

# 120<sup>th</sup> Ave NE Study

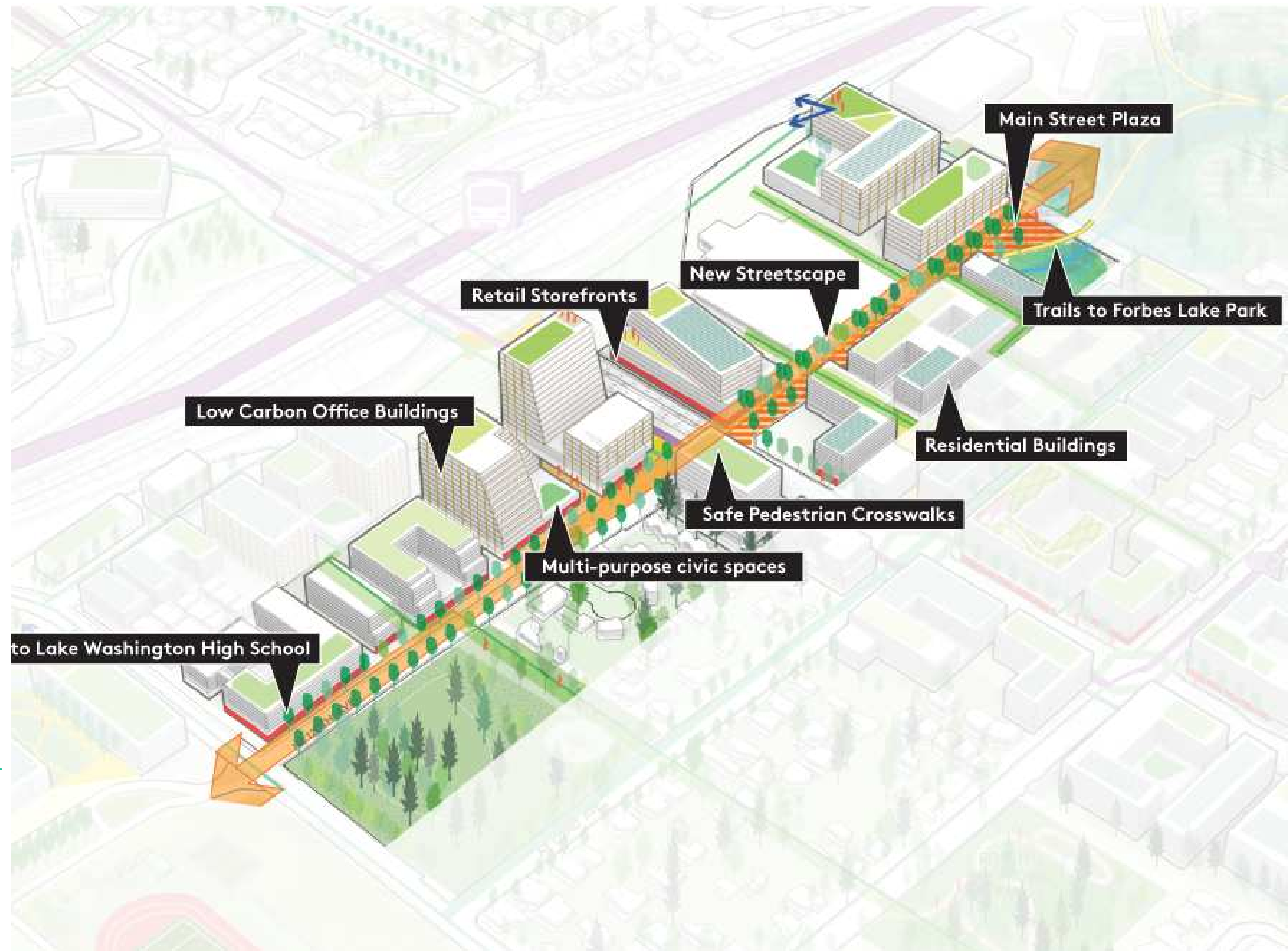
## Transportation Commission Briefing



FEHR & PEERS

Victoria Kovacs, AICP  
City of Kirkland

October 26, 2022





