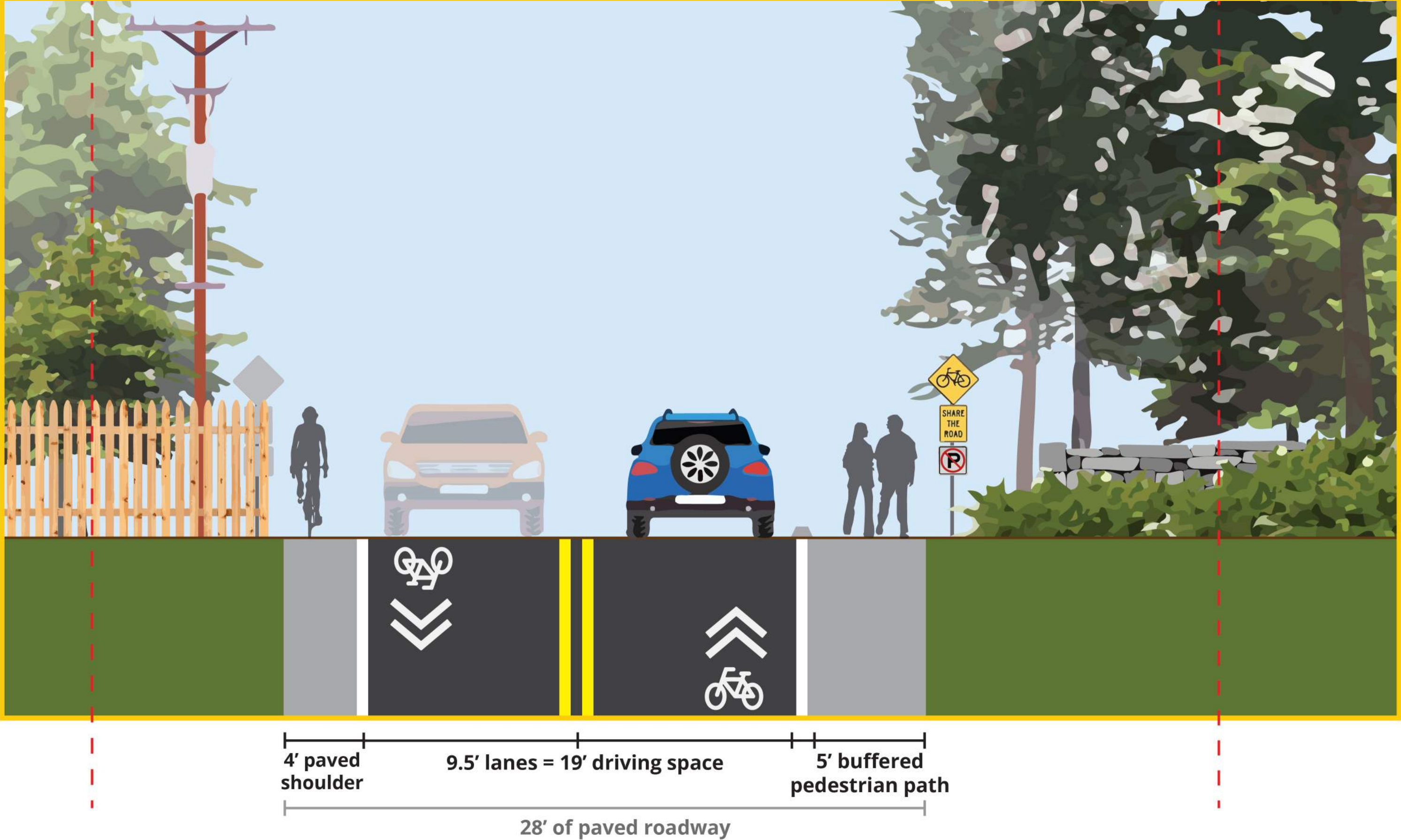
15' to edge of right of way

10' to edge of right of way



Proposed Minimum Standard

Holmes Point Drive



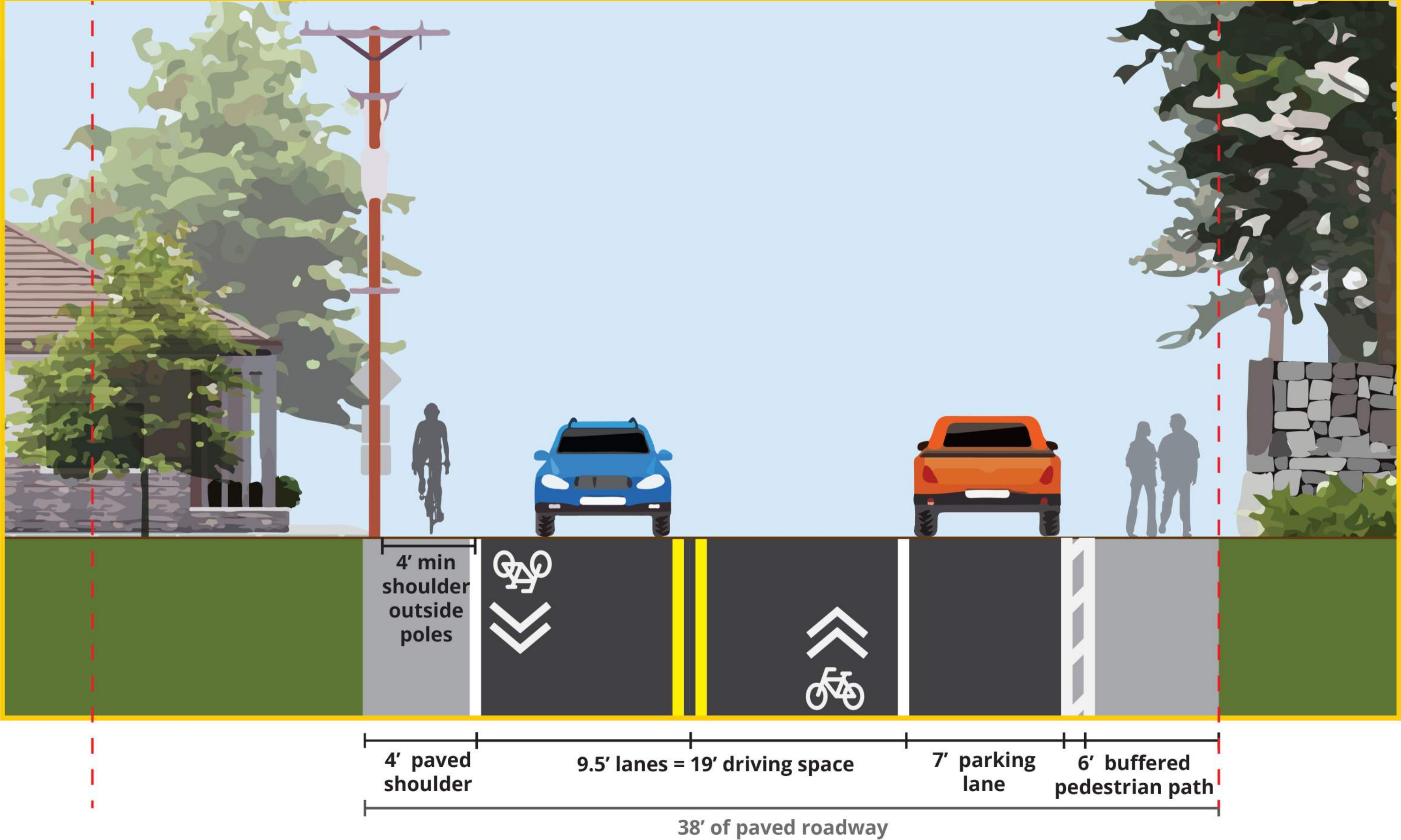
Existing Conditions #2

Holmes Point Drive



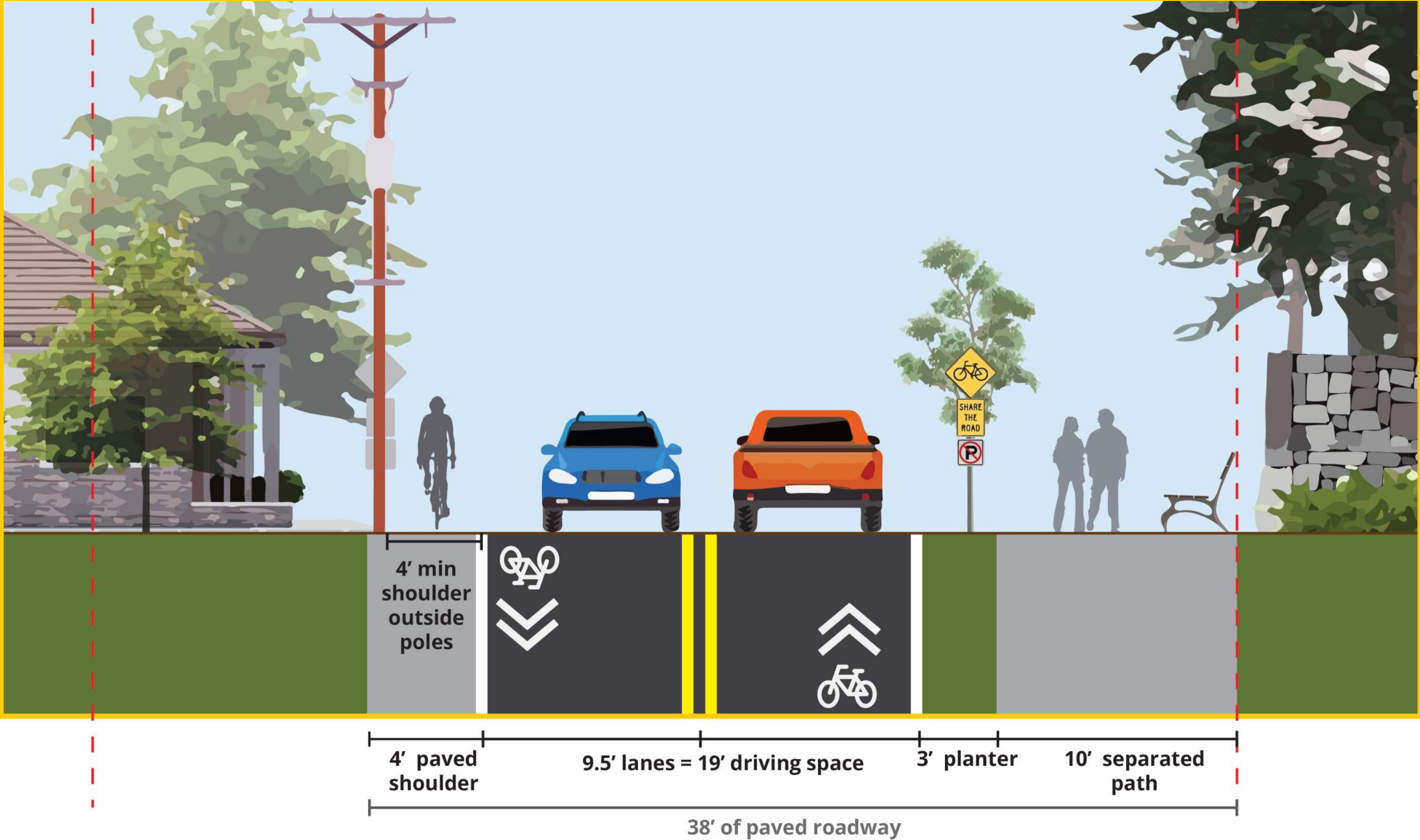
Proposed Optional Standard A

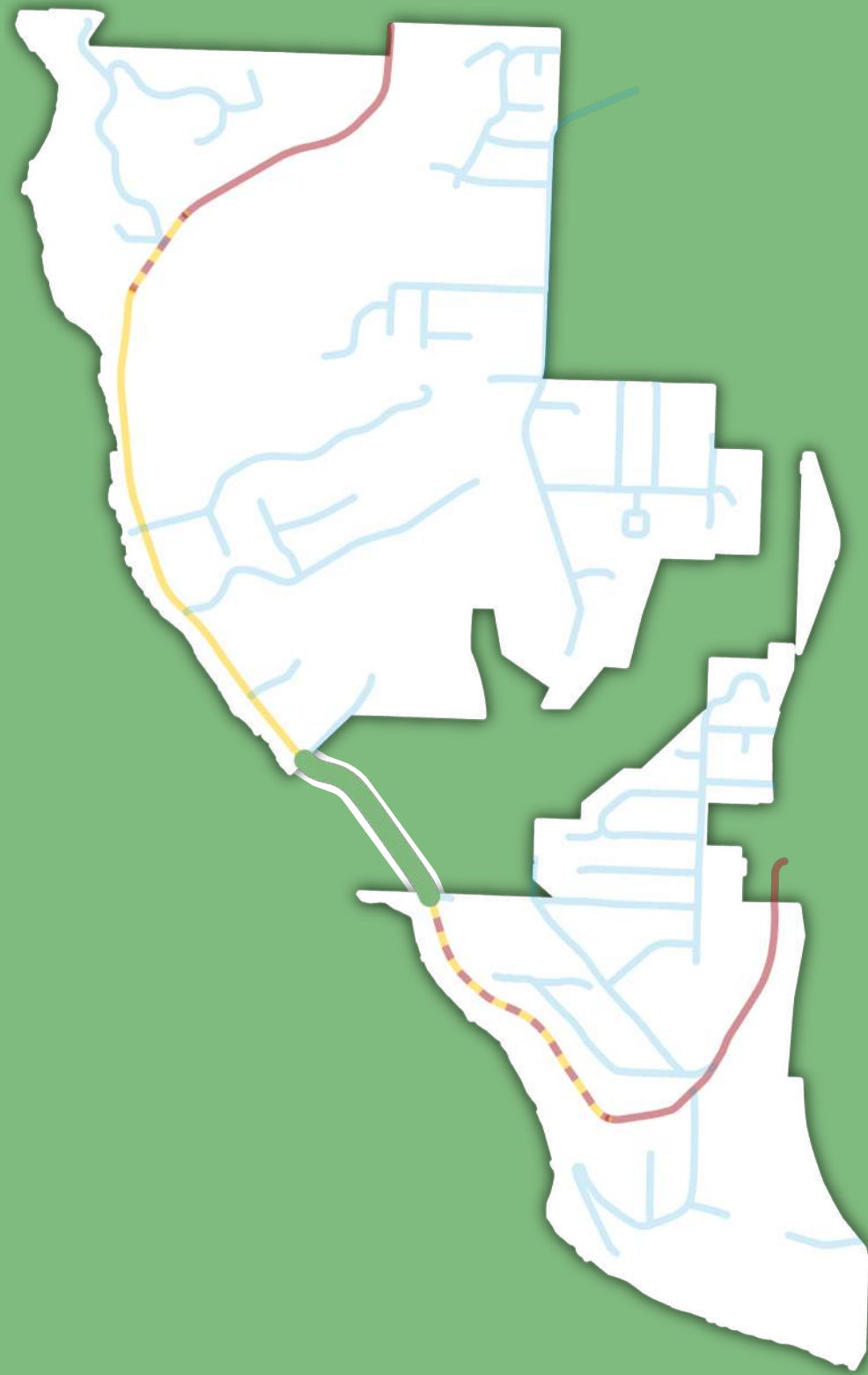
