

The background of the slide is a photograph of a dense forest with tall, thin trees and a thick canopy of green leaves. The image is split horizontally: the top half is white, and the bottom half is a solid dark green. The text is overlaid on the white and dark green sections.

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

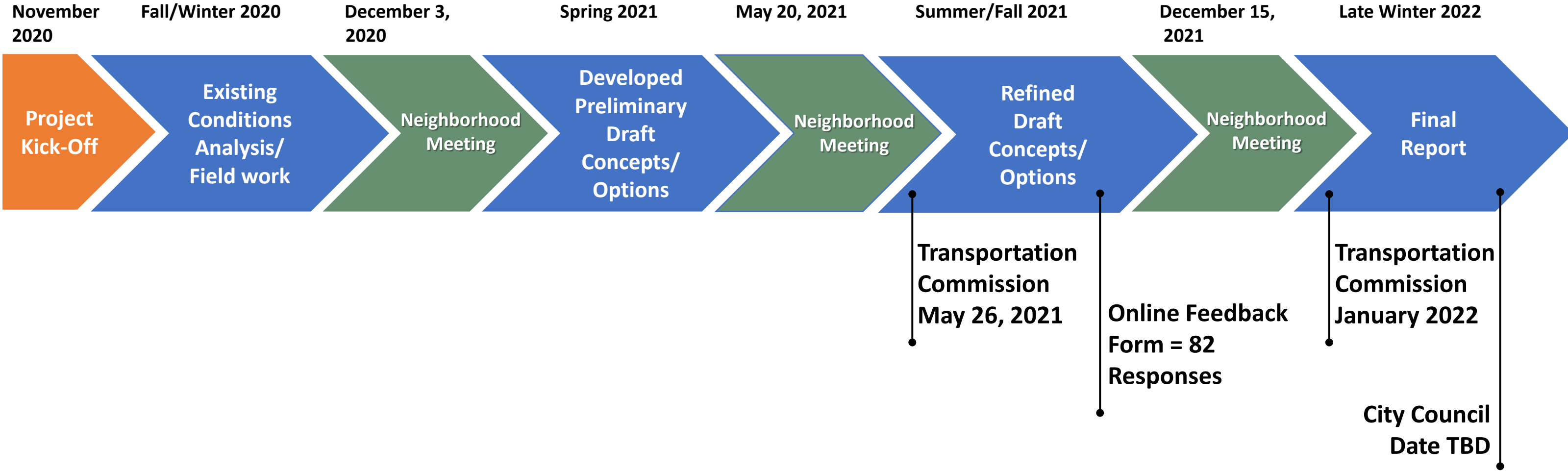


Presentation Topics

- Process to Date and What We've Heard
- Holmes Point Drive Recommendations
- OO Denny Park Frontage Recommendations
- Neighborhood Streets – Recommended Options
- What We Heard December 15, 2021 through Early January 2022
- Next Steps

Summary of Process to Date and What We've Heard

Process





Pedestrian Paths

- Desire for continuous pedestrian path along Holmes Point Drive
- Little interest to widen existing road widths to build buffered pathways
- Concern that adding impervious materials will increase drainage issues
- Gravel path/shoulder would provide separation from vehicles



Tree Retention

- Retaining trees is a priority along HPD and along neighborhood streets
- Tree removal should be on a case-by-case basis, mostly based upon sight distance.



Bike Lanes

- Some community interest for continuously shared mixed-use bike/pedestrian paths; pedestrians are a priority
- Vehicles to share the road with cyclists on downhill and flat sections
- Separated bike lane needed on uphill climbing sections of the road, when cyclists are slower



Parking

- Concerns that parking facilities along Holmes Point Drive would require road widening and excessive tree removal
- Additional parking facilities are not the priority in OO Denny Park area
- Mixed-use neighborhood streets regularly used for temporary parking



Speed Reduction

- Speed reduction along Holmes Point Drive and in OO Denny Park
- Posted speeds do not need to be reduced, but vehicles need to follow them
- Suggestions to add raised crosswalks in OO Denny Park to slow traffic



Additional Comments

- There needs to be a flexible approach, specific to Holmes Point— not a one-size-fits-all
- Stormwater management will be a major consideration with future development

Final Draft

Recommendations for

Street Design Standards

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Entry Concept:
North Side

Residential
Concepts

Recommended
Park Pedestrian
Crossings

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 - Holmes Point Drive
- Residential - Holmes Point Drive
- Neighborhood Streets

Recommended
Pedestrian Crossing

Entry Concept:
South Side

Holmes Point Drive

- **Entry** segments (forested, steeper gradient) = buffered pedestrian/bike lane
- **Residential** segments = protected pedestrian/bike lane

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Entry Concept:
North Side

NE 141st St

NE 140th Pl

NE 140th St

Big Finn Hill
Park

Henry David
Thoreau
Elementary

Finn Hill Middle
School

Finn Hill

NE 130th Pl

NE 120th St

© Denny Park

NE 120th St

Entry Concept:
South Side

Recommended
Pedestrian Crossing

Holmes Point Street Concepts

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

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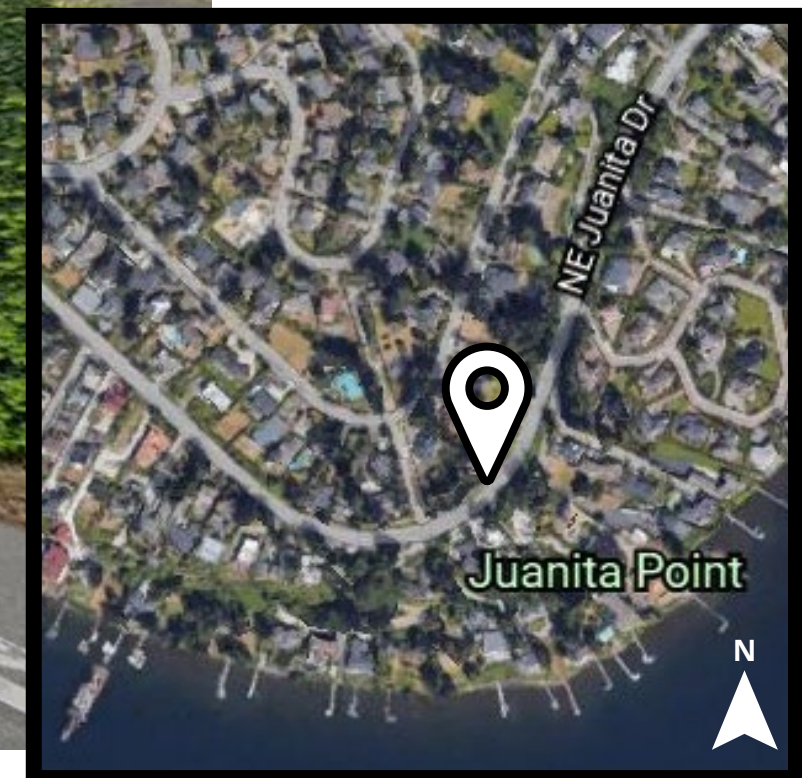
- Entry Area - Holmes Point Drive
- Residential - Holmes Point Drive
- Neighborhood Streets

