

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, with the top half being a lighter shade of green and the bottom half being a darker shade of green. The text is overlaid on the darker green section.

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

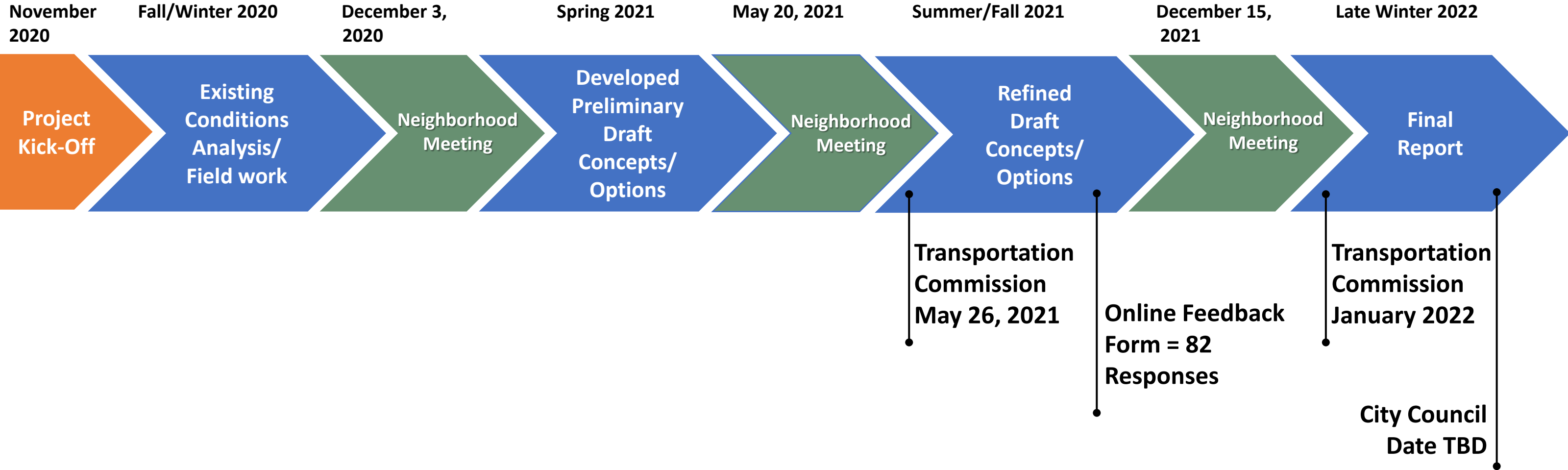


Presentation Topics

- Process to Date and What We've Heard
- Holmes Point Drive Recommendations
- OO Denny Park Frontage Recommendations
- Neighborhood Streets – Recommended Options
- 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

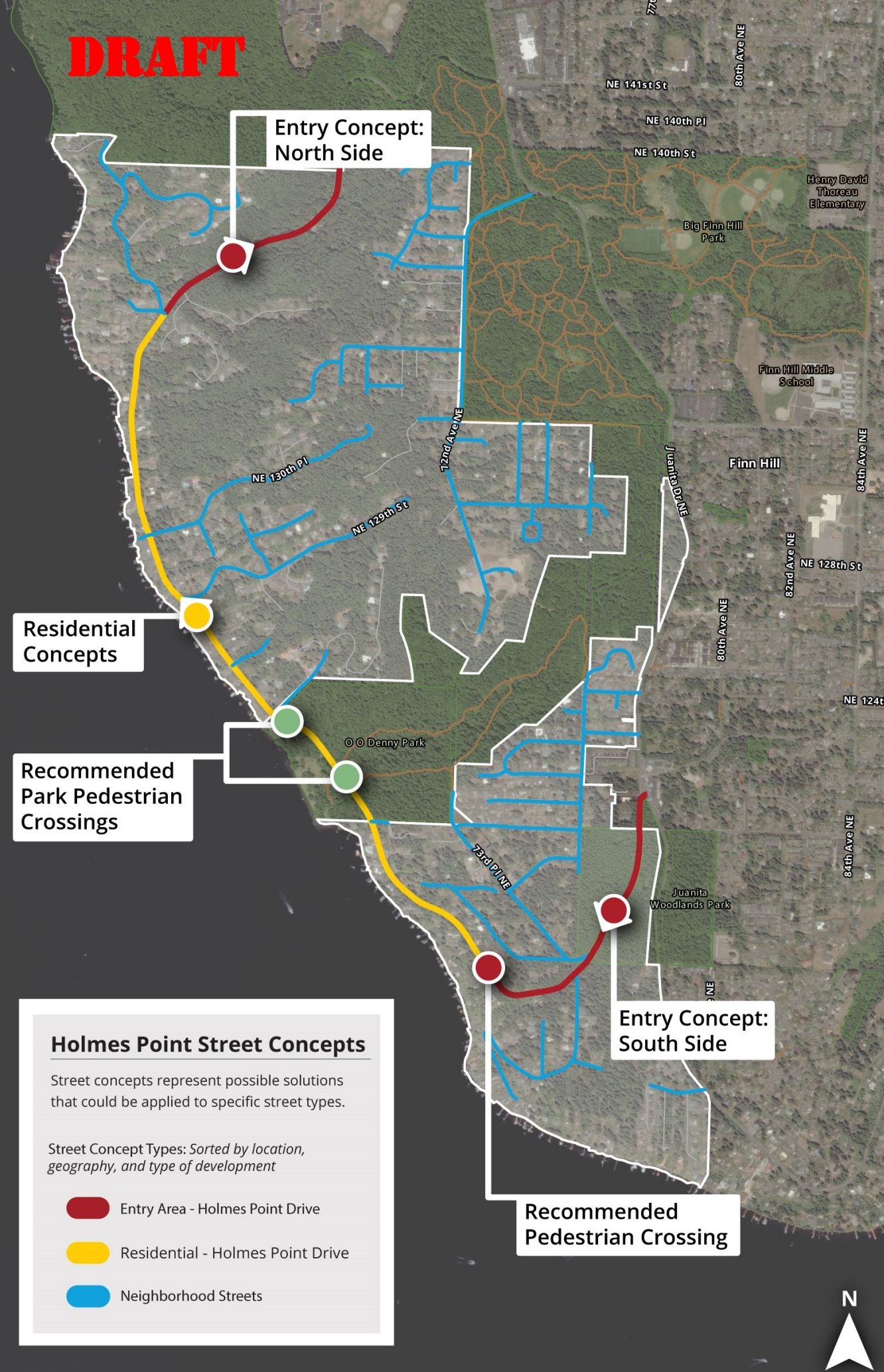


Additional Comments

- 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

DRAFT



Holmes Point Drive

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

DRAFT

Entry Concept:
North Side

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.