Holmes Point Drive



Proposed Optional Standard B

Holmes Point Drive



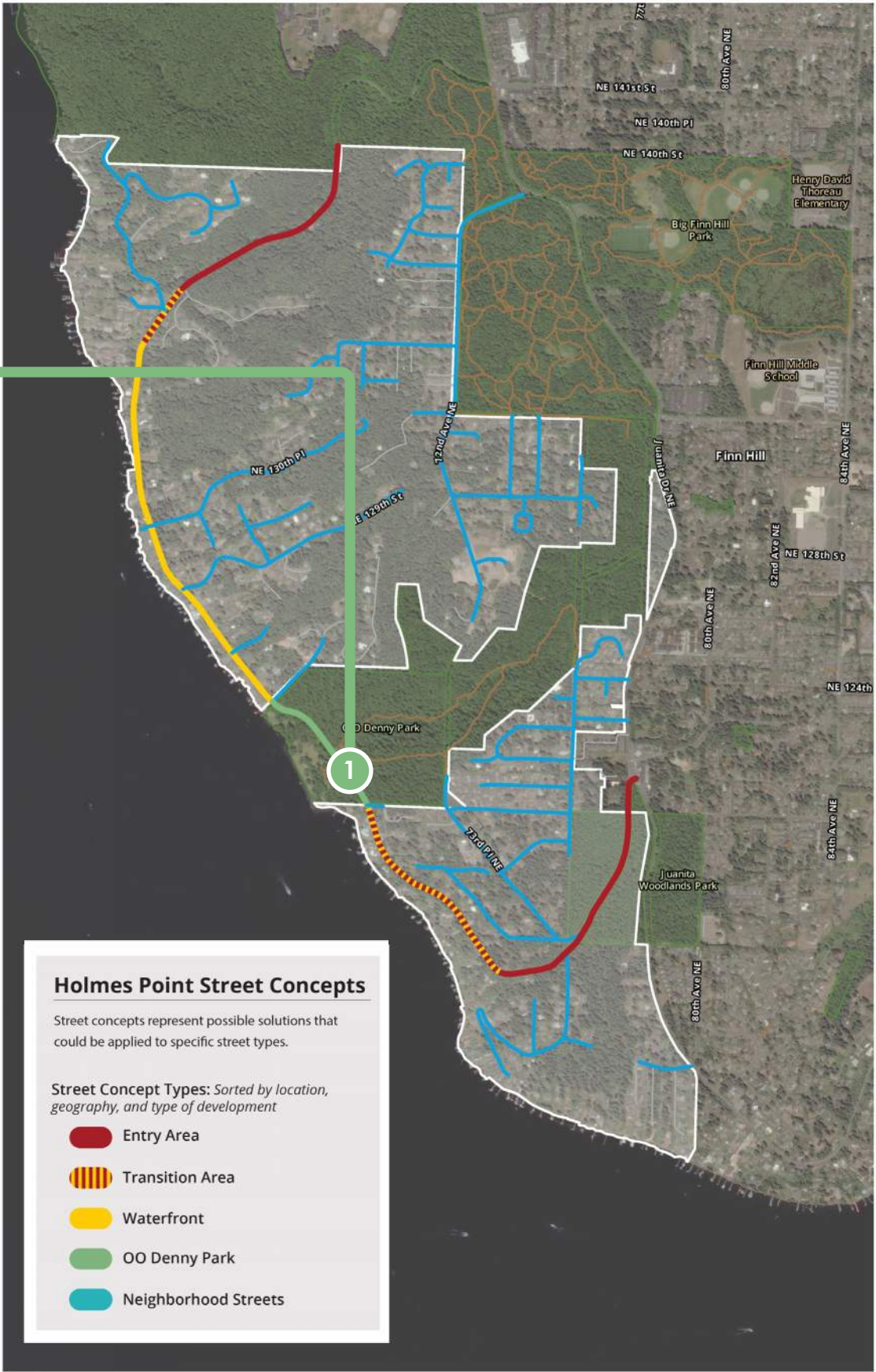


Holmes Point Drive

OO Denny Park

Cross Section Concepts

Existing Conditions Locations



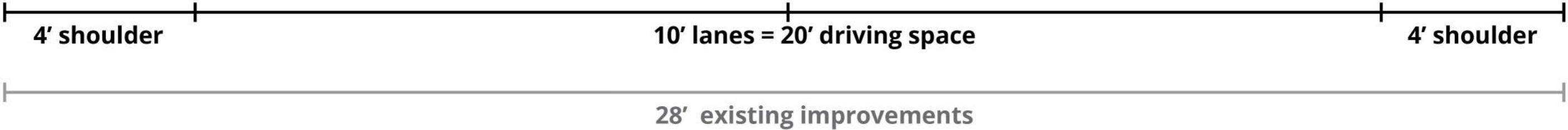
Existing Conditions

Holmes Point Drive



12' to edge of right of way