Entry Area

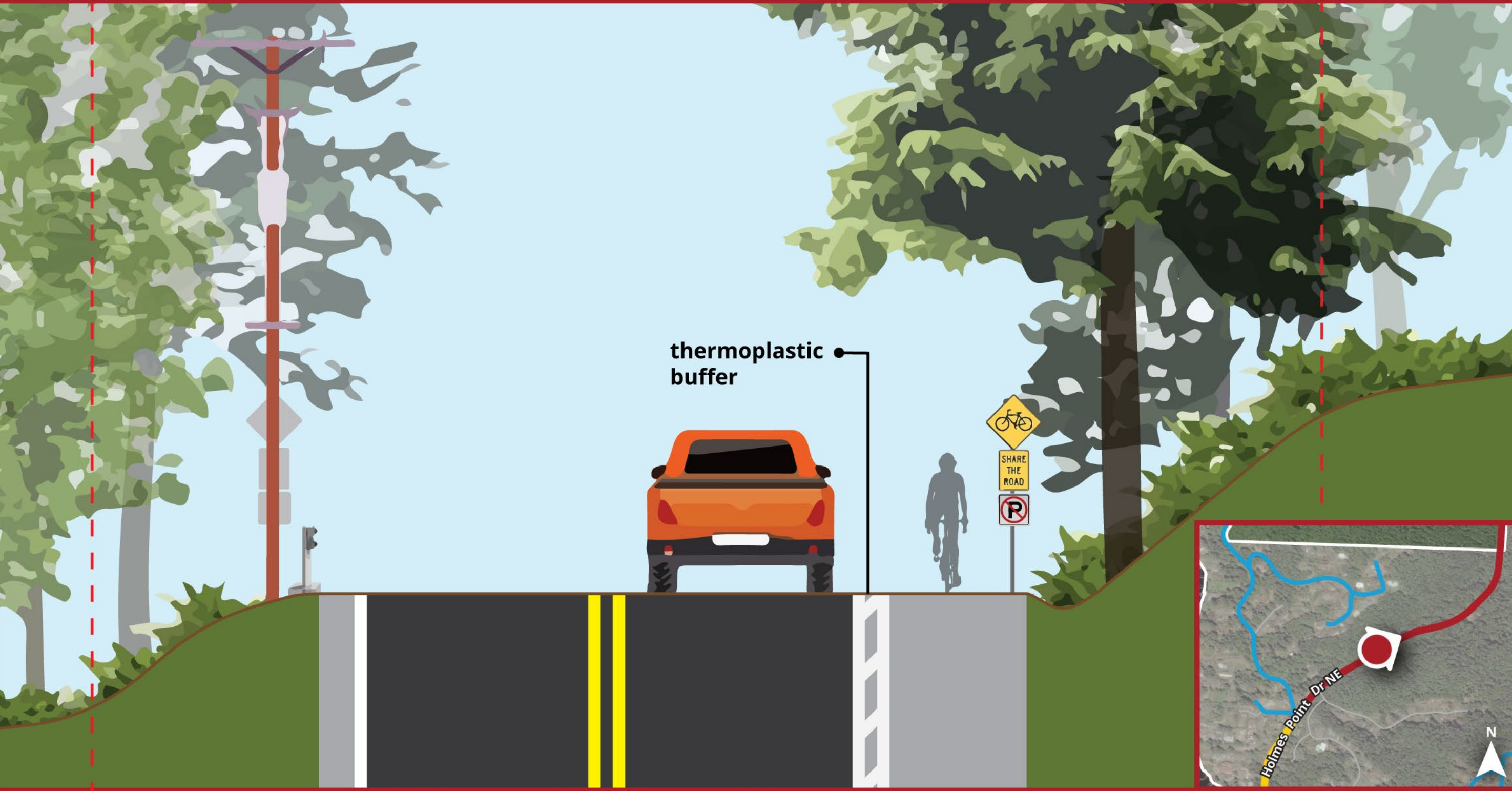
- Entry segments are forested and have a steeper gradients
- Proposed Option:** Buffered shoulder for bicyclists and pedestrians on the uphill/climbing side of the road.

Buffered Bike/Pedestrian Shoulder

Example of a buffered shoulder climbing lane – NE Juanita Drive



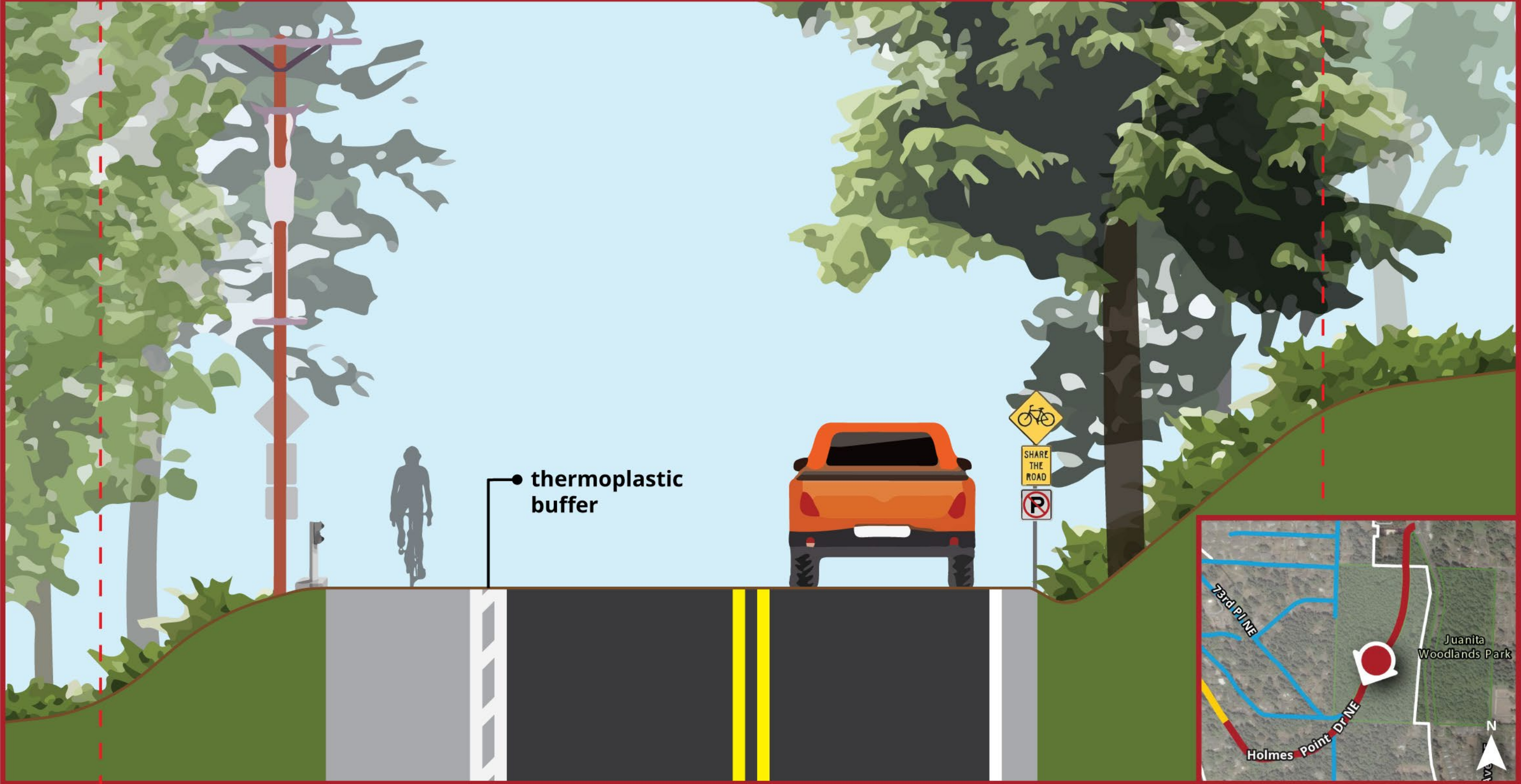
ENTRY AREA - HPD: NORTH SIDE



2'-4' shoulder 10' lanes = 20' driving space 2' 6' - 8' protected mixed-use shoulder

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ENTRY AREA - HPD: SOUTH SIDE