# SAP Context: Land Use

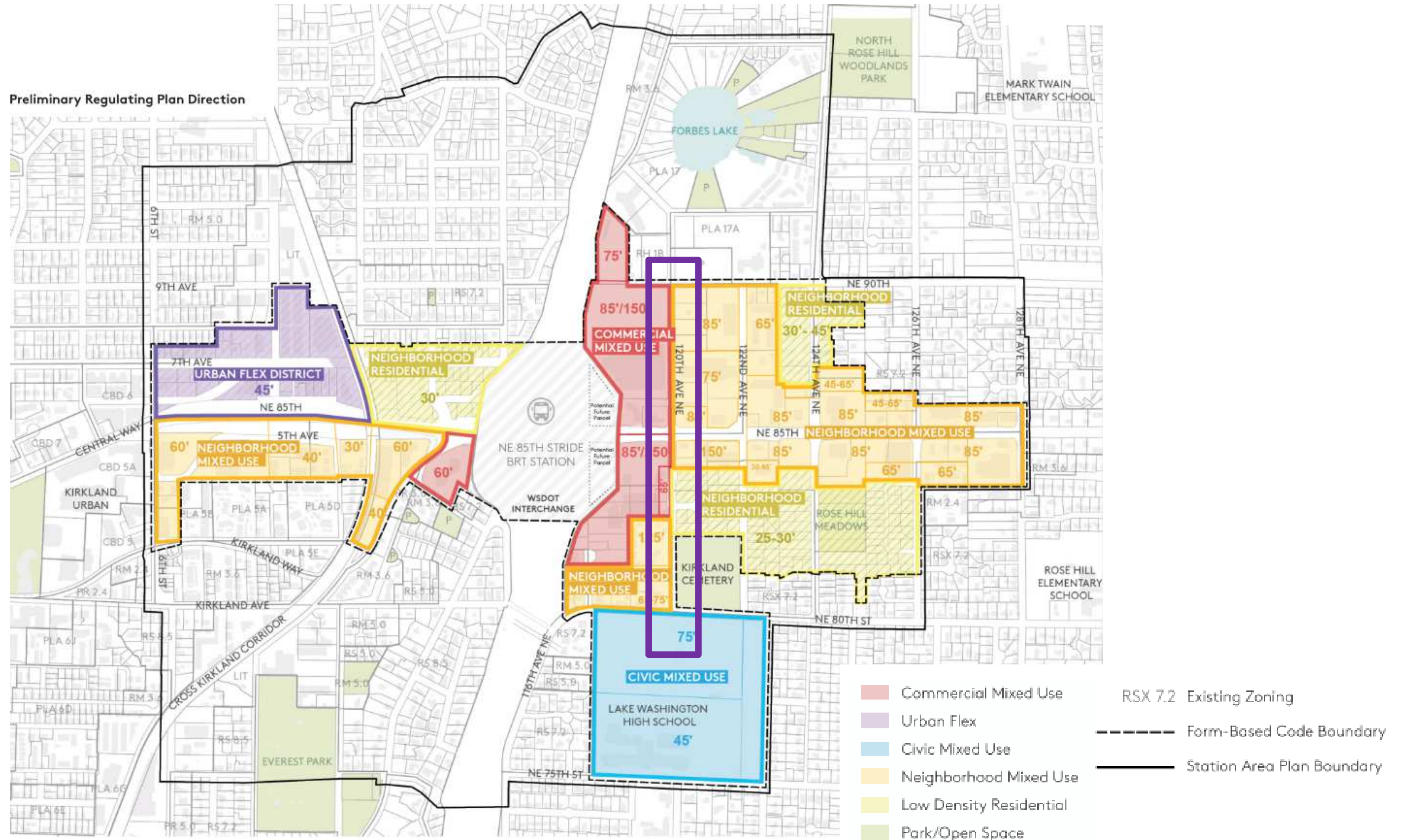


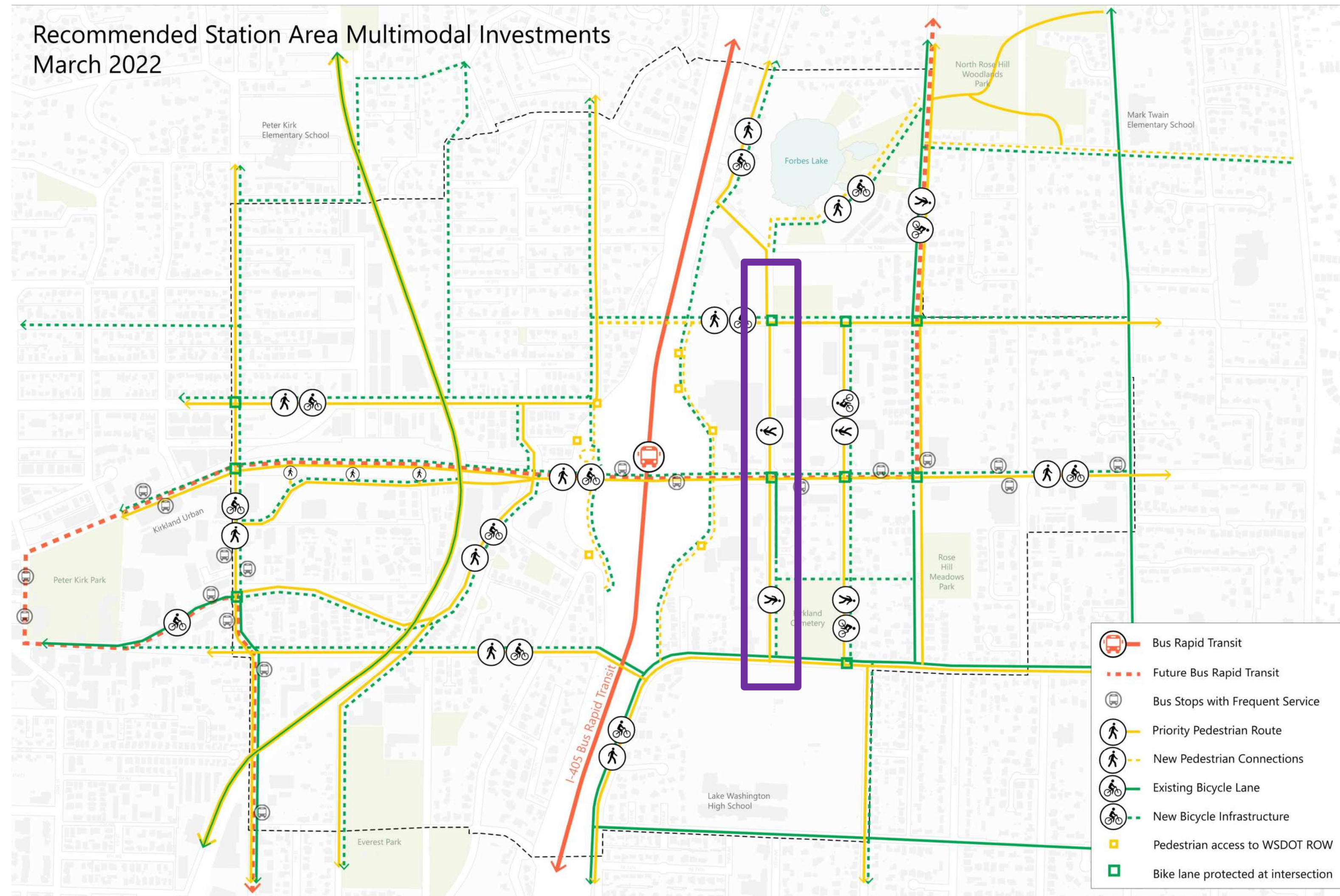
Image Courtesy of Mithun







# SAP Context: Multimodal Network Map

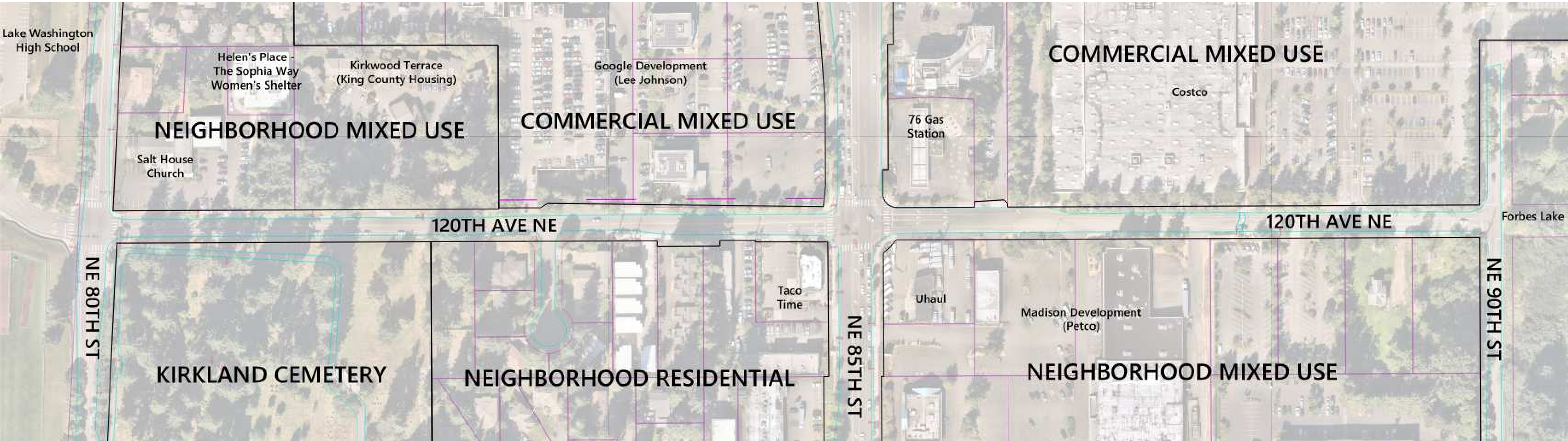