10' to edge of right of way





0.0. Denny Park

Holmes Point Drive NE

- ① 7 ft. Pedestrian path (gravel)
- ② 7 ft. Parking lane
- ③ 10 ft. Travel lane with sharrow
- ④ 6 in. Vertical curb (concrete)
- ⑤ 5 ft. Pedestrian path (gravel)
- ⑥ Mid-block pedestrian crossing with planting islands & crossing signals
- ⑦ 4 ft. Landscape buffer
- ⑧ Existing Denny Park entrance
- ⑨ Existing post & rail fence
- ⑩ Wood bollards
- ⑪ Denny Creek trailhead
- ⑫ Existing parking lot with reduced driveway
- ⑬ Decorative paving at pedestrian crossings







Break Out Group Discussions #1

Holmes Point Drive



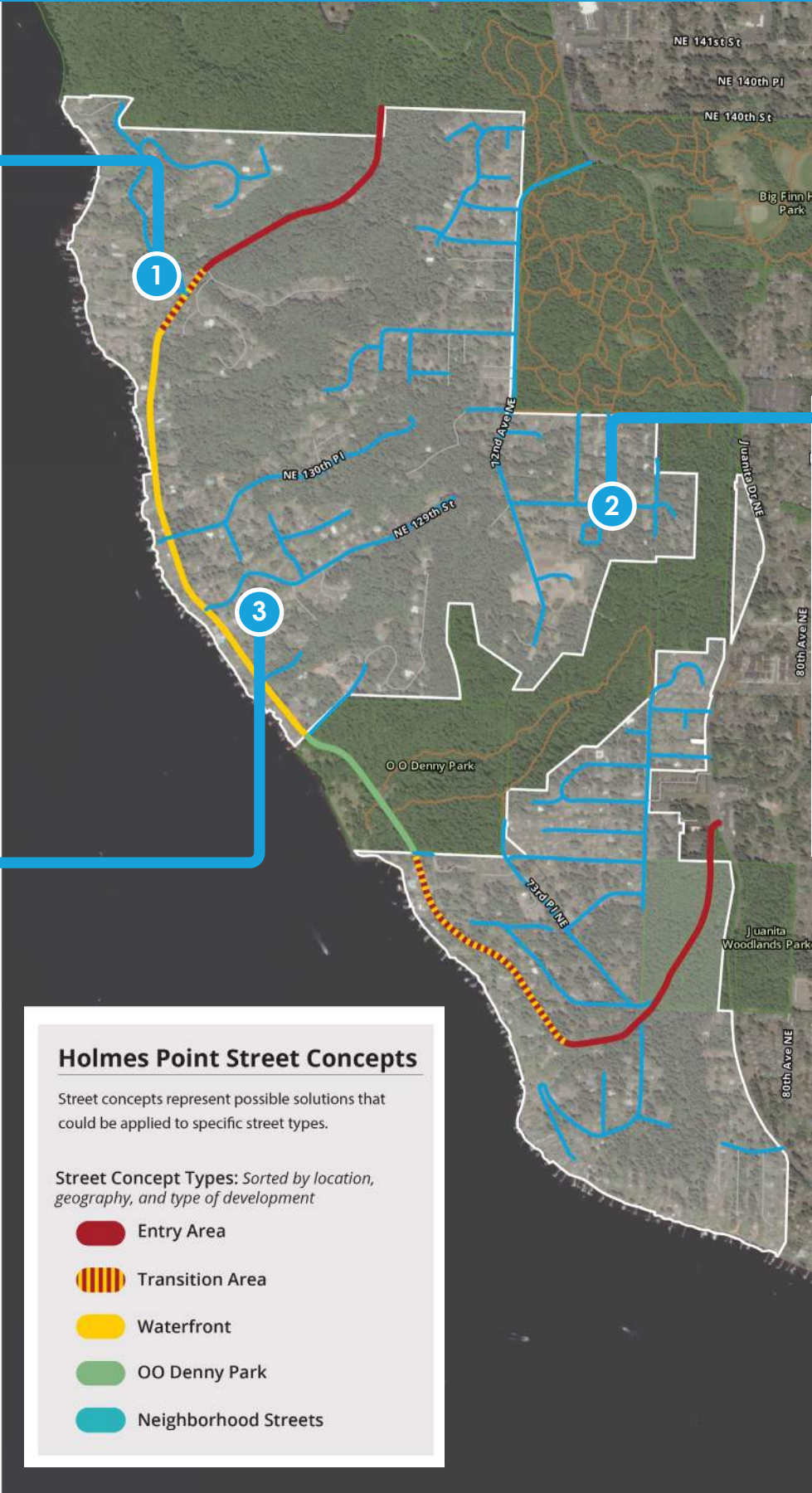
Local Access Neighborhood Streets Cross Section Concepts