Entry Concept:
South Side

Recommended
Pedestrian Crossing

Holmes Point Street Concepts

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

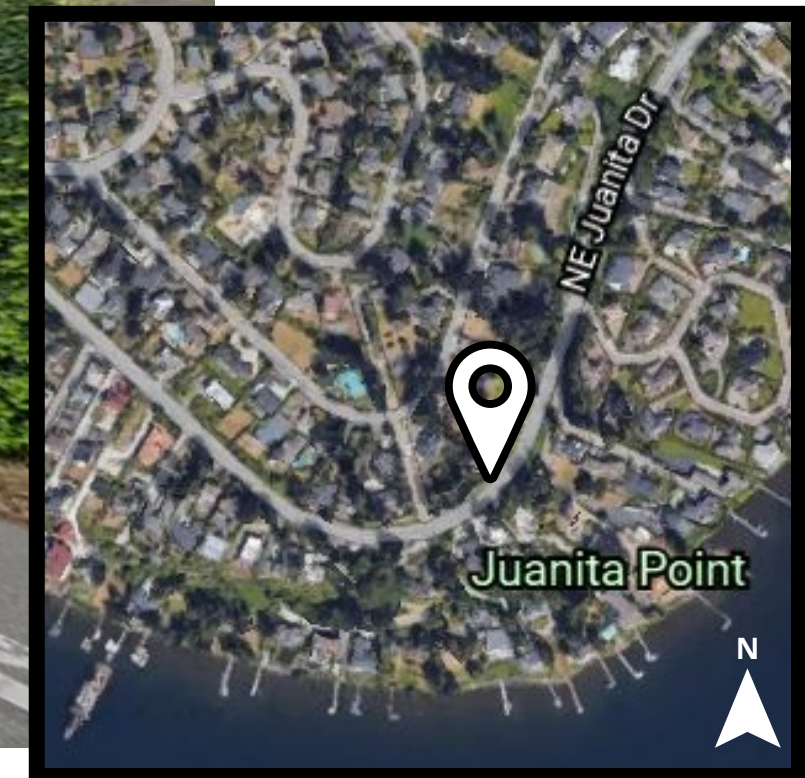
Street Concept Types: *Sorted by location, geography, and type of development*