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120<sup>TH</sup> AVE NE

# Context Map



# SAP Baseline

## Assumptions:

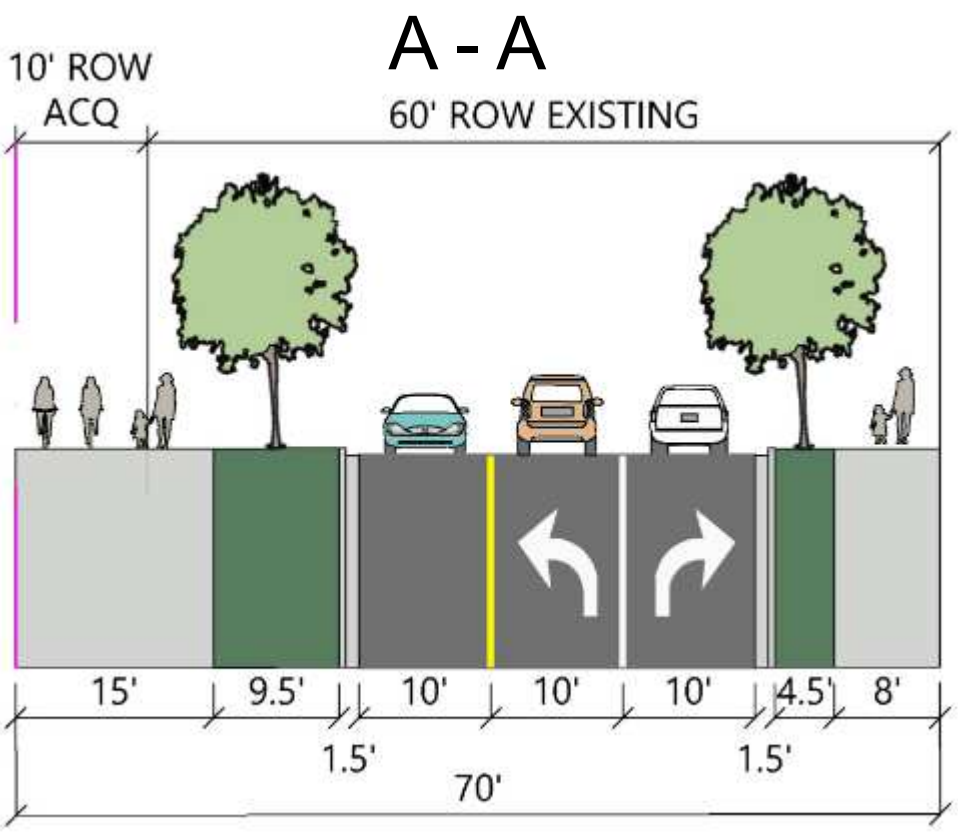
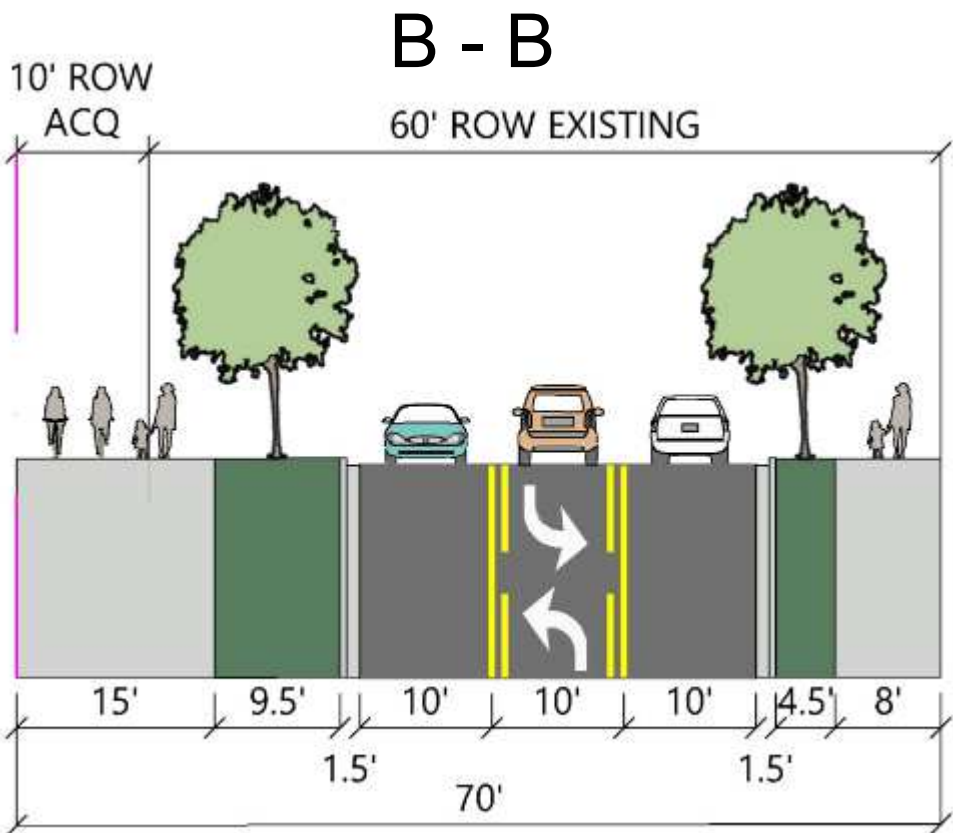
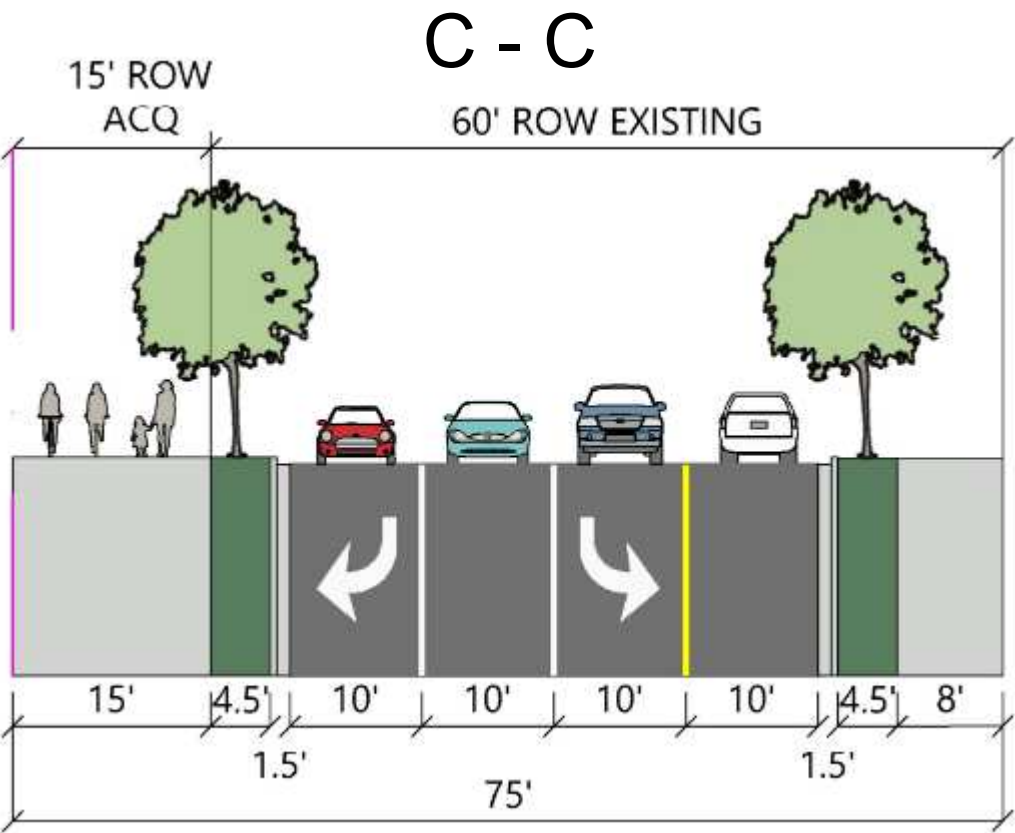
- Accommodate pedestrians as the highest modal priority
- Will not encroach onto cemetery plots
- Roadway, lane, sidewalk and landscape widths as per Station Area Plan Form-Based Code Street Standards
- Includes anticipated developments
  - Petco / Madison
  - Lee Johnson / Google
- 120<sup>th</sup> Ave NE and NE 85<sup>th</sup> St Improvements
  - 3 EB lanes
  - New EB right turn lane
  - Dual NB left turn lanes