Existing Conditions Locations

NEIGHBORHOOD STREETS - existing conditions #1



NEIGHBORHOOD STREETS - existing conditions #2



NEIGHBORHOOD STREETS - existing conditions #1



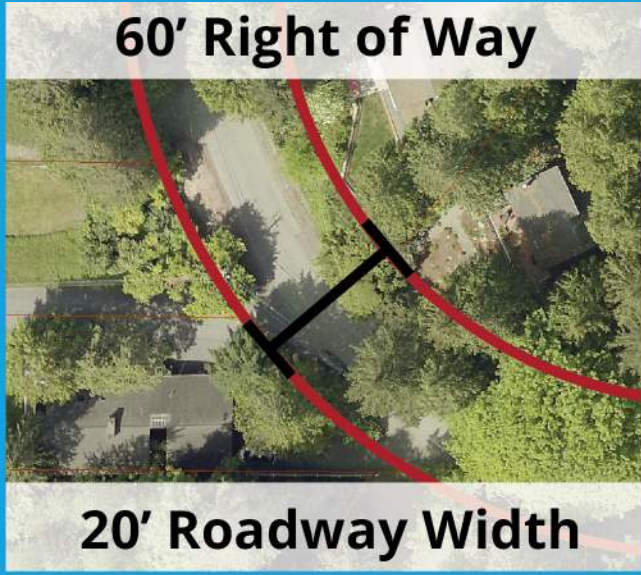
Existing Conditions #1

Neighborhood Street



18' to edge of
right of way

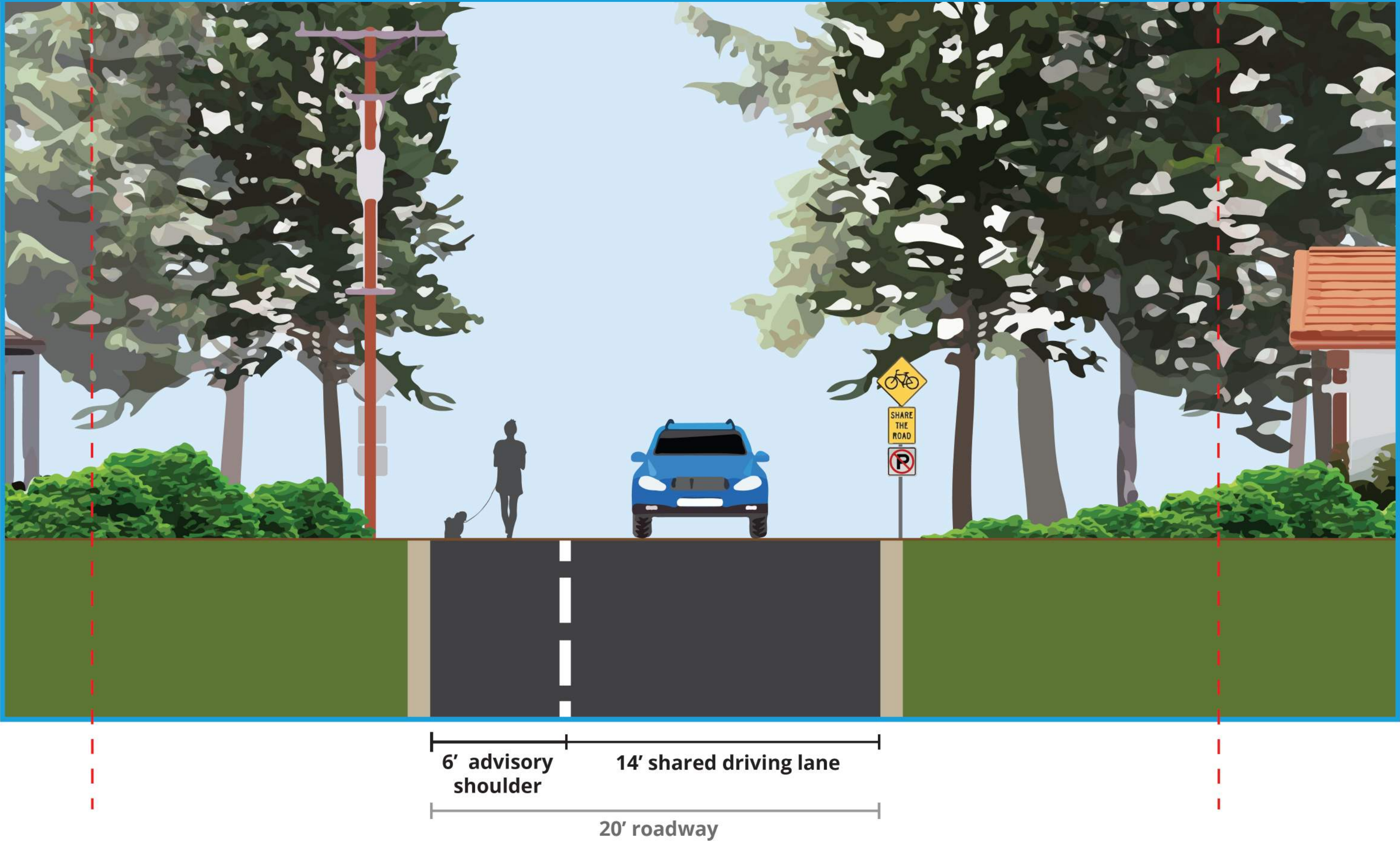
22' to edge of
right of way



20' roadway