6' - 8'
protected
mixed-use
shoulder

10' lanes = 20' driving space

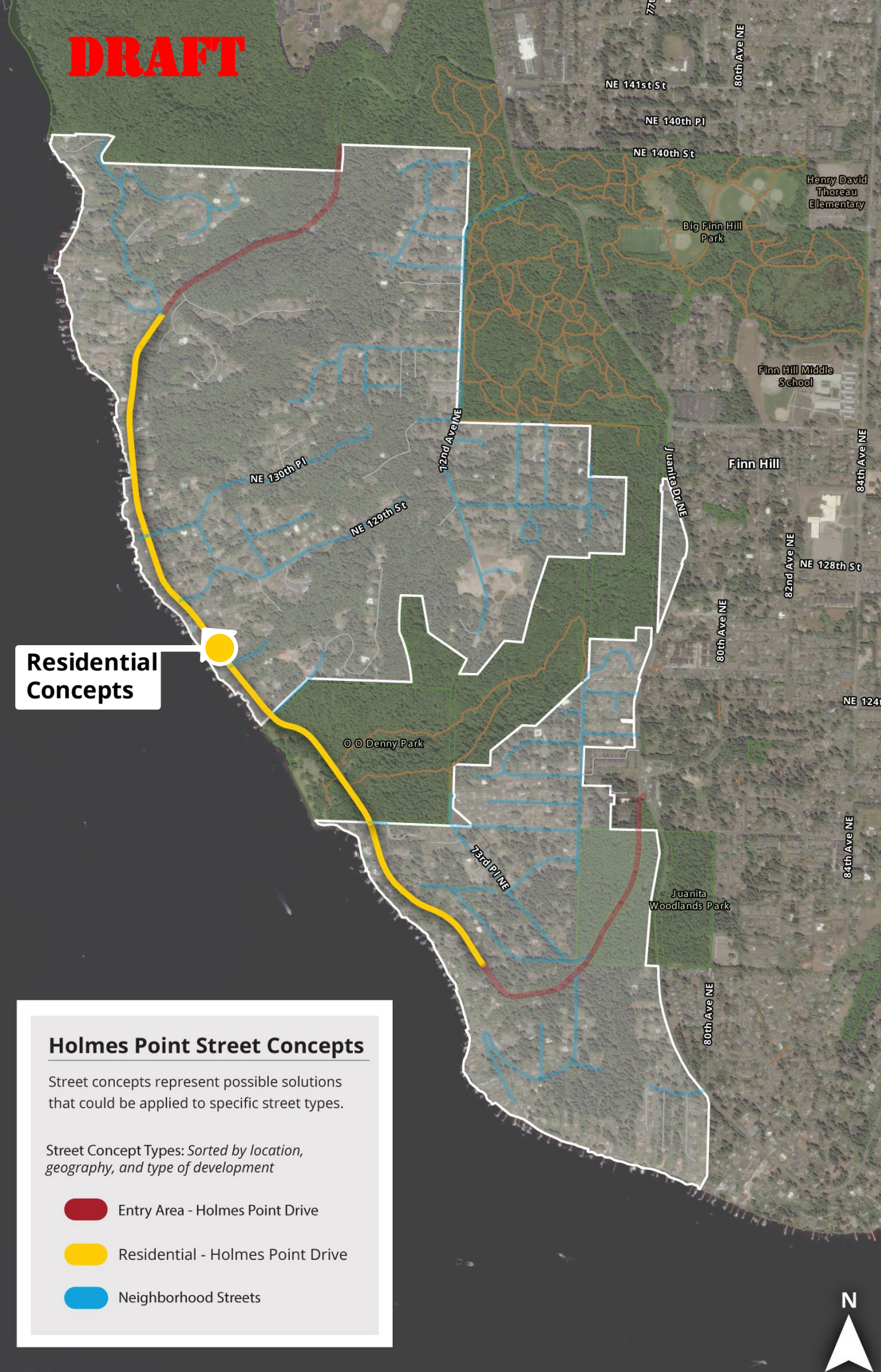
2'-4'
shoulder

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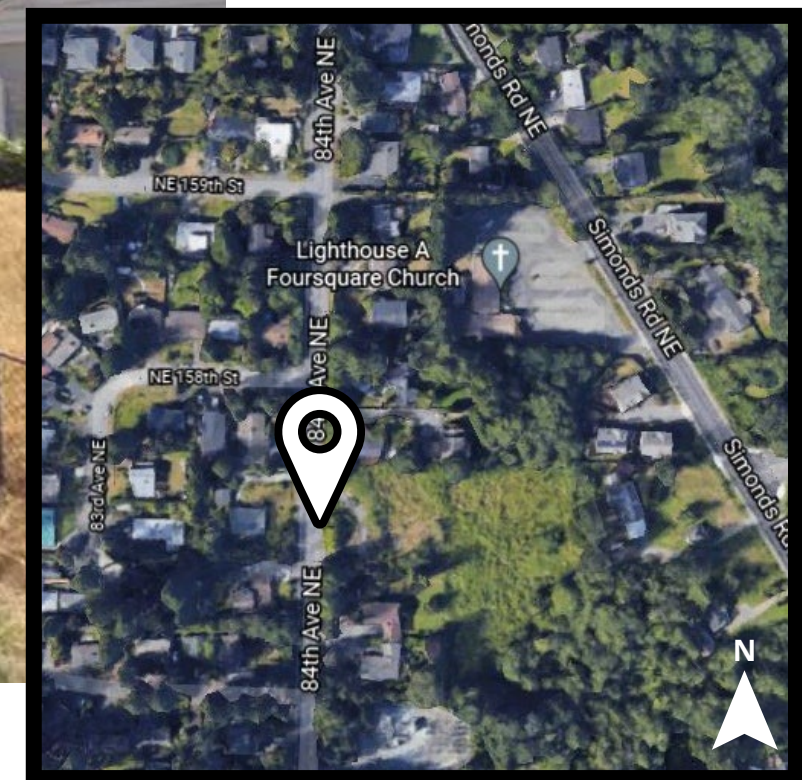
Holmes Point Drive: Residential Area

- Residential areas of Holmes Point Drive vary in available road width
- Curb protected mixed use (for pedestrians and bicyclists) shoulder on the east side of the road
- Standard four-foot shoulder on the west side of the road
- Could provide on-street parking on the east or west side of the road (if west, would add curb).



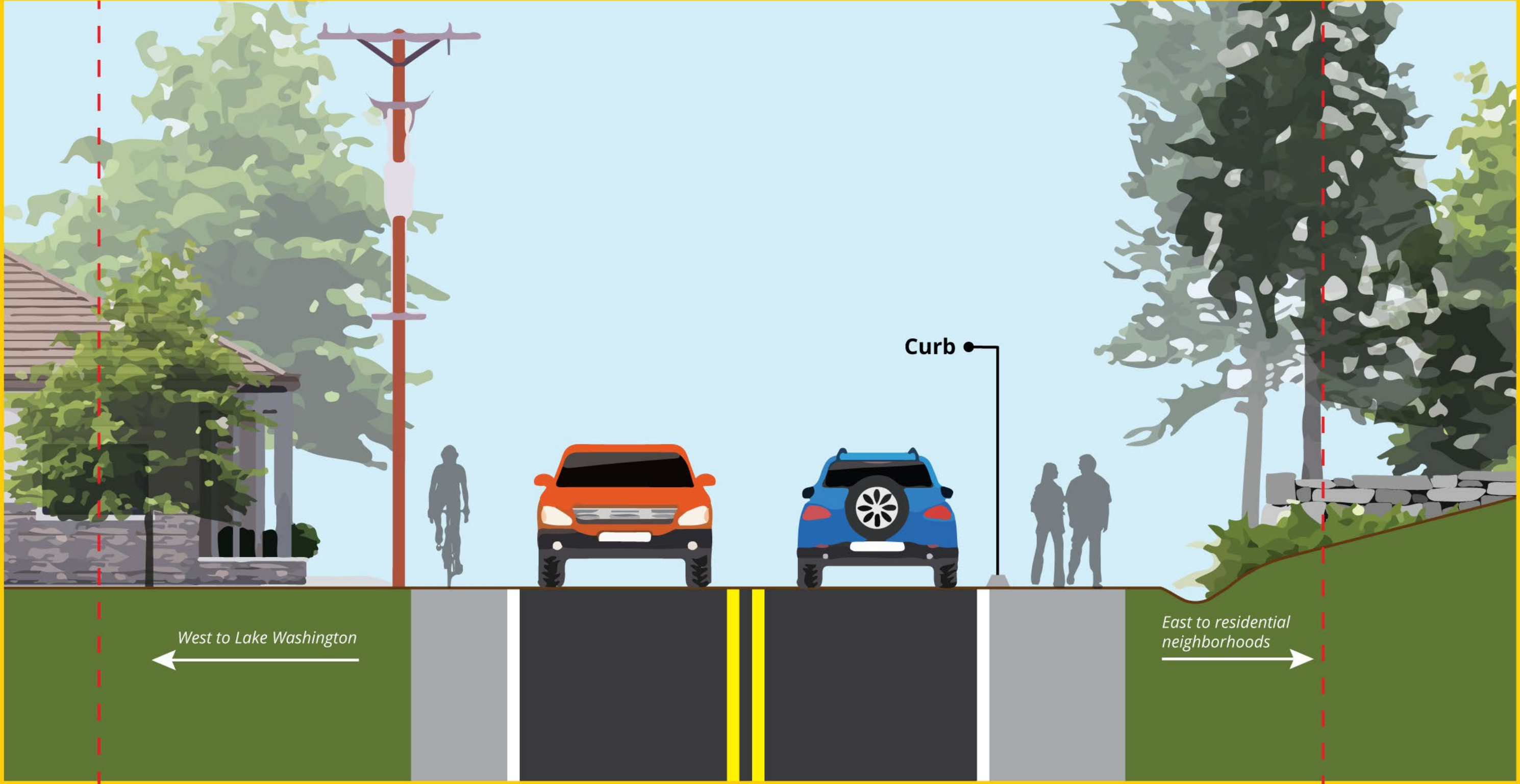
Curb Protected Pedestrian/Bike Shoulder

Example of a curb protected shoulder— 84th Ave NE



RESIDENTIAL - HPD:

PROTECTED MIXED-USE SHOULDER



4' paved shoulder

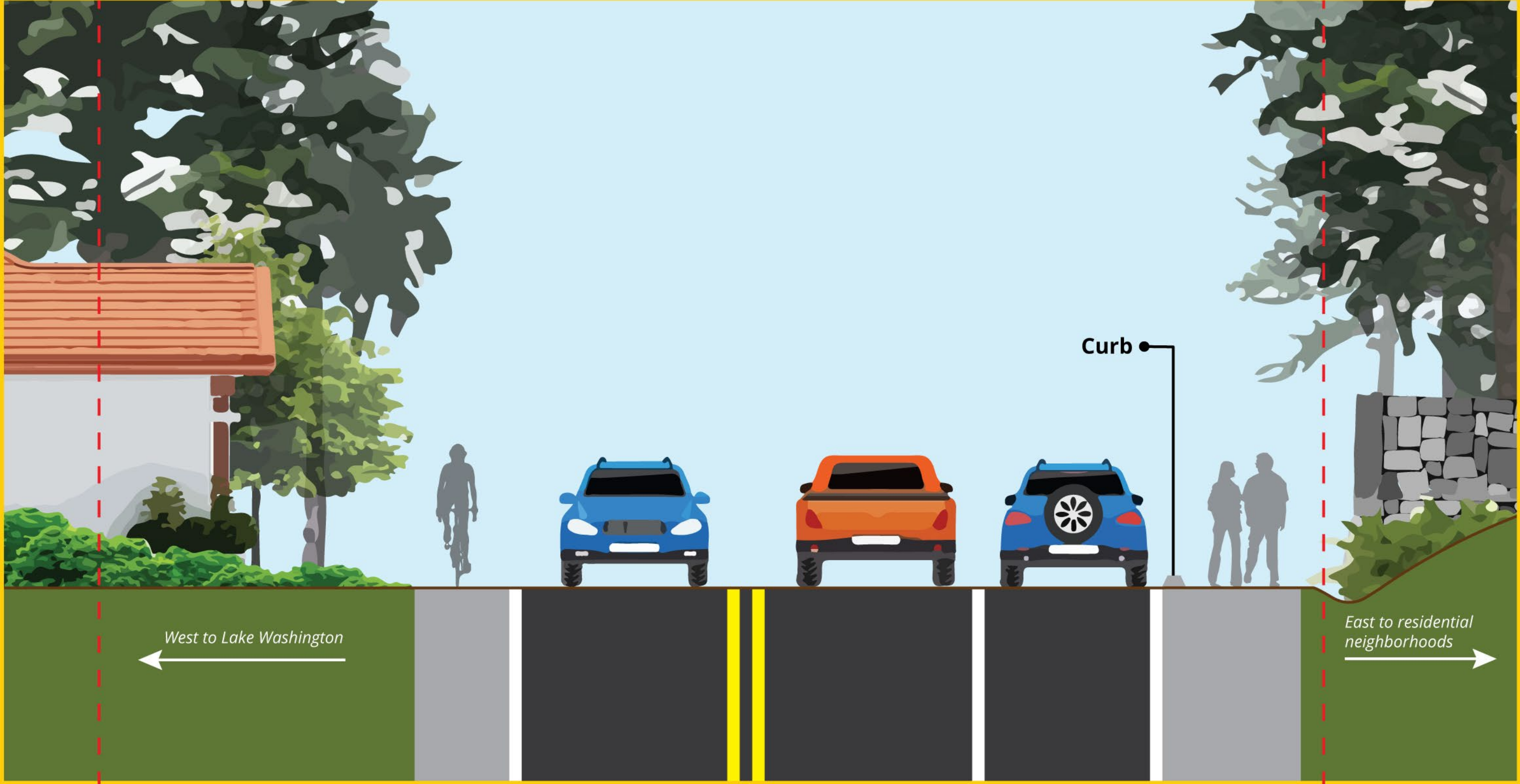
9.5' lanes = 19' driving space

6' - 8' protected mixed-use shoulder

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RESIDENTIAL - HPD

ON-STREET PARKING (EAST SIDE) & PROTECTED MIXED-USE SHOULDER



4' paved shoulder

9.5' lanes = 19' driving space

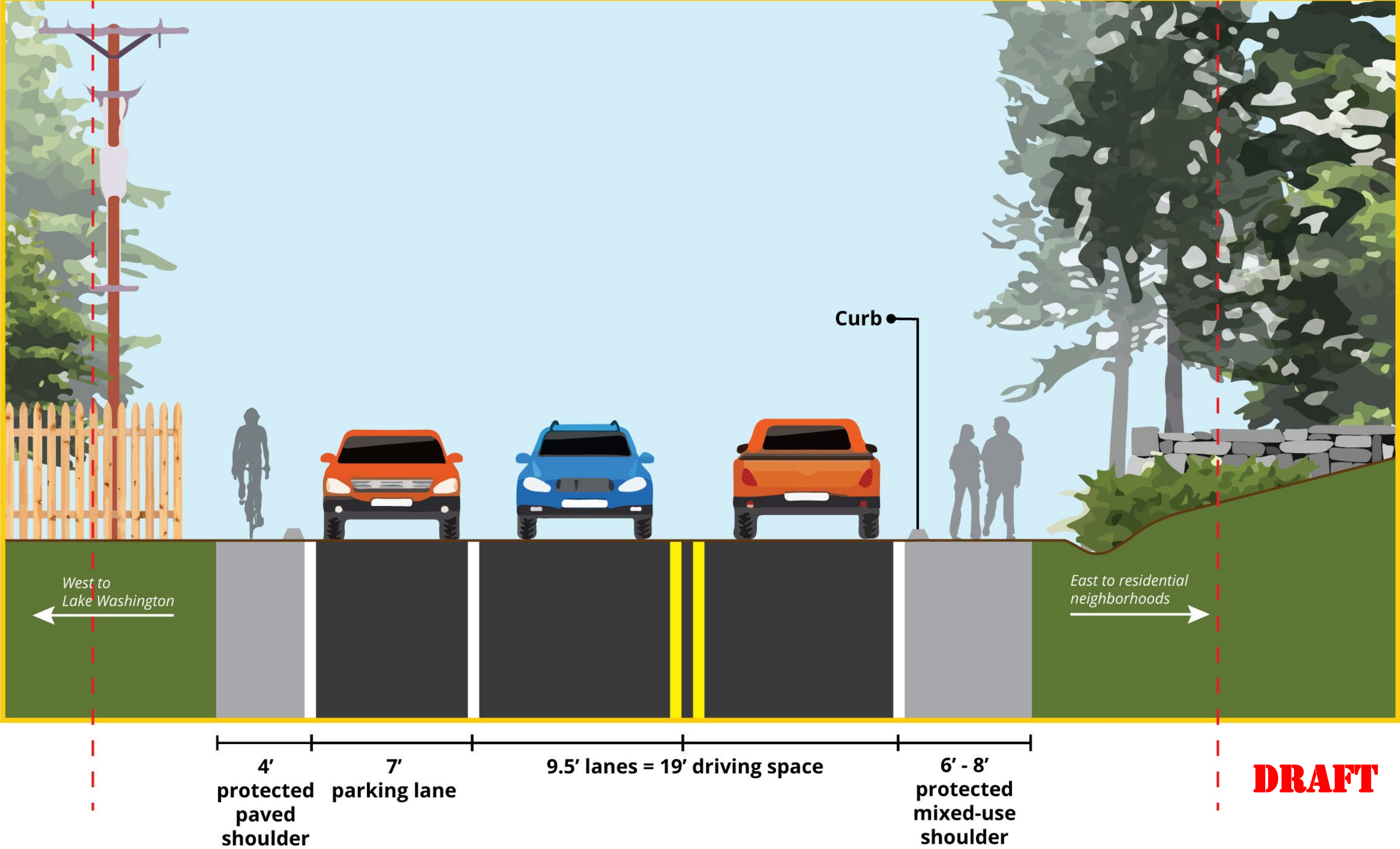
7' parking lane

6' - 8' protected mixed-use shoulder

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RESIDENTIAL - HPD

ON-STREET PARKING (WEST SIDE) & PROTECTED SHOULDER



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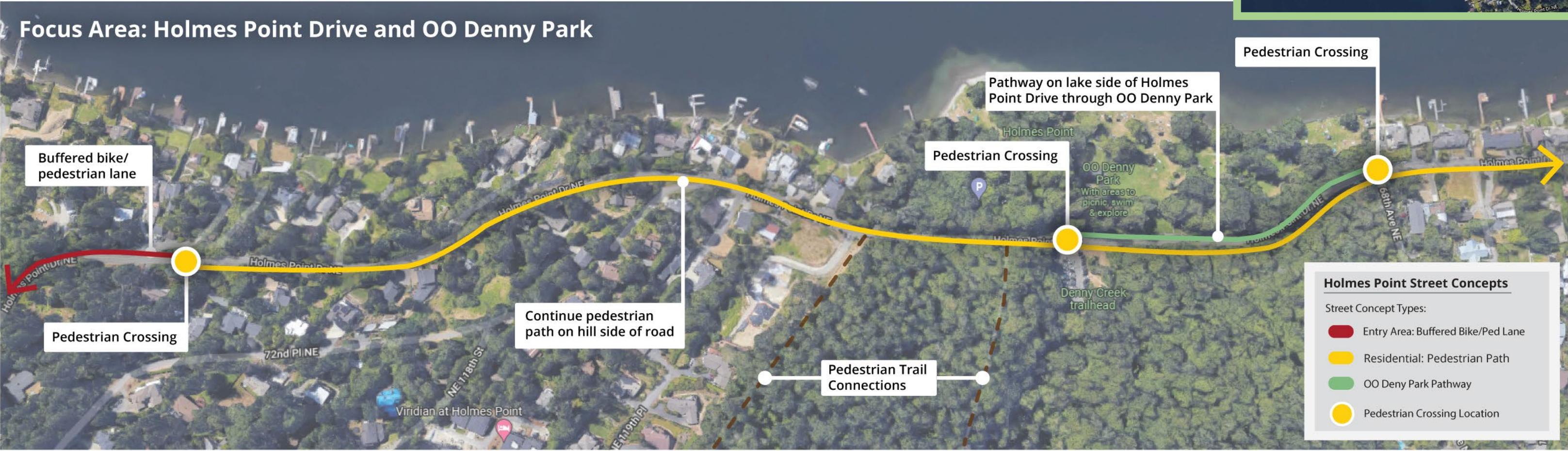
OO Denny Park Frontage

- Paths along both sides of Holmes Point Drive
- Improved crossing locations
- Parallel parking spaces on west side

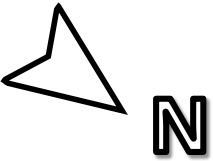
Holmes Point Drive at OO Denny Park



Focus Area: Holmes Point Drive and OO Denny Park



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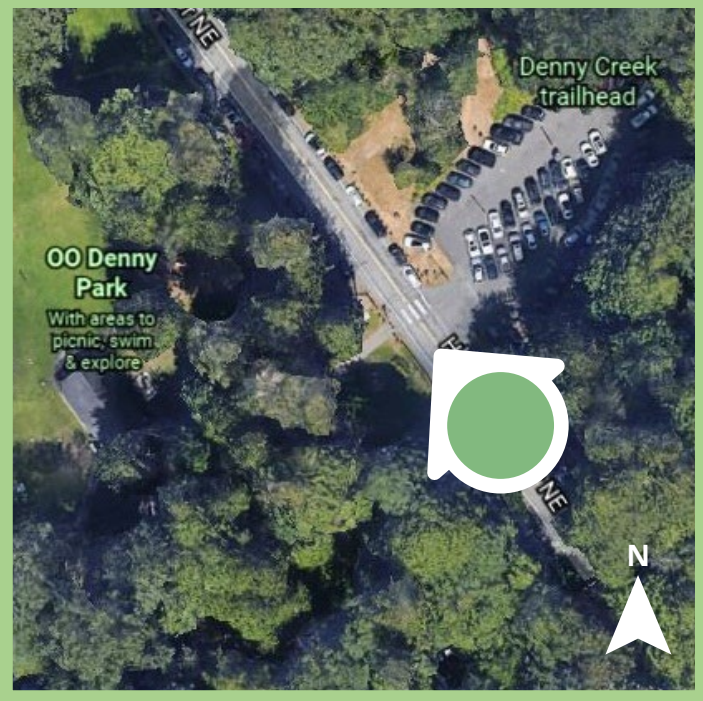


Holmes Point Drive at OO Denny Park



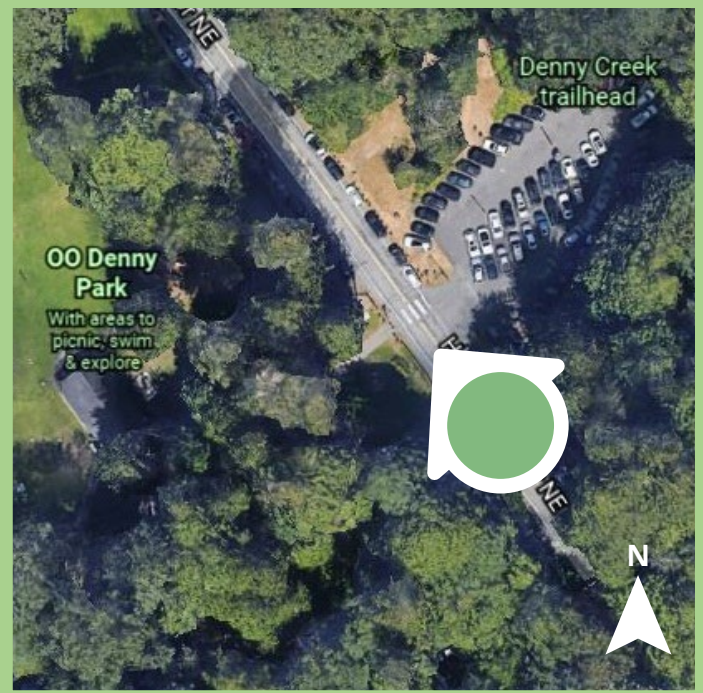