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

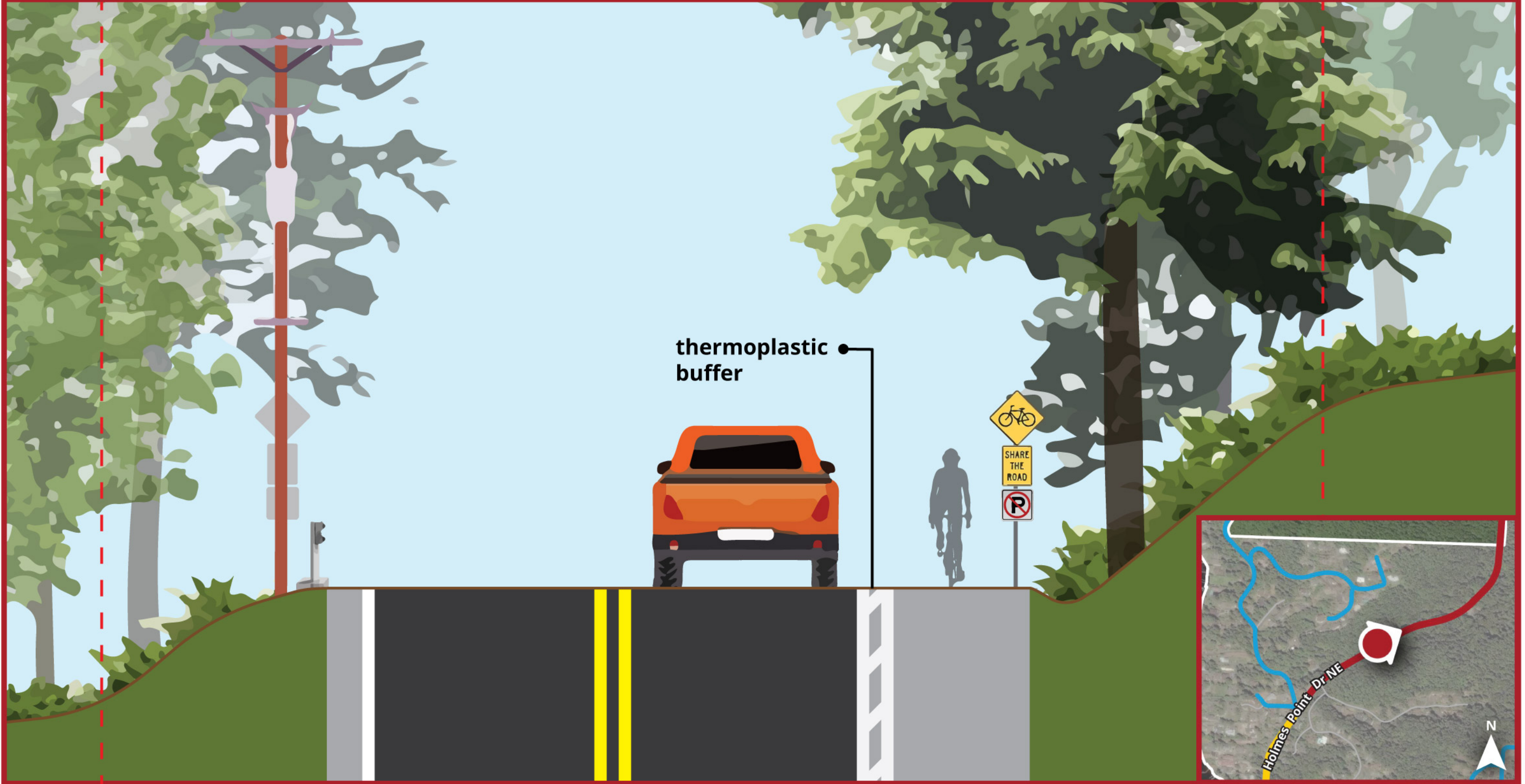
N

Buffered Bike/Pedestrian Shoulder

Example of a buffered shoulder climbing lane – NE Juanita Drive



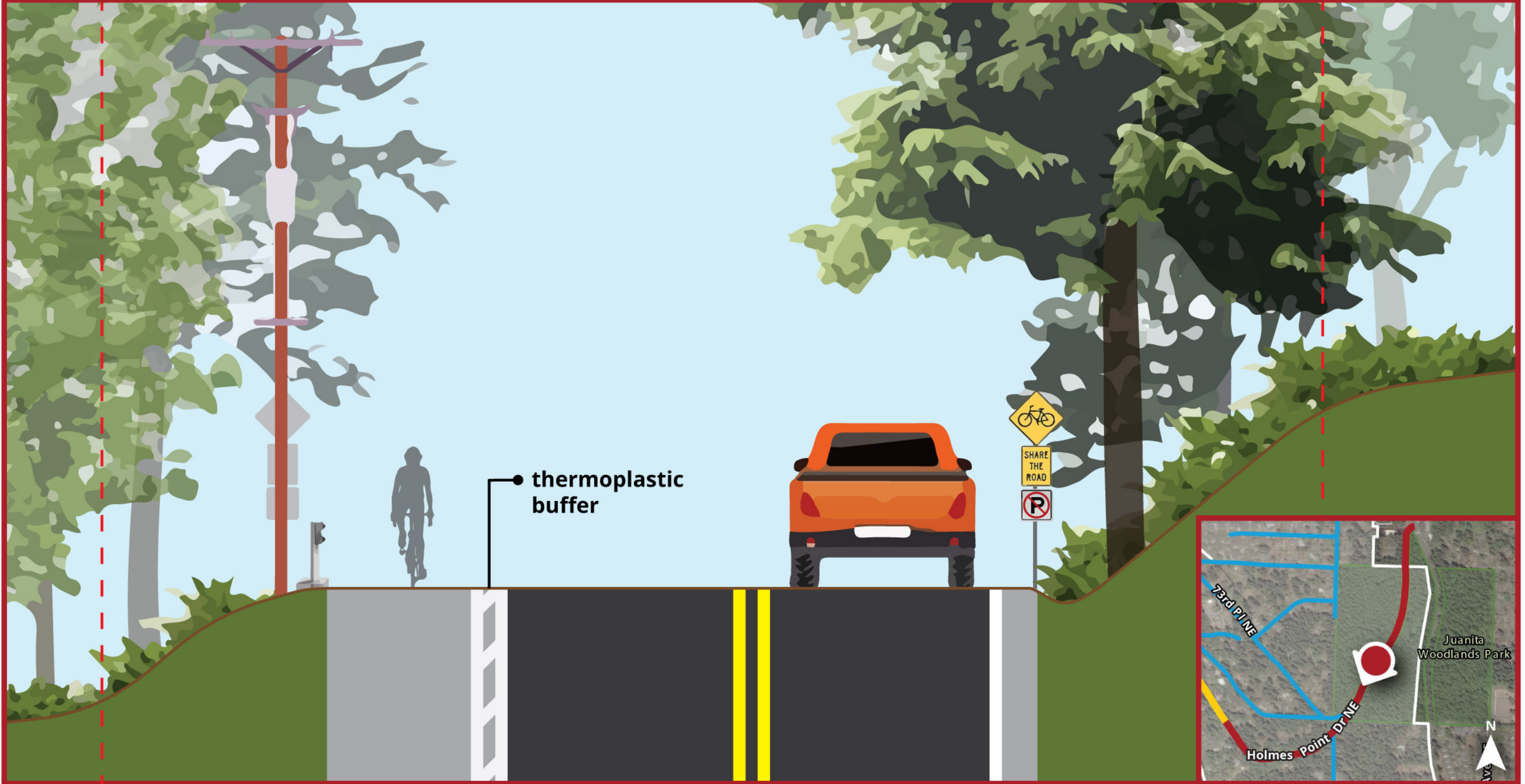
ENTRY AREA - HPD: NORTH SIDE



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

DRAFT

ENTRY AREA - HPD: SOUTH SIDE



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

DRAFT

DRAFT

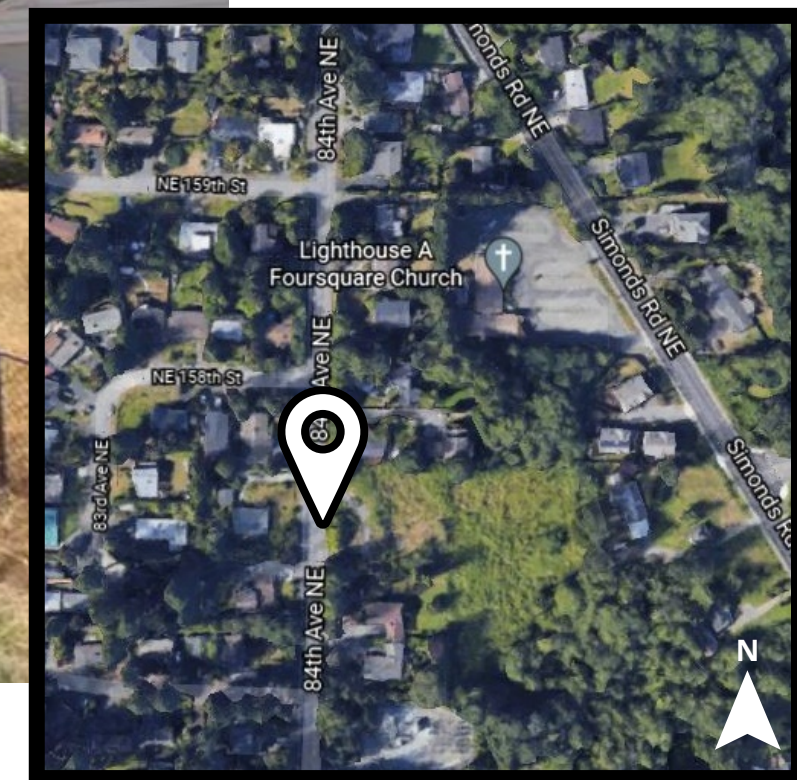
Holmes Point Drive: Residential Area

- 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).



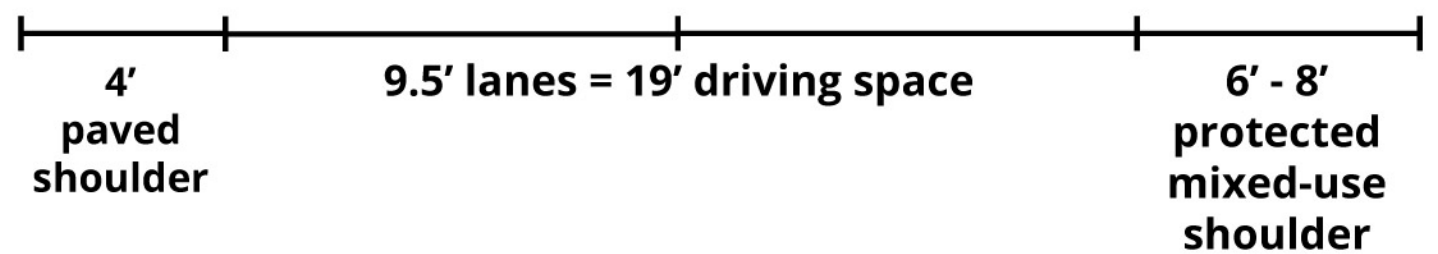
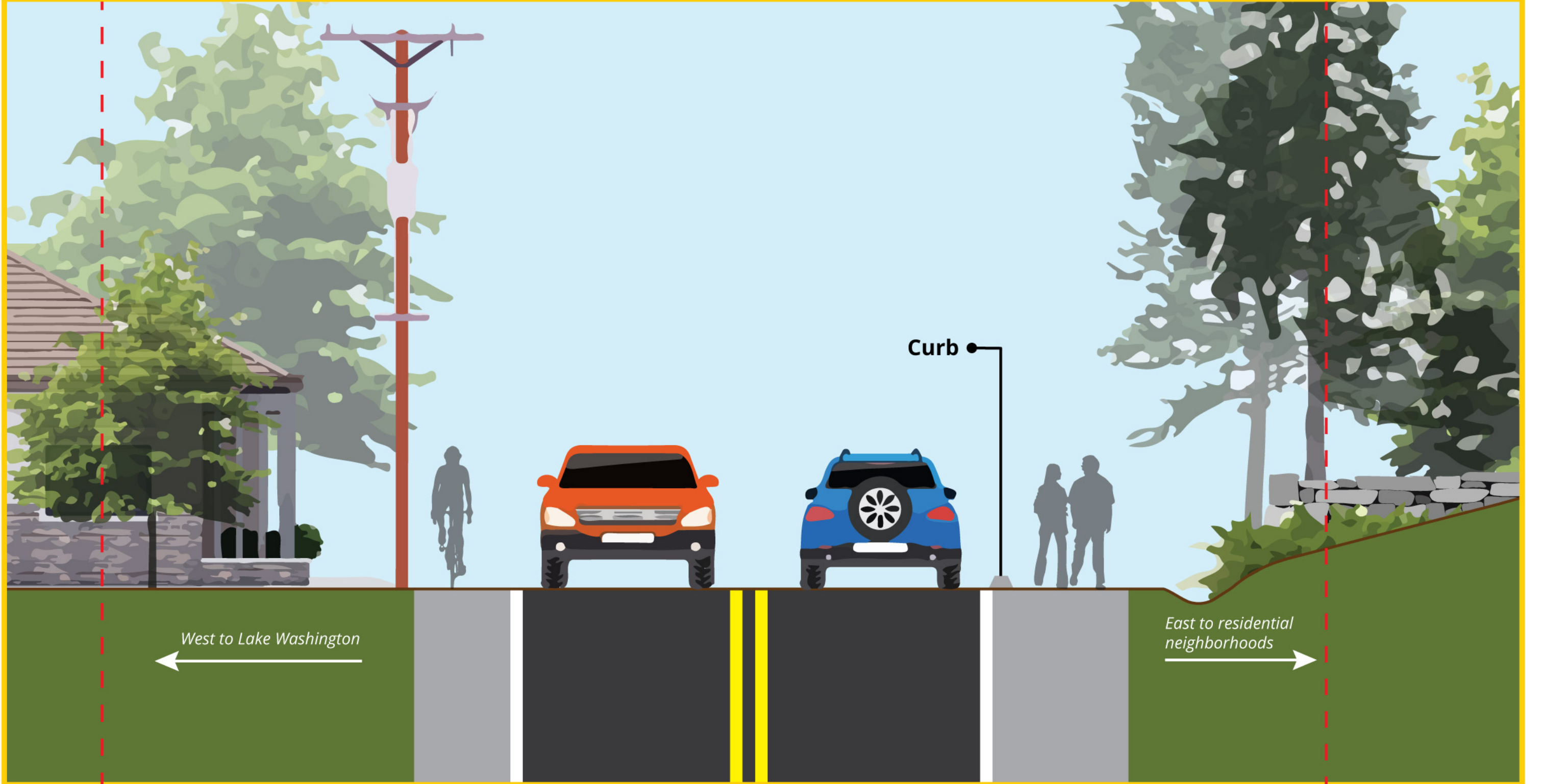
Curb Protected Pedestrian/Bike Shoulder