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# SAP Baseline

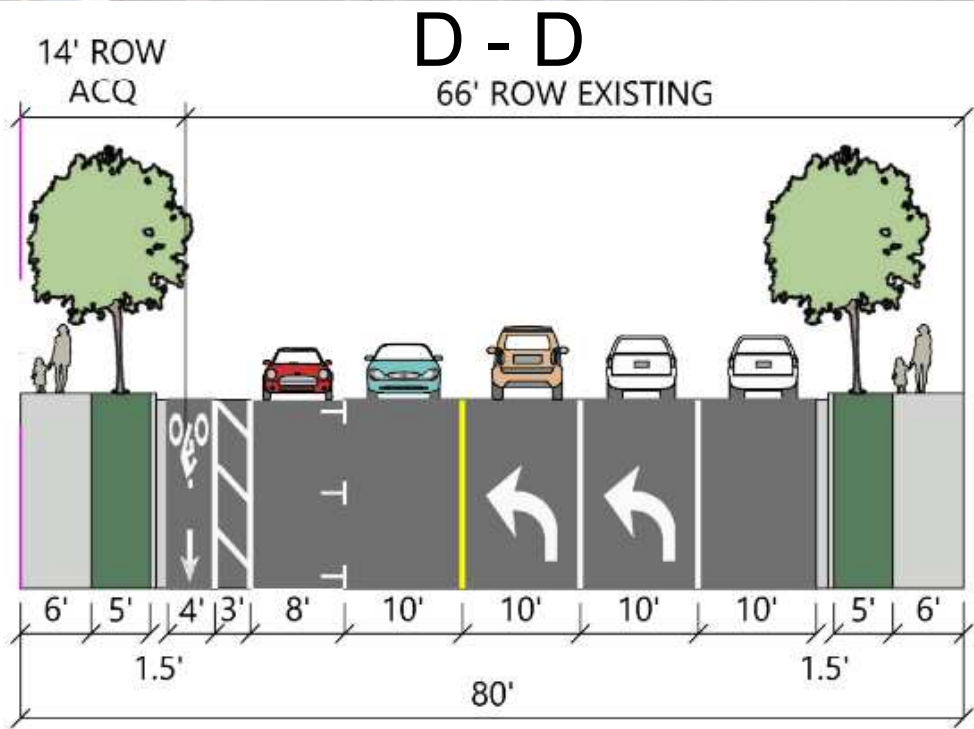