Proposed Minimum Standard

Neighborhood Street





20' to edge of
right of way

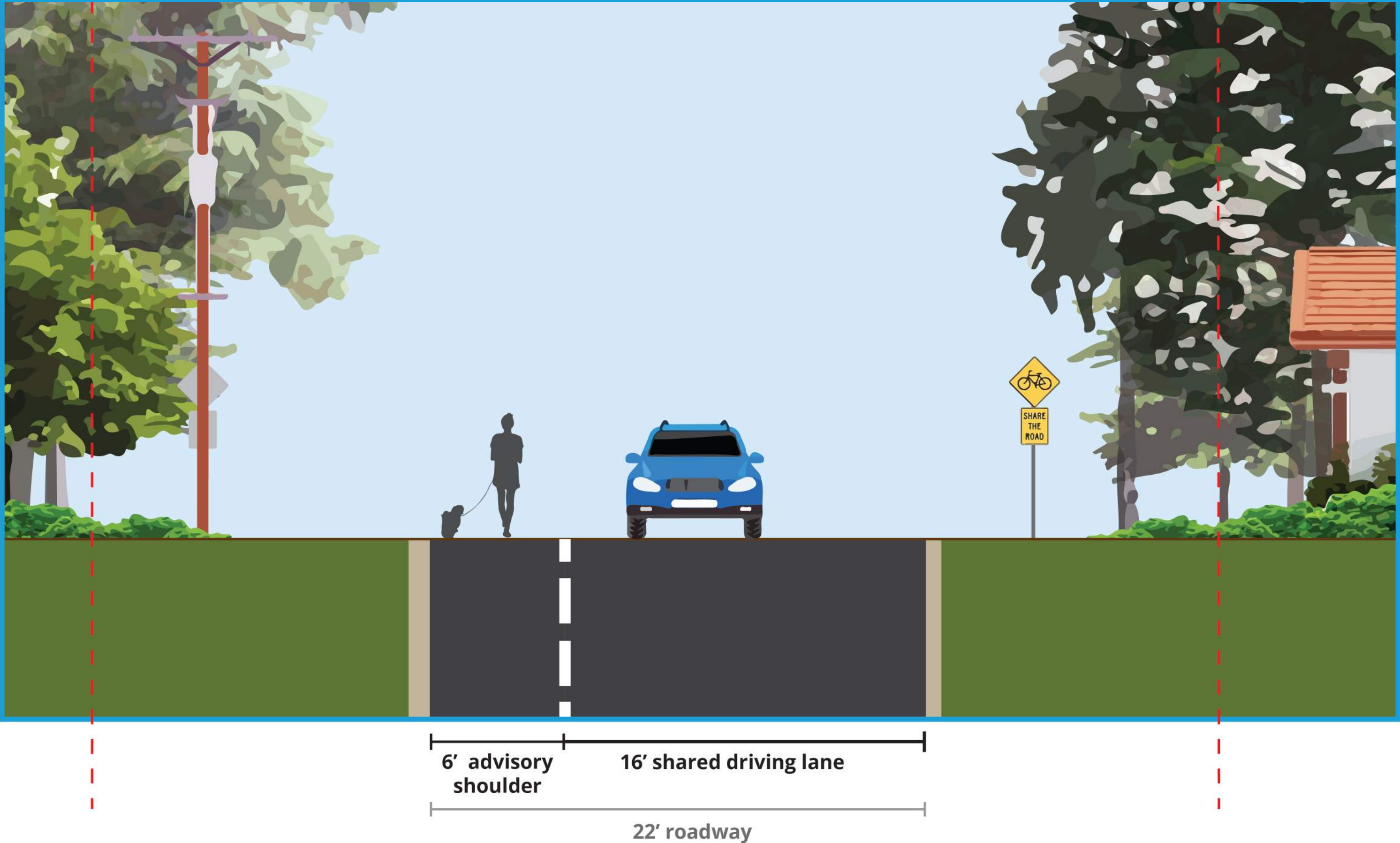
12' to edge of
right of way

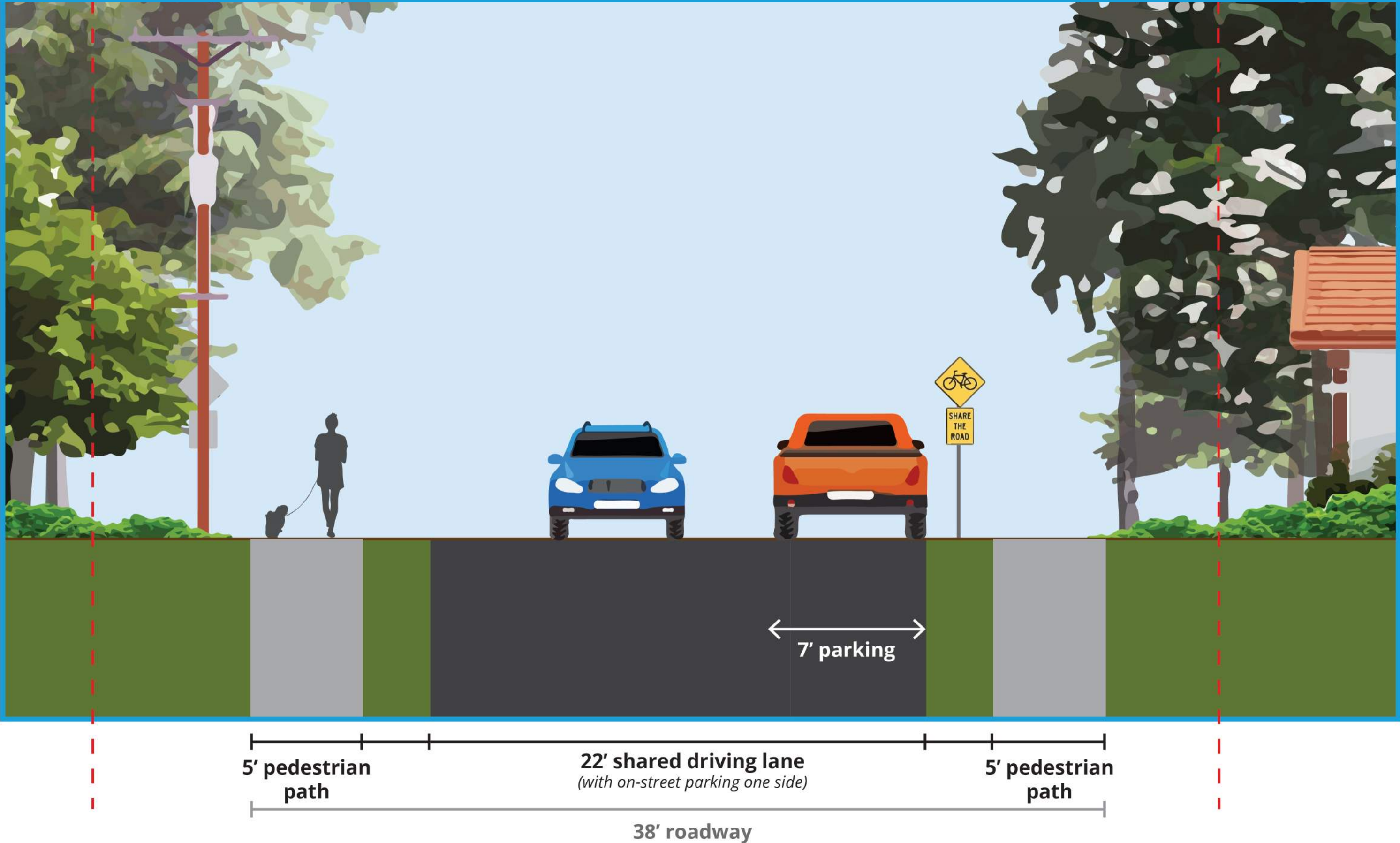


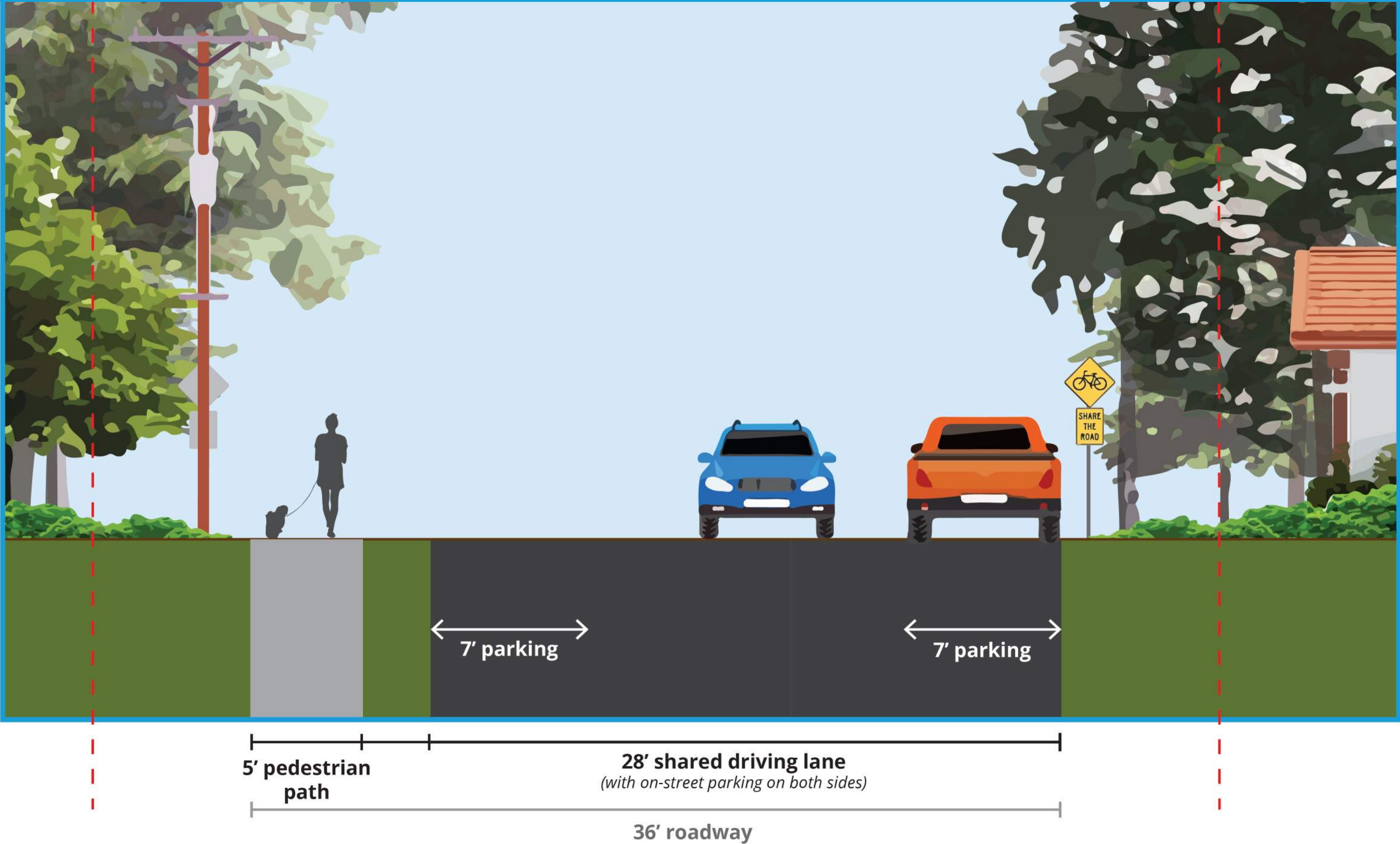
22' roadway

Proposed Optional Standard A

Neighborhood Street



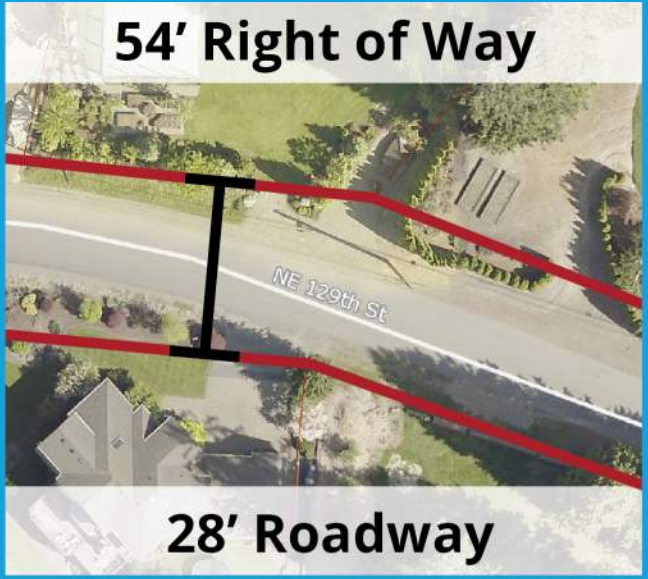






13' to edge of
right of way