Example of a curb protected shoulder— 84th Ave NE



RESIDENTIAL - HPD:

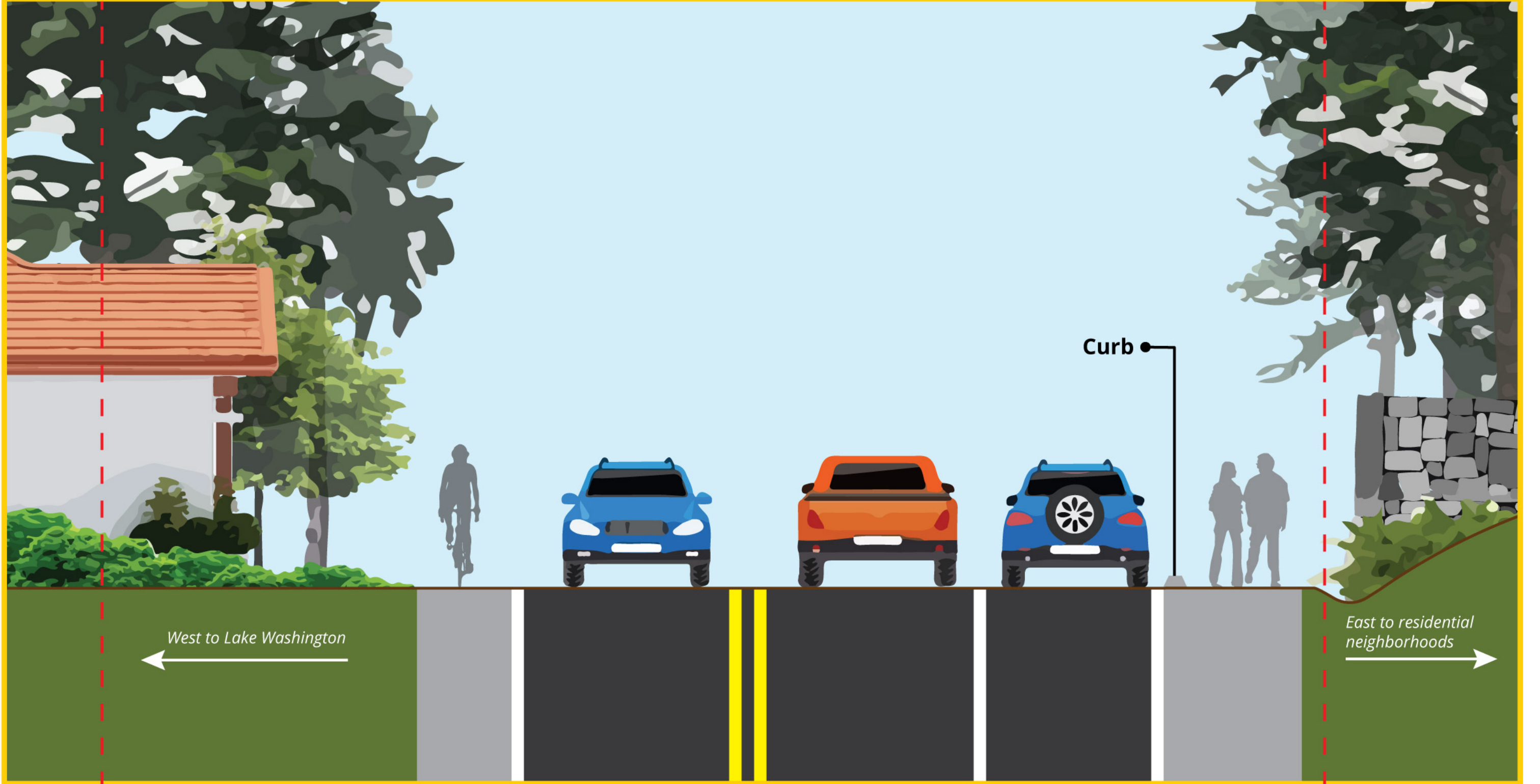
PROTECTED MIXED-USE SHOULDER



DRAFT

RESIDENTIAL - HPD

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



4'
paved
shoulder

9.5' lanes = 19' driving space

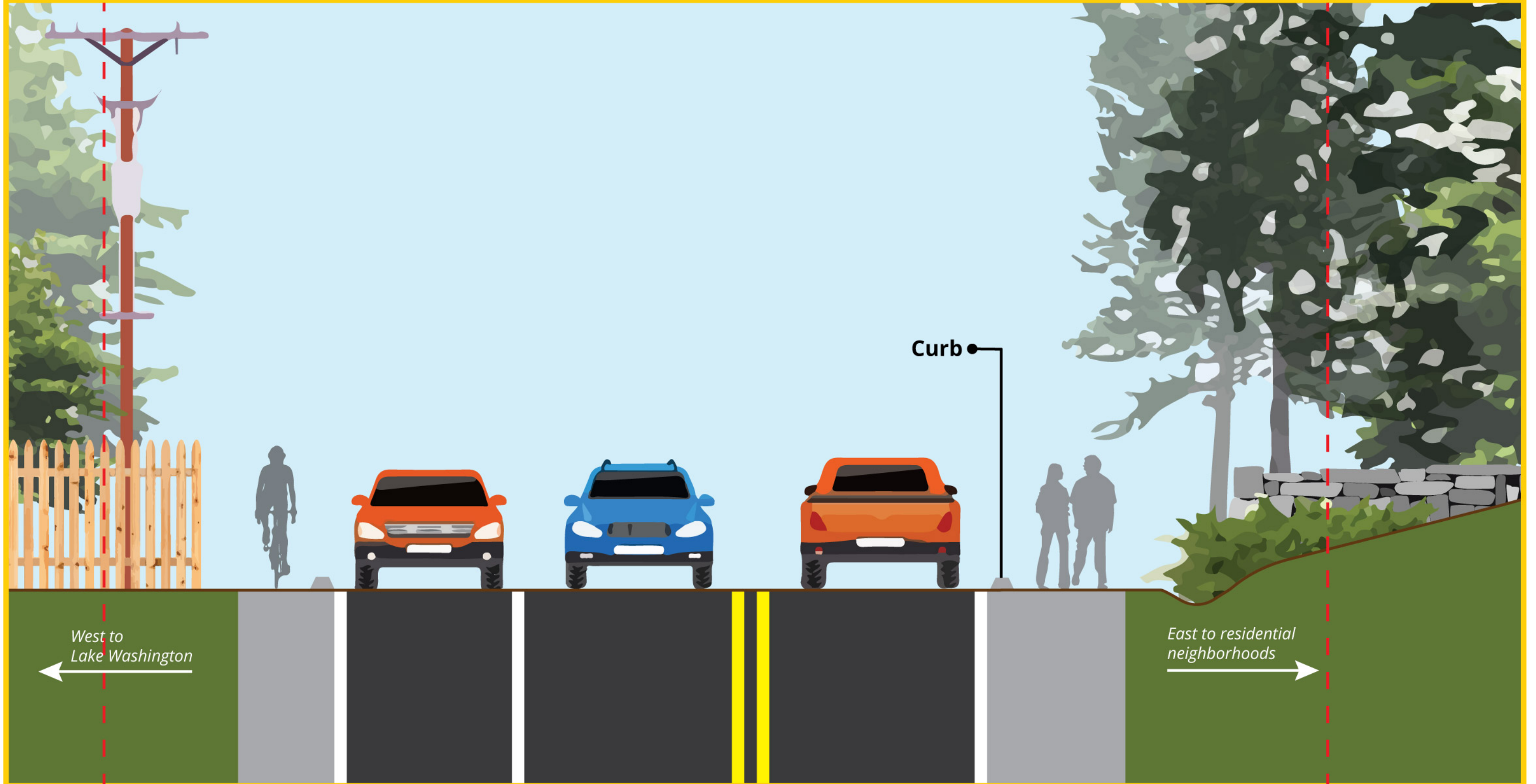
7'
parking lane

6' - 8'
protected
mixed-use
shoulder

DRAFT

RESIDENTIAL - HPD

ON-STREET PARKING (WEST SIDE) & PROTECTED SHOULDER



4' protected paved shoulder | 7' parking lane | 9.5' lanes = 19' driving space | 6' - 8' protected mixed-use shoulder

DRAFT

Questions and Discussion



Questions and Discussion

Holmes Point Drive – Entry Areas

- Questions or comments?

Holmes Point Drive – Residential Area

- Questions or comments?

Please put questions/comments in the Q&A.

DRAFT

OO Denny Park Frontage




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

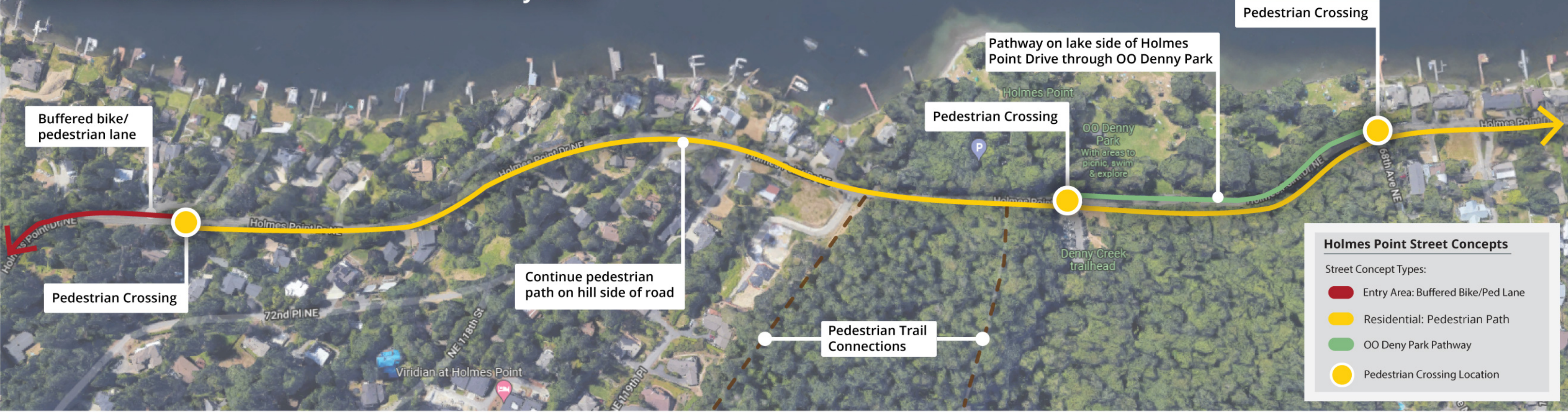