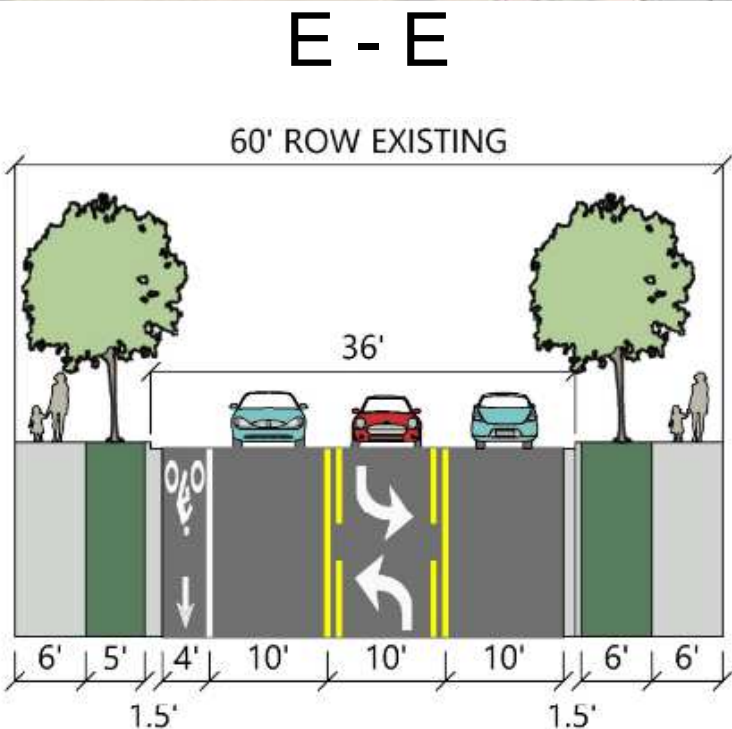
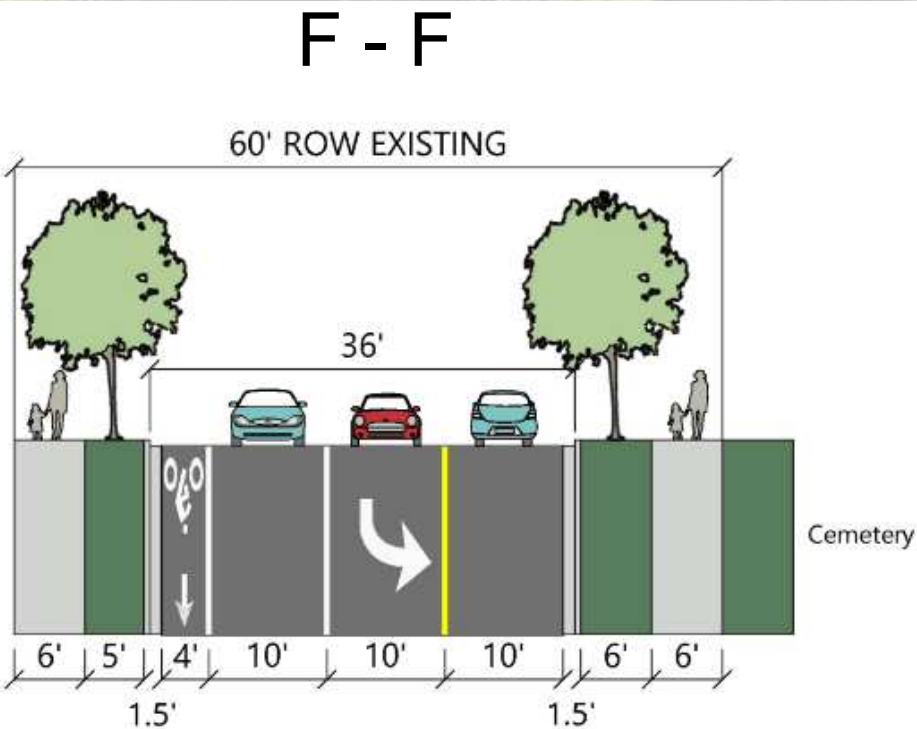
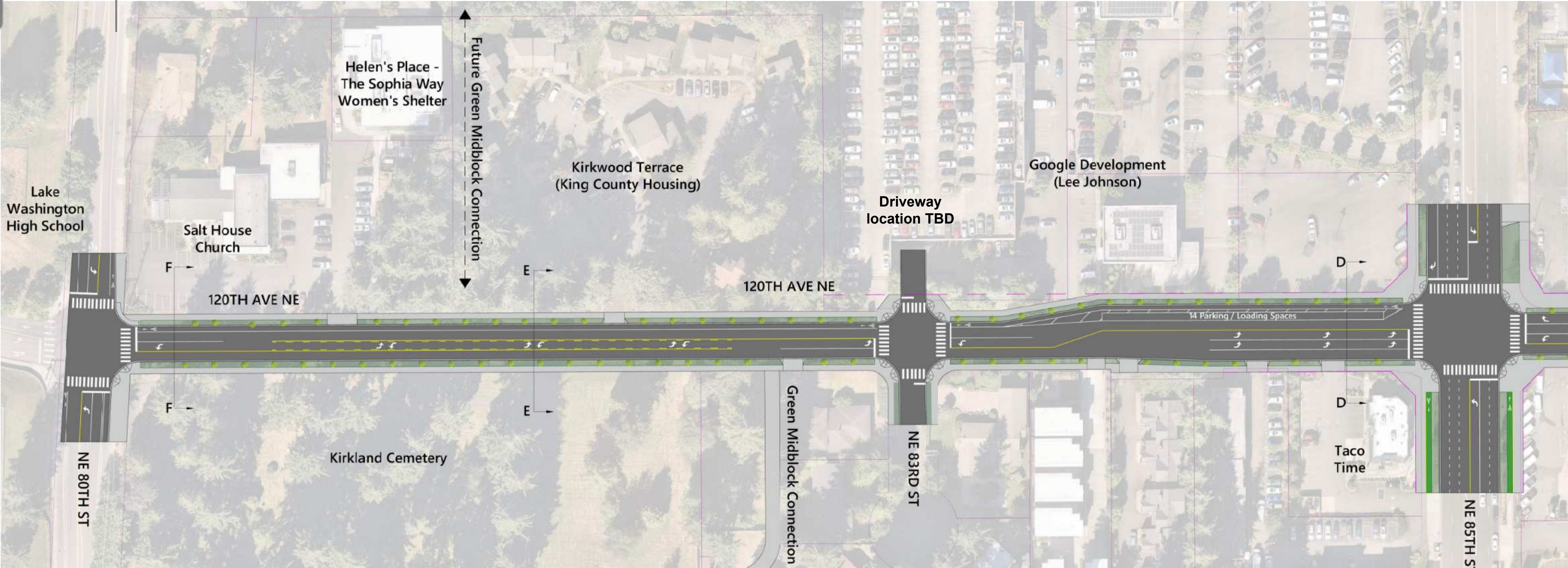