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Holmes Point Drive crossing at OO Denny Park



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Holmes Point Drive crossing at OO Denny Park



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Holmes Point Drive crossing at OO Denny Park



Raised Crossings Provide Safety and Traffic Calming Benefits

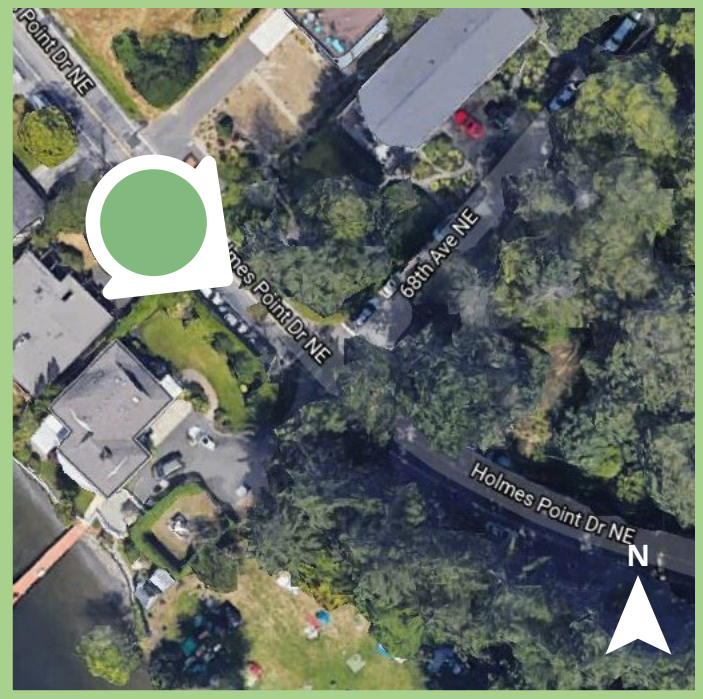


Holmes Point Drive crossing at 68th Ave NE



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Holmes Point Drive crossing at 68th Ave NE



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Neighborhood Streets Plan



- Streets with existing and proposed segments of curb, gutter, and sidewalk = maintain or continue this standard (with sidewalk on at least on one side of street)
- 24' to 28' Nominal Pavement Width = discuss options
- 20' to < 24' Nominal Pavement Width = discuss options

Holmes Point: Neighborhood Streets

Neighborhood Streets Classification:

-  Sidewalk, curb, and gutter street connections
-  24' - 28' Streets
-  20' - < 24' Streets