- Paths along both sides of Holmes Point Drive
- Improved crossing locations
- Parallel parking spaces on west side

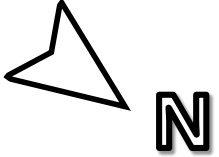
Holmes Point Drive at OO Denny Park



Focus Area: Holmes Point Drive and OO Denny Park



DRAFT



Holmes Point Street Concepts

Street Concept Types:

- Entry Area: Buffered Bike/Ped Lane
- Residential: Pedestrian Path
- OO Denny Park Pathway
- Pedestrian Crossing Location

Holmes Point Drive at OO Denny Park



DRAFT

Holmes Point Drive crossing at OO Denny Park



DRAFT

Holmes Point Drive crossing at OO Denny Park



DRAFT

Holmes Point Drive crossing at OO Denny Park



DRAFT

Raised Crossings Provide Safety and Traffic Calming Benefits



Holmes Point Drive crossing at 68th Ave NE



DRAFT

Holmes Point Drive crossing at 68th Ave NE



DRAFT

Questions and Discussion

Questions and Discussion

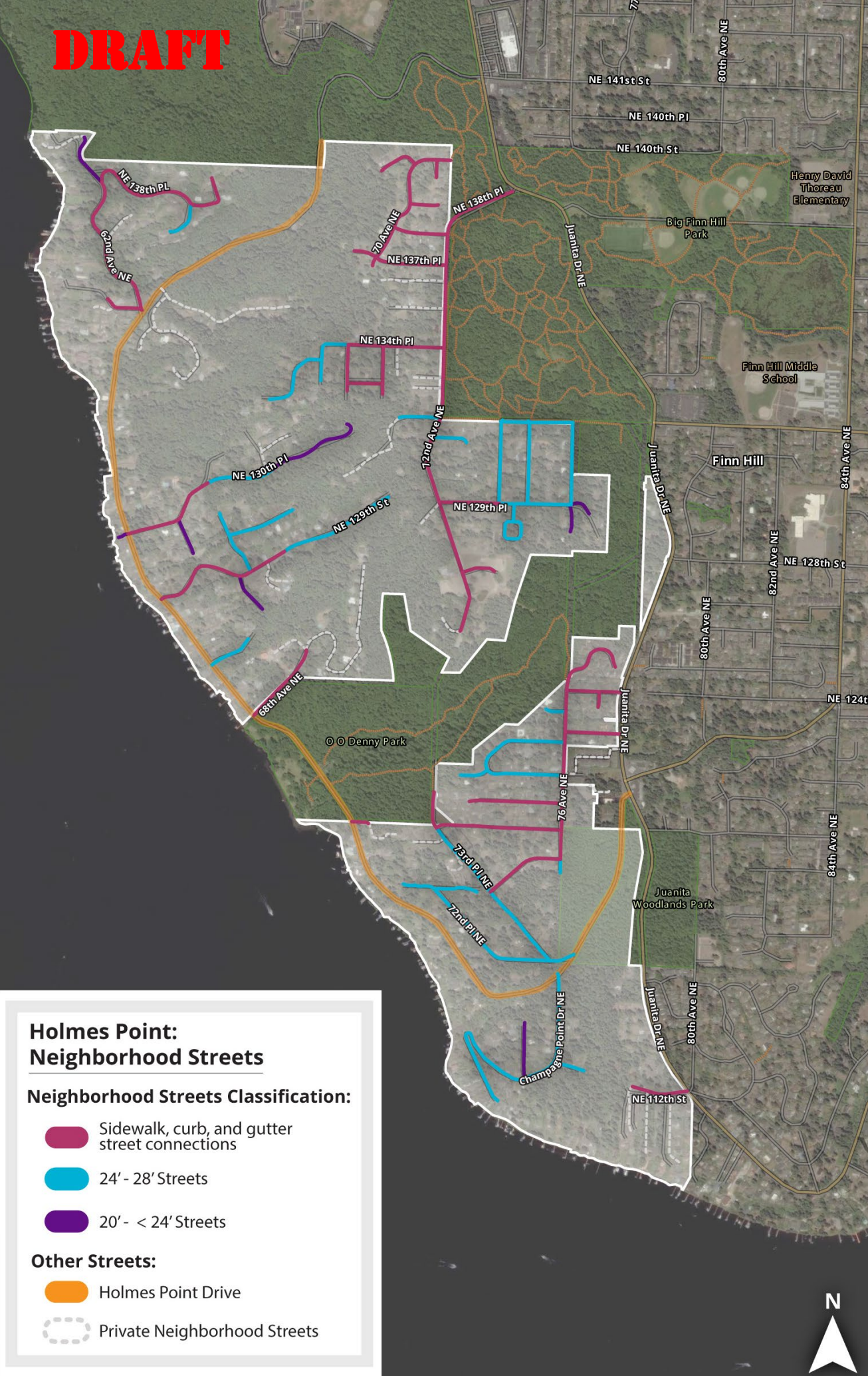
Holmes Point Drive – OO Denny Park Frontage