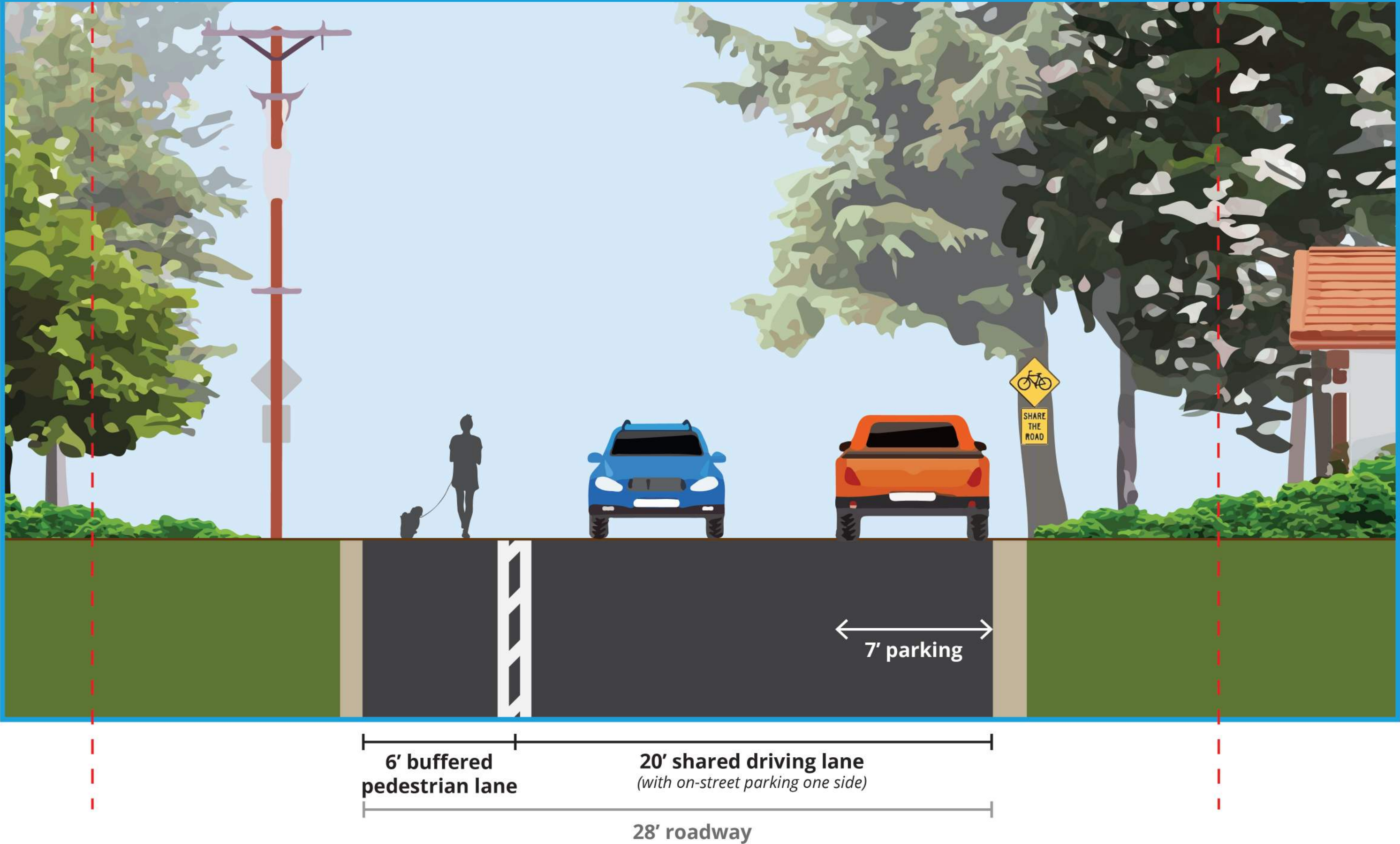
13' to edge of
right of way

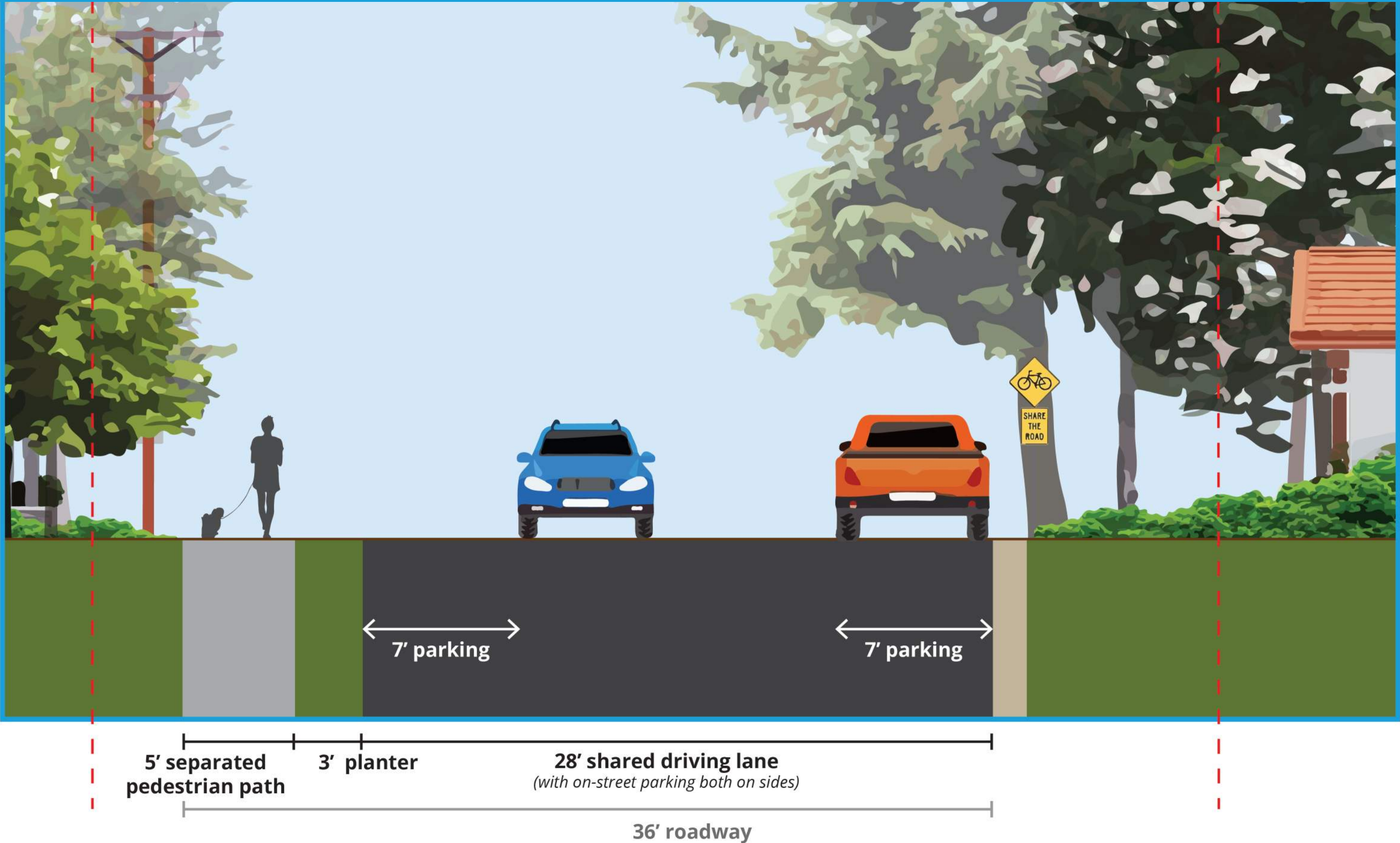


28' roadway

Proposed Optional Standard A

Neighborhood Street





The background of the slide features a photograph of a paved road winding through a dense forest. The trees are tall and thin, with their leaves creating a dappled light effect on the road. At the bottom of the image, there is a solid green horizontal bar.

Break Out Group Discussions #2

Neighborhood Streets

The background of the slide is a photograph of a forest. The left side of the image shows a dense canopy of green leaves, while the right side shows the trunks of tall, thin trees. A solid green horizontal band runs across the middle of the image, serving as a background for the text.

Thank you!