Other Streets:

-  Holmes Point Drive
-  Private Neighborhood Streets






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Sidewalk, curb, and gutter street connections



- Streets with existing and proposed segments of curb, gutter, and sidewalk; or streets that connect to other pedestrian facilities
- Maintain this standard (with sidewalk on at least on one side of street)
- Streets connecting to Holmes Point Drive and NE Juanita Drive NE

Holmes Point: Neighborhood Streets

Neighborhood Streets Classification:

-  Sidewalk, curb, and gutter street connections
-  24' - 28' Streets
-  20' - < 24' Streets

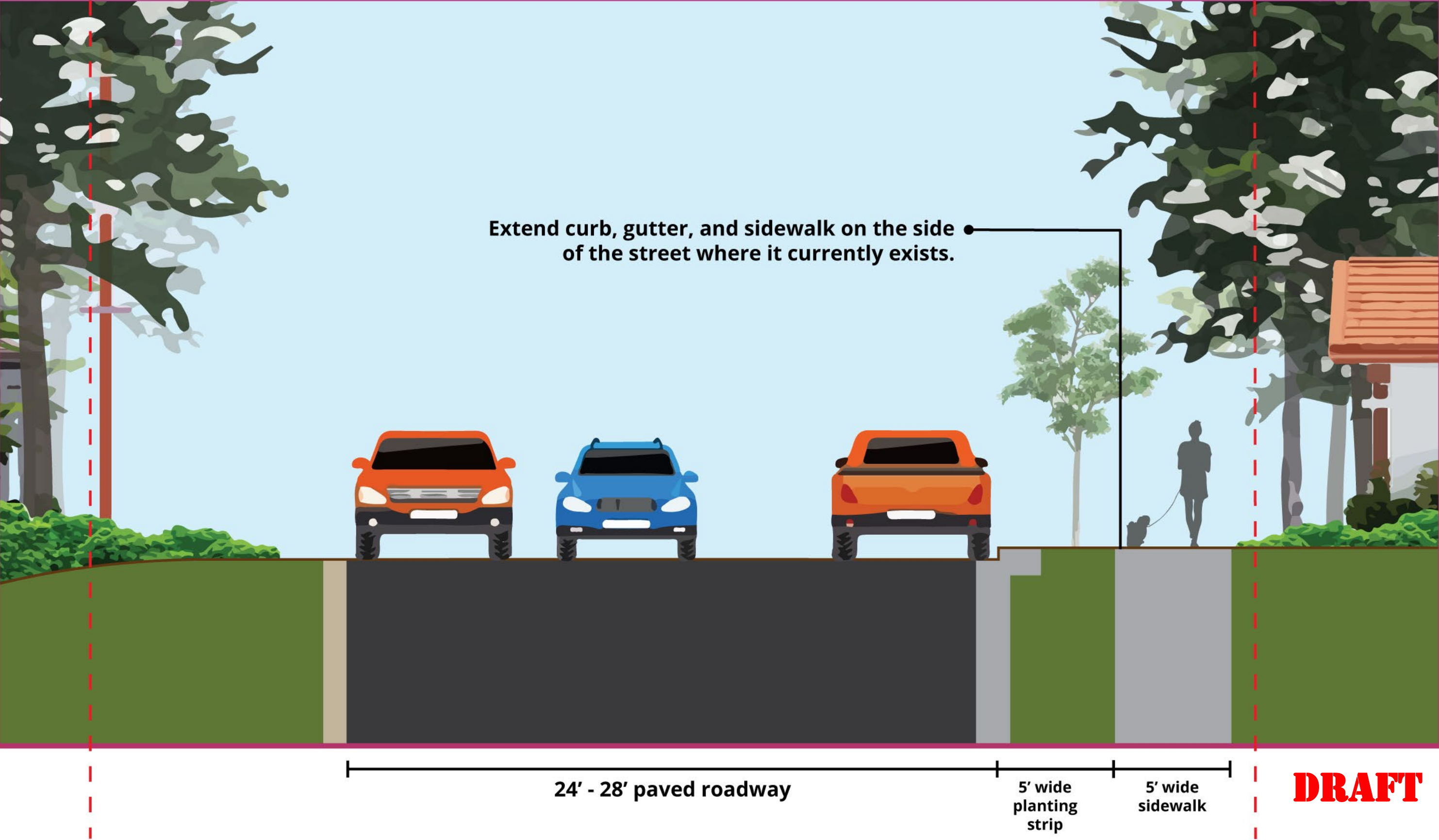
Other Streets:

-  Holmes Point Drive
-  Private Neighborhood Streets



NEIGHBORHOOD STREETS: SIDEWALKS

EXTEND CURB , GUTTER, AND SIDEWALK






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24' – 28' Nominal Pavement Width



- **Option A:** Mixed-use concrete shoulder for pedestrians and bicyclists
- **Option B:** Separated mixed-use pathway for pedestrians and bicyclists
- **Option C:** Shared street with no separation between drive lanes, pedestrian, or bicycle use.

Holmes Point: Neighborhood Streets

Neighborhood Streets Classification:

-  Sidewalk, curb, and gutter street connections
-  24' - 28' Streets
-  20' - < 24' Streets

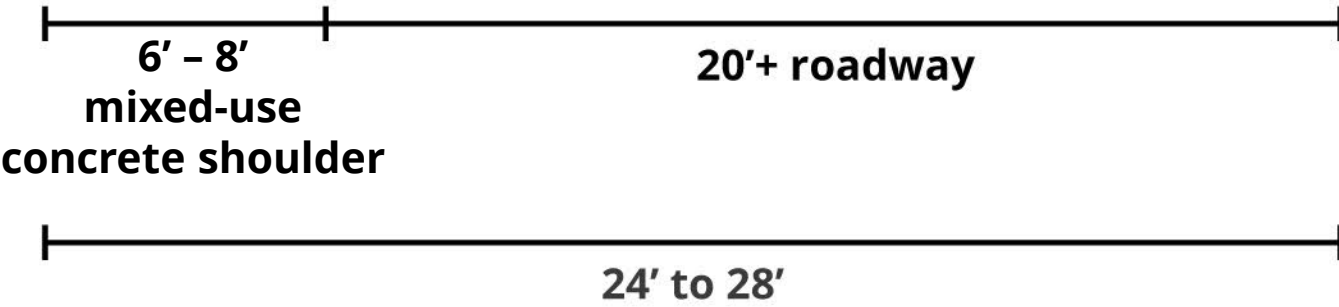
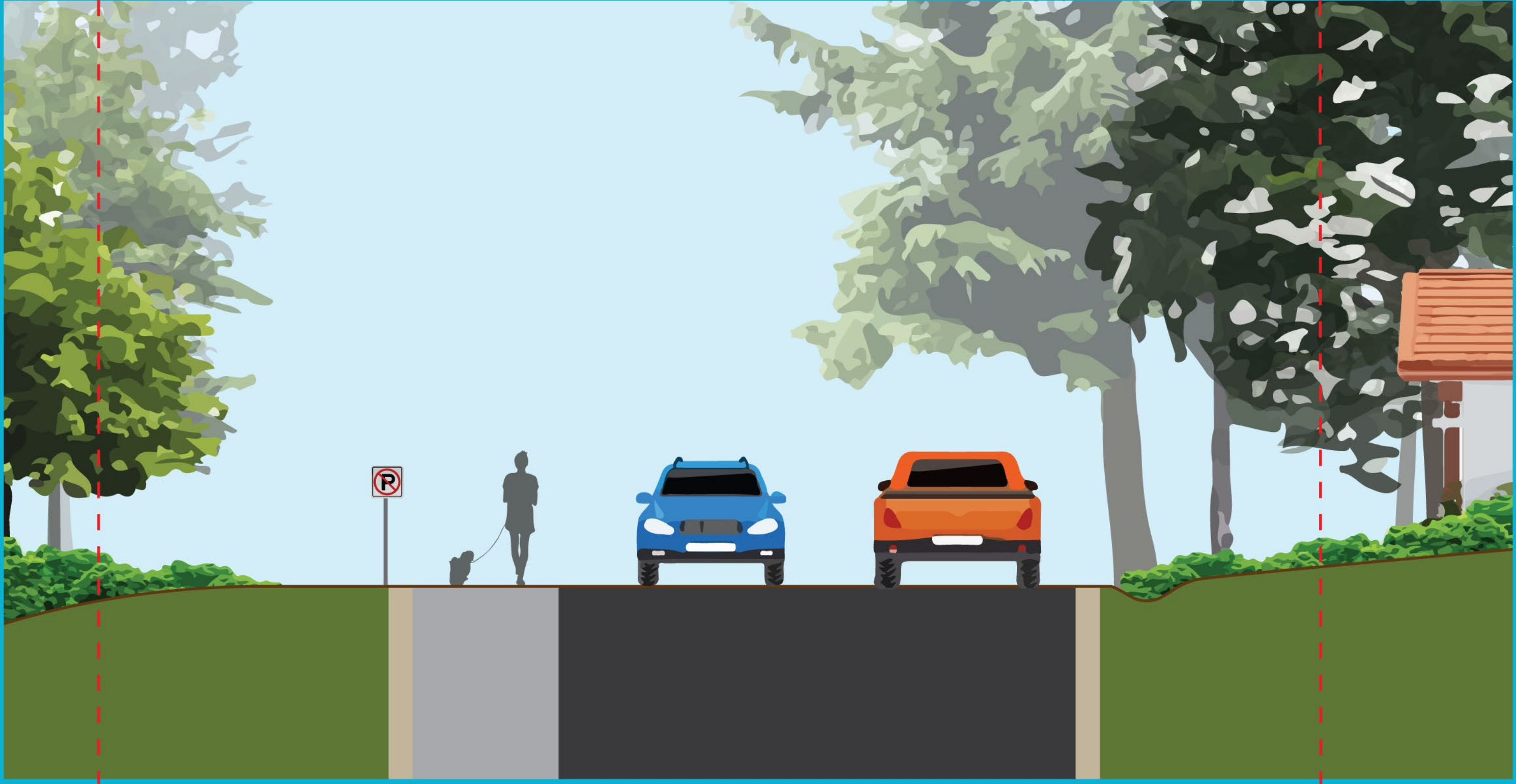
Other Streets:

-  Holmes Point Drive
-  Private Neighborhood Streets



NEIGHBORHOOD STREETS: 24' - 28' WIDTH

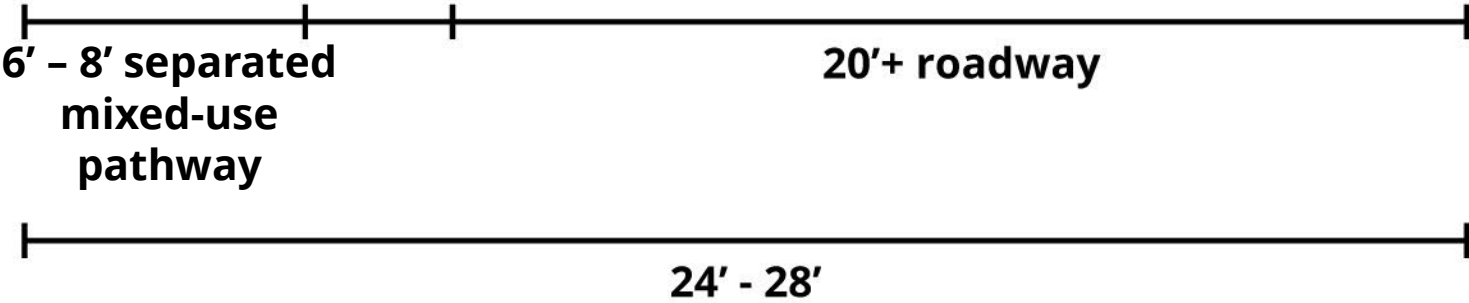
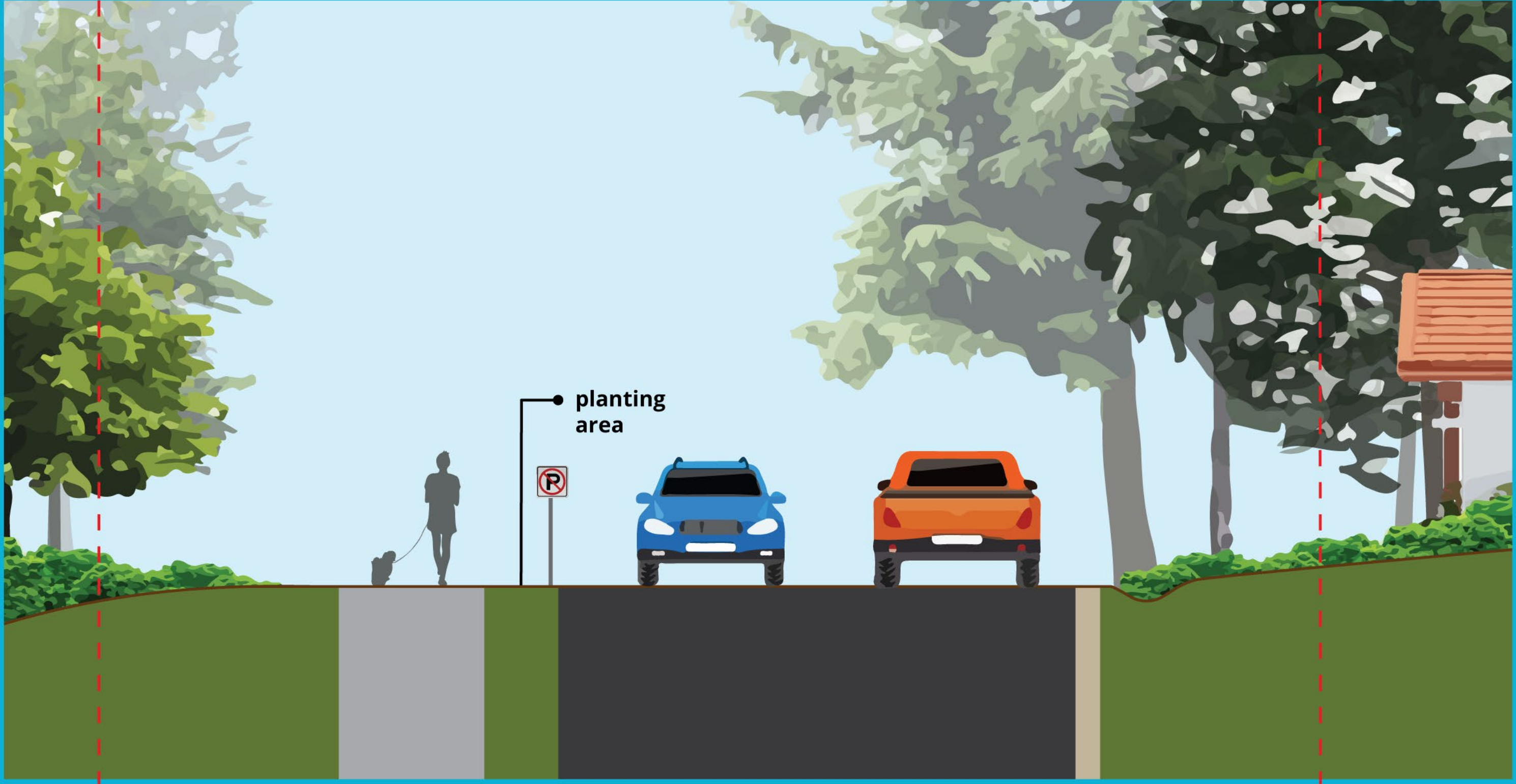
CONCRETE SHOULDER FOR PEDESTRIANS & BICYCLISTS



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NEIGHBORHOOD STREET: 24' - 28' WIDTH