- Questions or comments?

Please put questions/comments in the Q&A.



DRAFT



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




DRAFT

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:

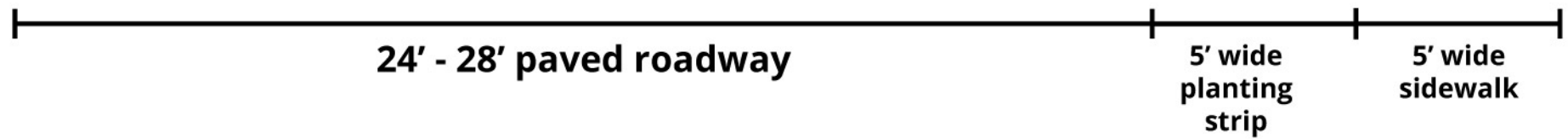
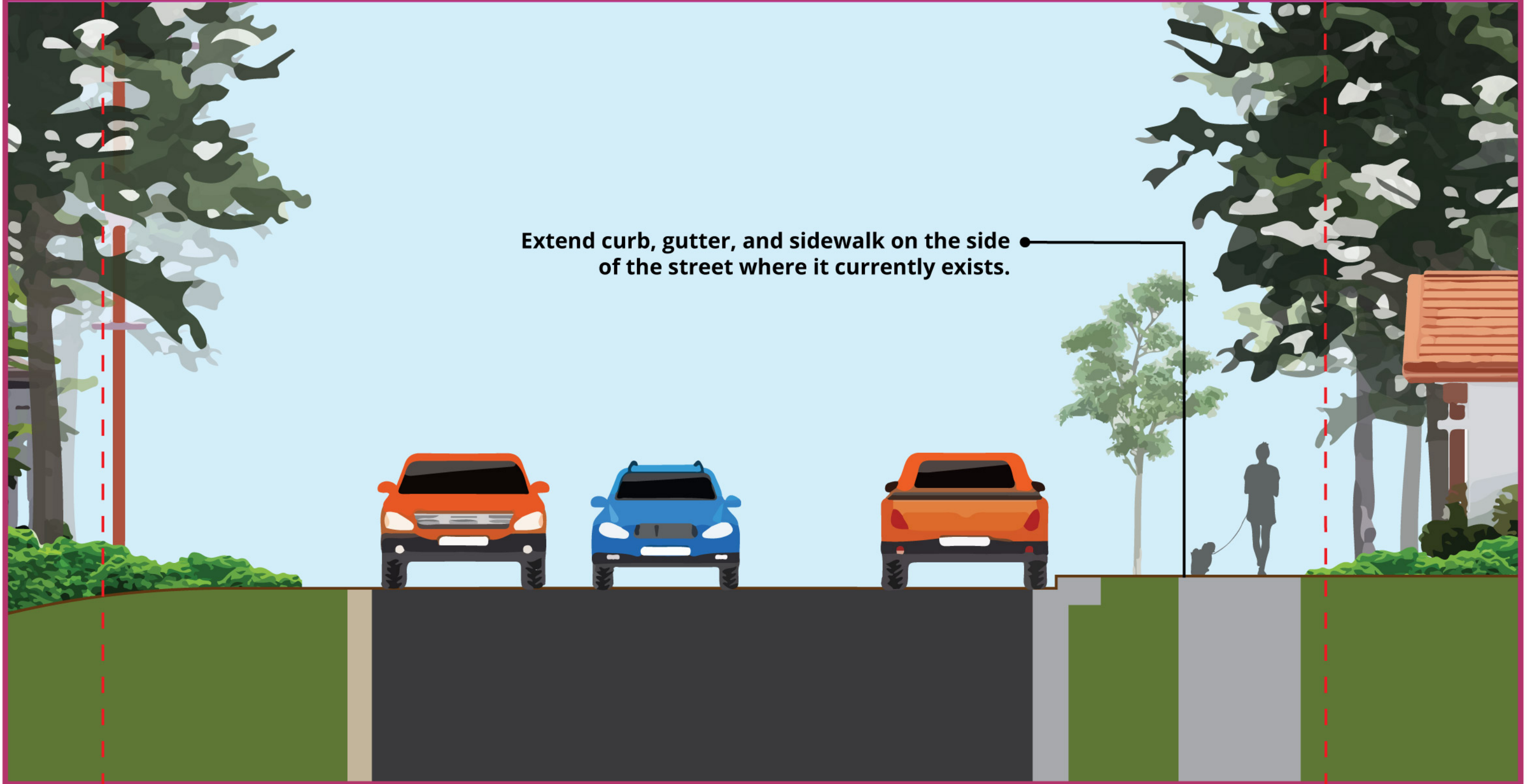
-  Holmes Point Drive
-  Private Neighborhood Streets



NEIGHBORHOOD STREETS: SIDEWALKS

EXTEND CURB, GUTTER, AND SIDEWALK

Extend curb, gutter, and sidewalk on the side of the street where it currently exists.



DRAFT



Questions and Discussion

Neighborhood Streets

- How do you feel about the concept for continuing sidewalk, curb, and gutter on the proposed streets?

Please put questions/comments in the Q&A.




DRAFT

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

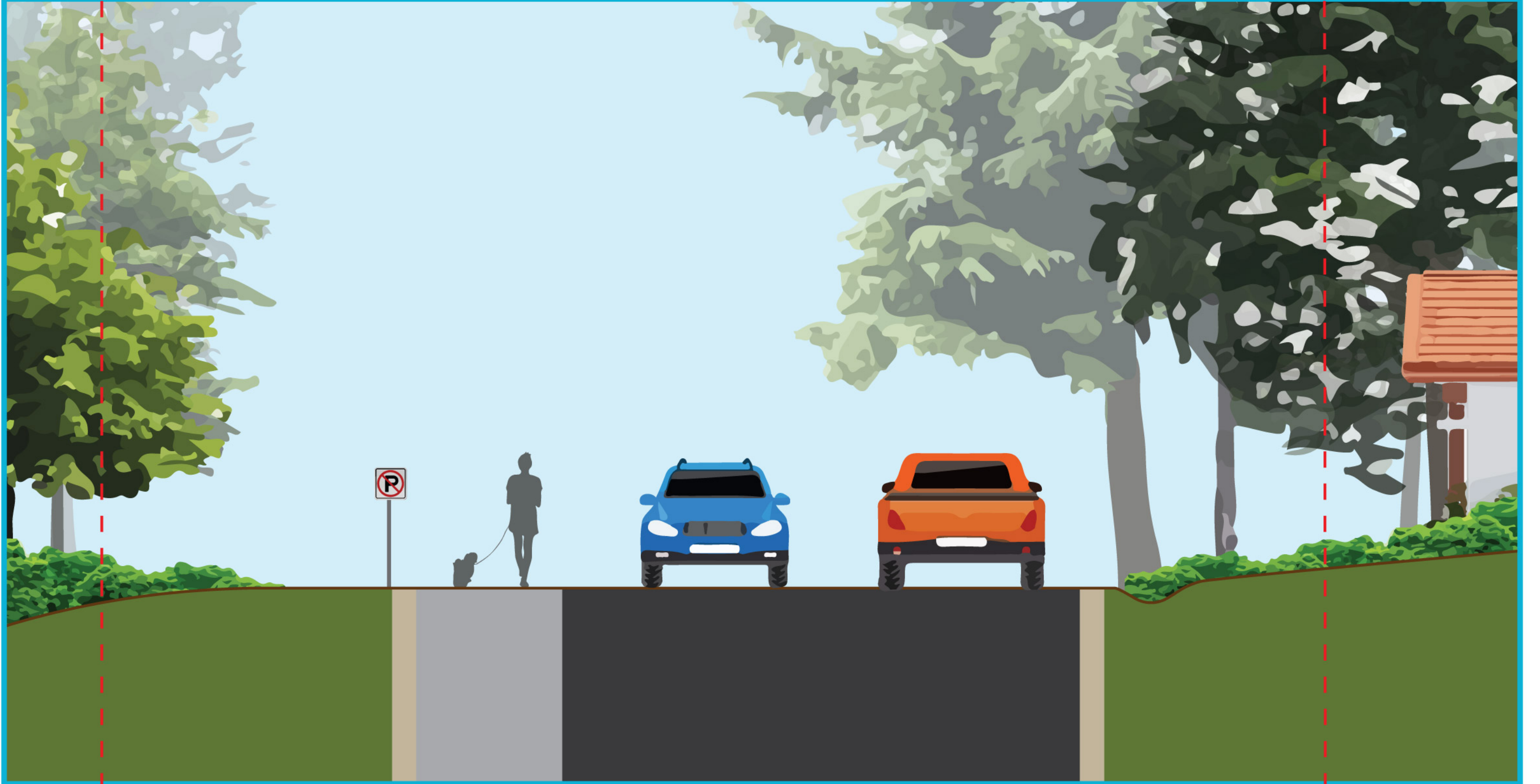
Other Streets:

-  Holmes Point Drive
-  Private Neighborhood Streets



NEIGHBORHOOD STREETS: 24' - 28' WIDTH

CONCRETE SHOULDER FOR PEDESTRIANS & BICYCLISTS



6' - 8'
mixed-use
concrete shoulder

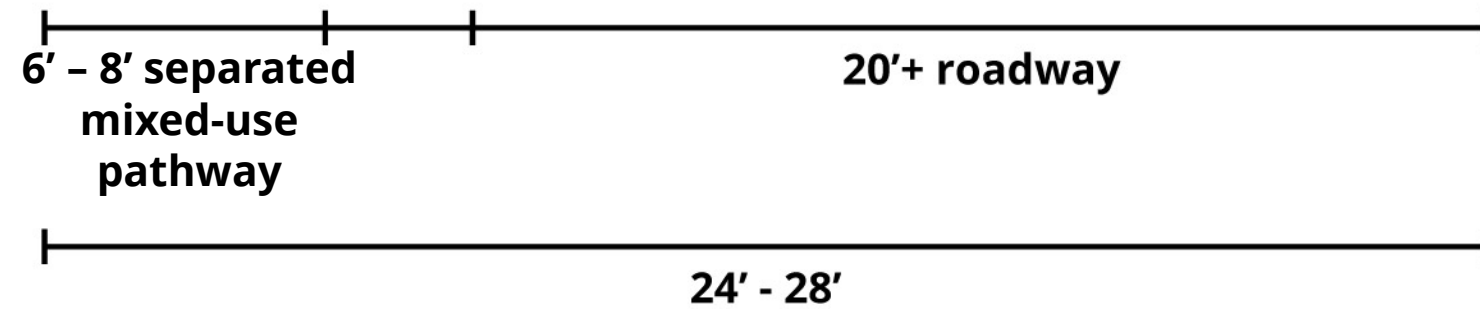
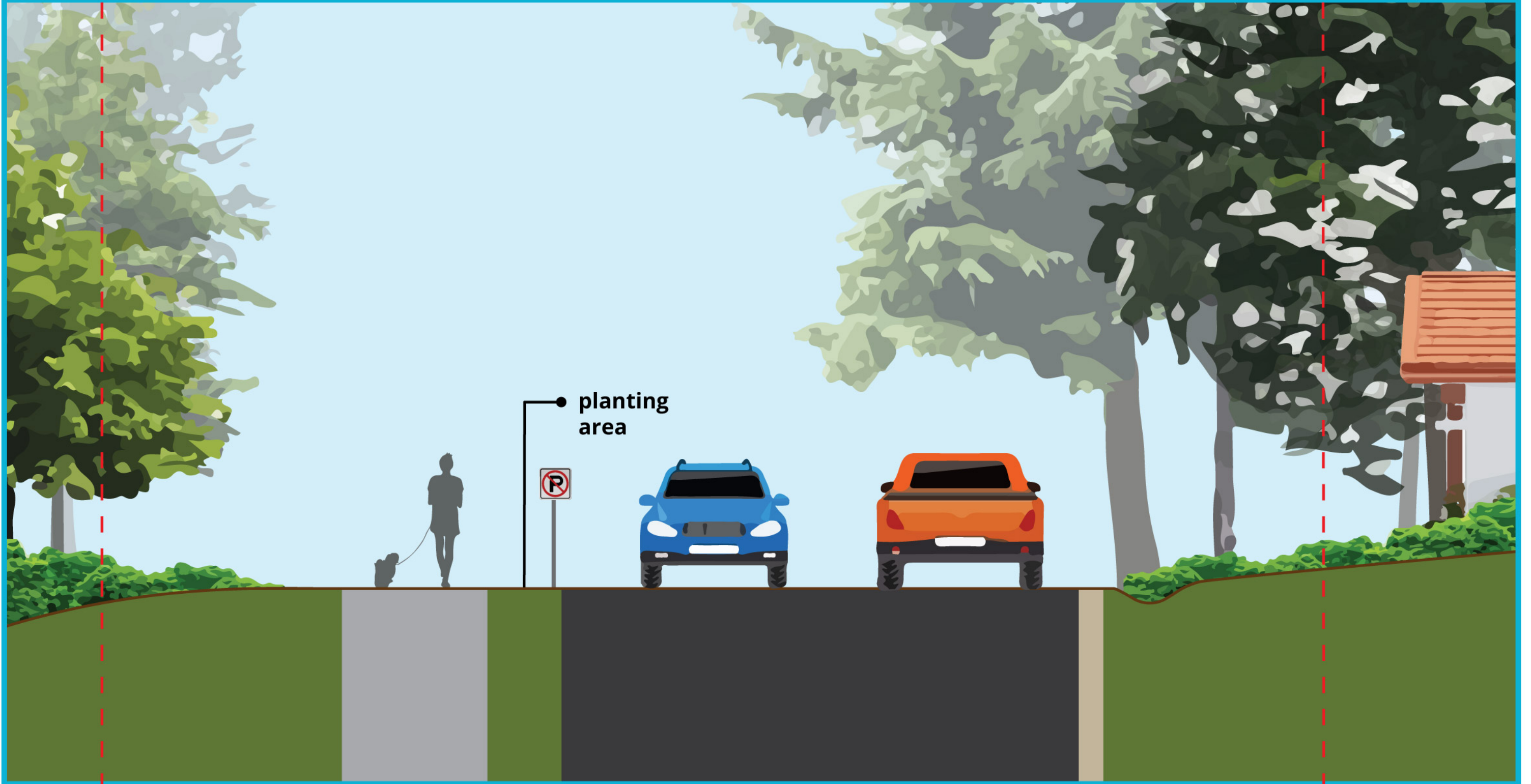
20'+ roadway