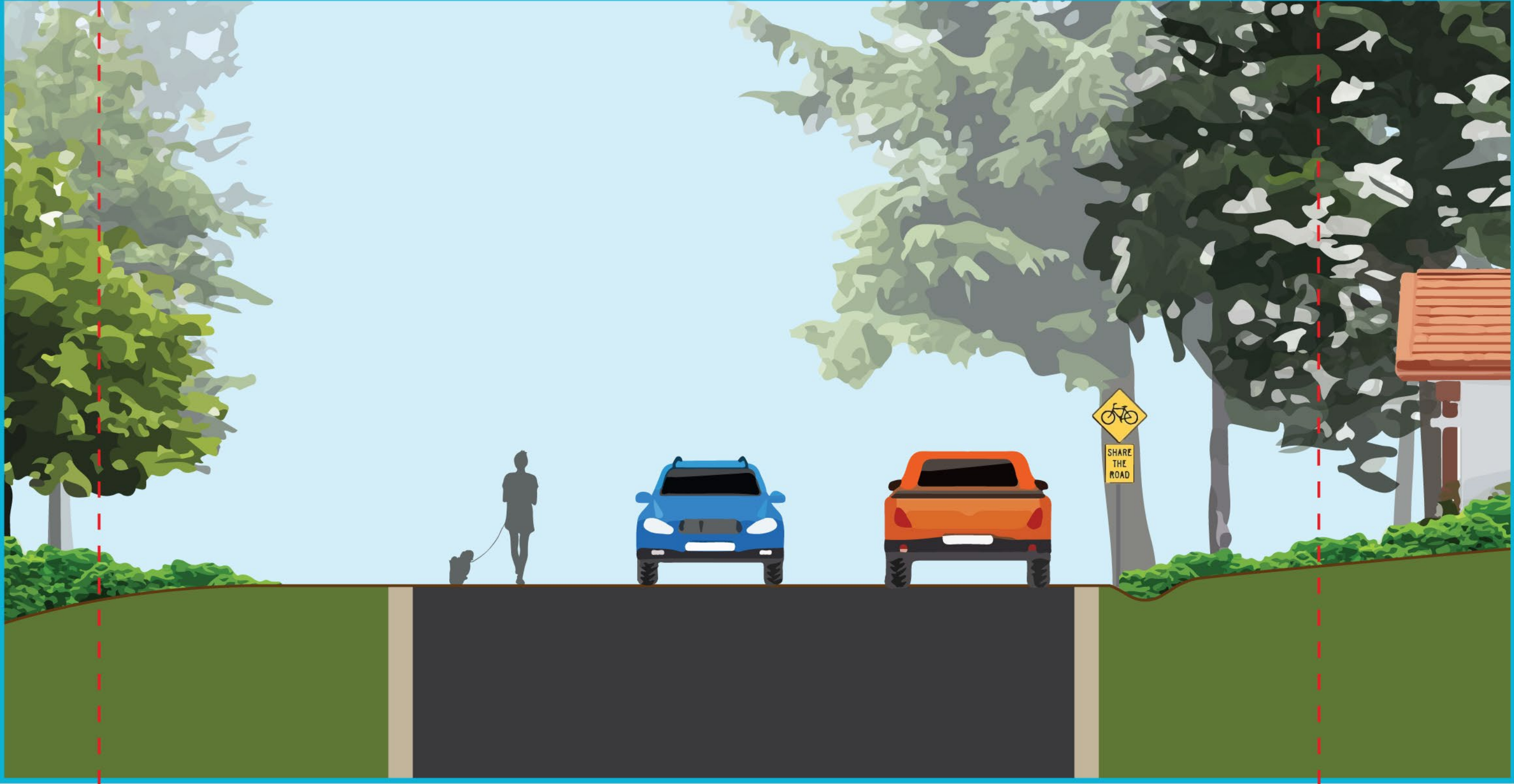
SEPARATED PATHWAY FOR PEDESTRIANS & BICYCLISTS



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NEIGHBORHOOD STREETS: 24' - 28' WIDTH

SHARED STREET WITH NO SEPARATION



24'+ shared roadway
(mixed pedestrian, bicycle, and vehicle use on low volume streets)

24' to 28'

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20' to <24' Nominal Pavement Width

- Narrow streets with lower traffic volumes
- **Proposed Option:** Shared street with no separation between drive lanes, pedestrian, or bicycle use.
- Streets will include “Share the Road” signage

Holmes Point: Neighborhood Streets

Neighborhood Streets Classification:

-  Sidewalk, curb, and gutter street connections
-  24' - 28' Streets
-  20' - < 24' Streets

Other Streets:

-  Holmes Point Drive
-  Private Neighborhood Streets



NEIGHBORHOOD STREETS: 20' - < 24' WIDTH

SHARED STREET WITH NO SEPARATION



20'+ shared roadway
(mixed pedestrian, bicycle, and vehicle use)

20' to < 24'

**What We Heard
from December 15, 2021
through Early January 2022**



Holmes Point Drive – Entry Areas

- Support for buffered shoulder for bicyclists and pedestrians.
- Some interest in continuous “sidewalks.”
- Conversely, some interest in possibly narrowing the width of the protected shoulder.



Holmes Point Drive – Residential Area

- Desire for a continuous, protected pedestrian path that minimizes road widening.
- Desire to protect private property that may be impacted by improvements.
- Interest in preserving trees.
- Conversely, some interest in continuous “sidewalks.”
- Support for incremental sections of parking where existing width allows, rather than continuous street parking.
- Interest in seeing more traffic calming solutions and speed reduction.



OO Denny Park Area

- Support for solutions/concepts presented.
- Raised crossing will benefit pedestrian safety and provide traffic calming.
- Curb on east side of Holmes Point Drive will prevent illegal parking and improve safety along park.
- Desire for more raised crossings and speed reduction solutions throughout Holmes Point Drive.
- Conversely, concern about possible noise from raised crossings (but not like speed bumps).



Neighborhood Streets

Continuing sidewalk, curb, and gutter streets

- Proposed sidewalks would encourage pedestrian connectivity in key neighborhood streets.
- Questions about timelines for implementation (sidewalk, curb and gutter on these streets).
- Concern about private property and trees that may be impacted by improvements.

A photograph of a tree-lined street. The image shows a sidewalk on the left, a road in the center, and a dense line of trees on the right. The trees are tall and have green foliage. The road is paved and has a white line marking. The overall scene is a typical neighborhood street.

Neighborhood Streets

Streets with widths of 24' – 28'

- 24' – 28' Street Concepts: Preferences
 1. Buffered mixed-use pathway (47%)
 2. Concrete mixed-use shoulder (35%)
 3. Shared roadway (with share the road signage) (18%)
- Concern about the timeline for making improvements to neighborhood streets.
- Concern about private property and trees that may be impacted by improvements.
- Desire to install pedestrian facilities that maximizes safety and minimizes road widening.



Neighborhood Streets

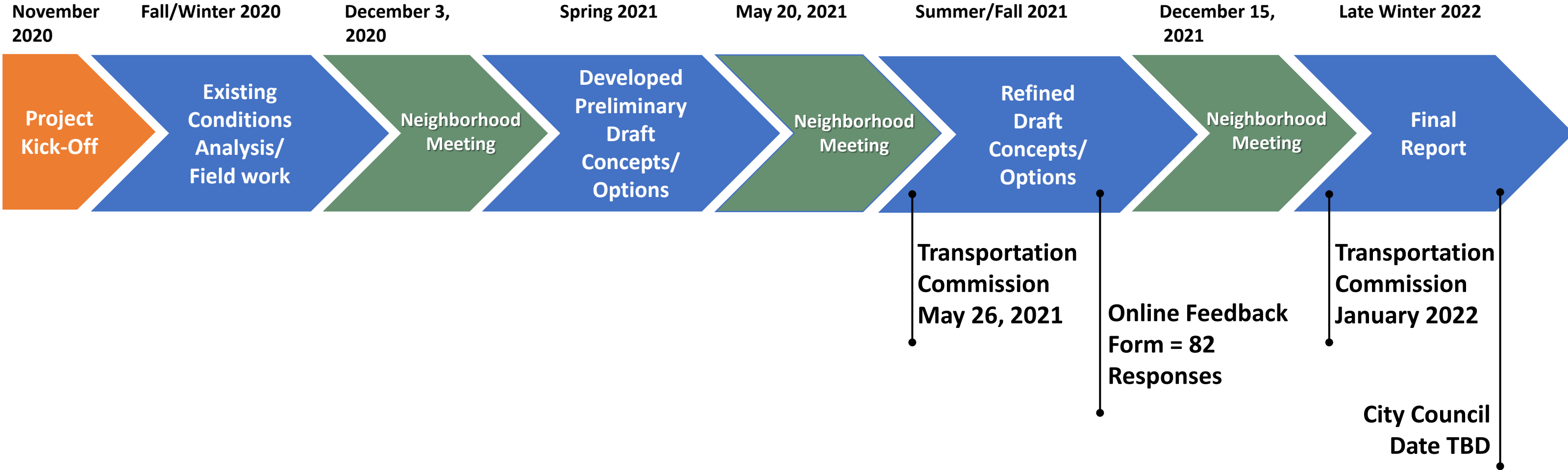
Streets with widths less than 24'

- Support for maintaining <24' streets as shared streets.
- Interest in installing 'Share the Road' signage.
- Agreement that narrow streets with no through traffic or low traffic volumes would require less pedestrian facilities.

Next Steps

Next Steps

- Transportation Commission
- City Council
- Pre-Approved Plans/Development Standards



Thank You!