24' to 28'

DRAFT

NEIGHBORHOOD STREET: 24' - 28' WIDTH

SEPARATED PATHWAY FOR PEDESTRIANS & BICYCLISTS



DRAFT

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'

DRAFT



24' – 28' Neighborhood Streets

- What option do you like for 24' – 28' streets?
 - Concrete mixed-use shoulder
 - Buffered mixed-use pathway
 - Shared roadway (with share the road signs)

DRAFT

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

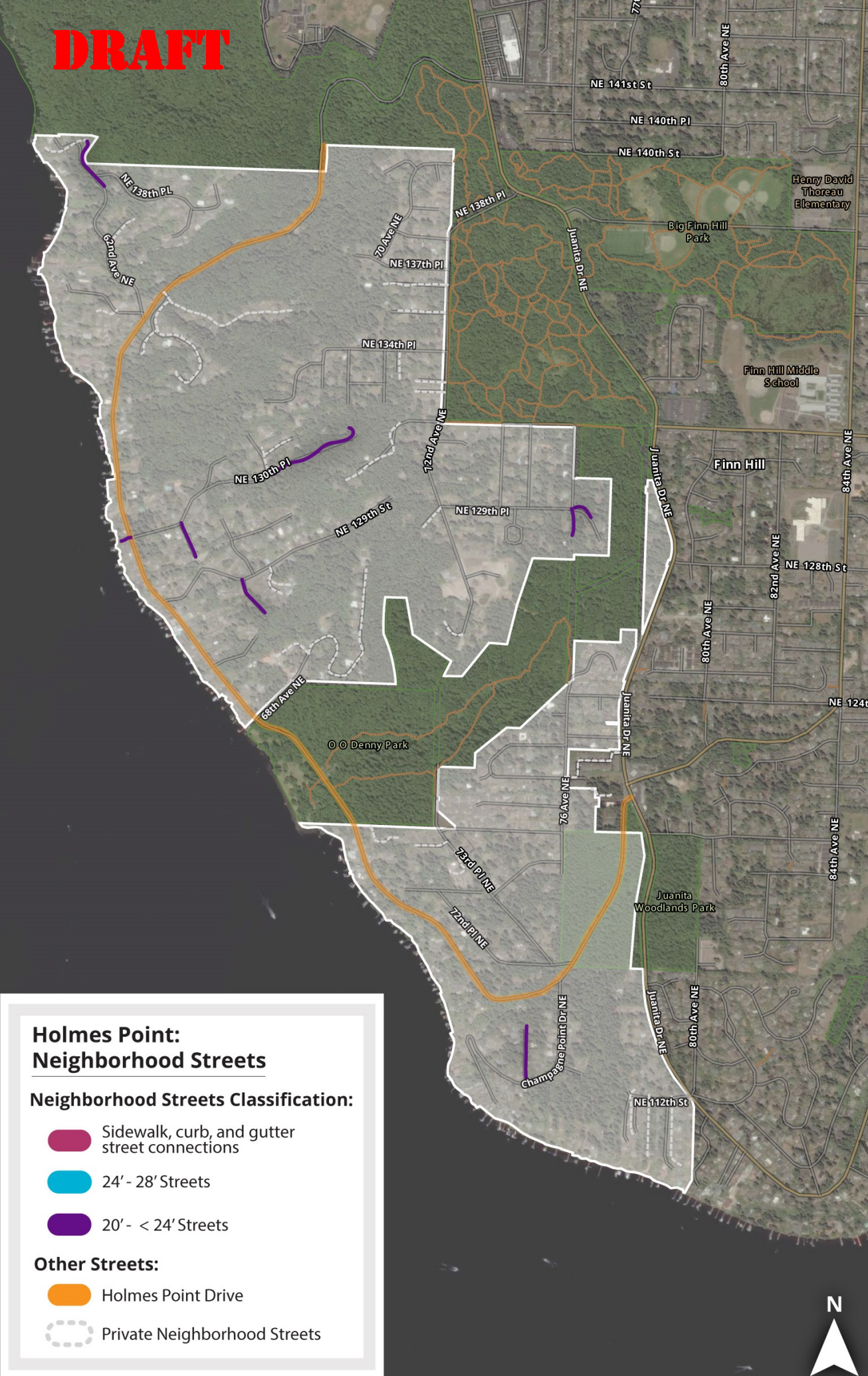
**Holmes Point:
Neighborhood Streets**

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'



Questions and Discussion

Neighborhood Streets

- How do you feel about the concept for shared use streets on streets with widths of 20' to < 24'?

Please put questions/comments in the Q&A.

Questions and Discussion



Questions and Discussion

Holmes Point Drive – Entry Areas

- *Questions or comments?*

Holmes Point Drive – Residential Area

- *Questions or comments?*

Holmes Point Drive – OO Denny Park Frontage

- *Questions or comments?*

Neighborhood Streets

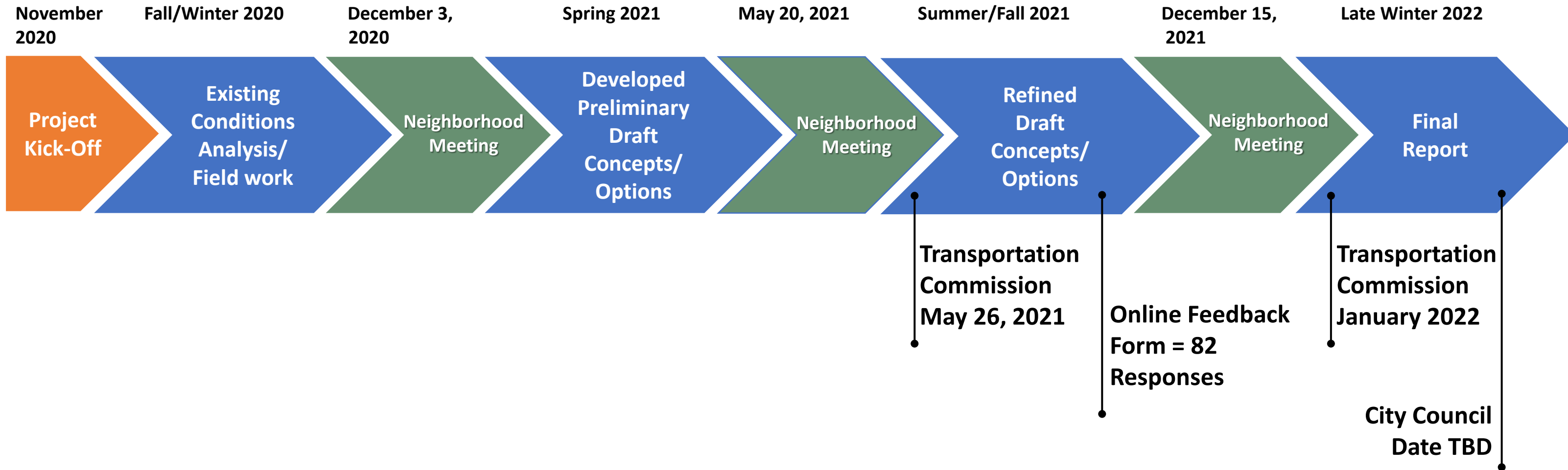
- Sidewalk, curb, and gutter
- 24' to 28' streets
- 20' to < 24'

Other questions or comments?

Next Steps

Next Steps

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



Thank You!