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# SAP Baseline





# Alternative Design

## Assumptions:

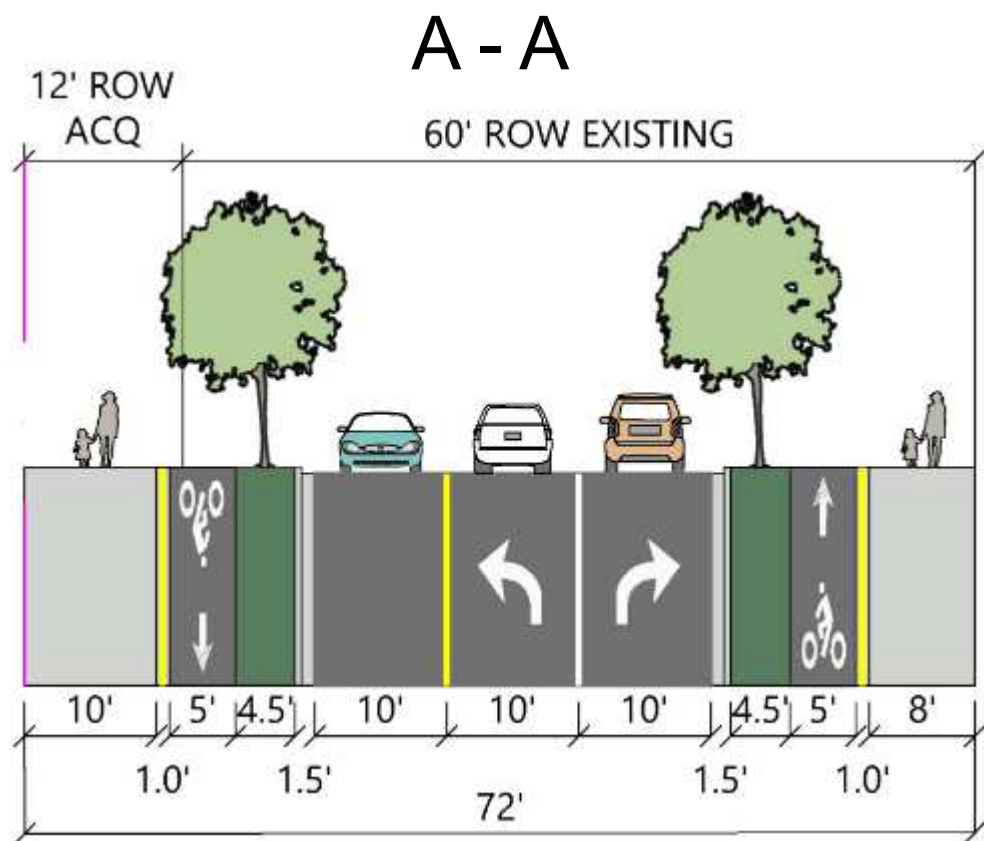
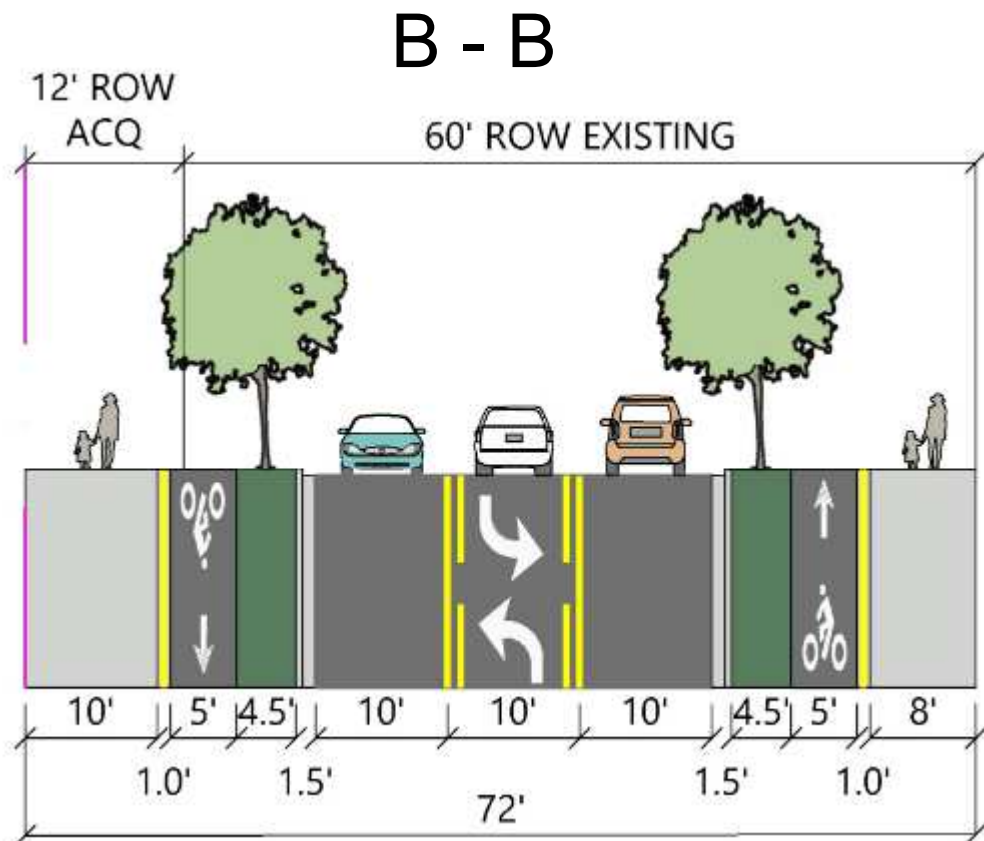
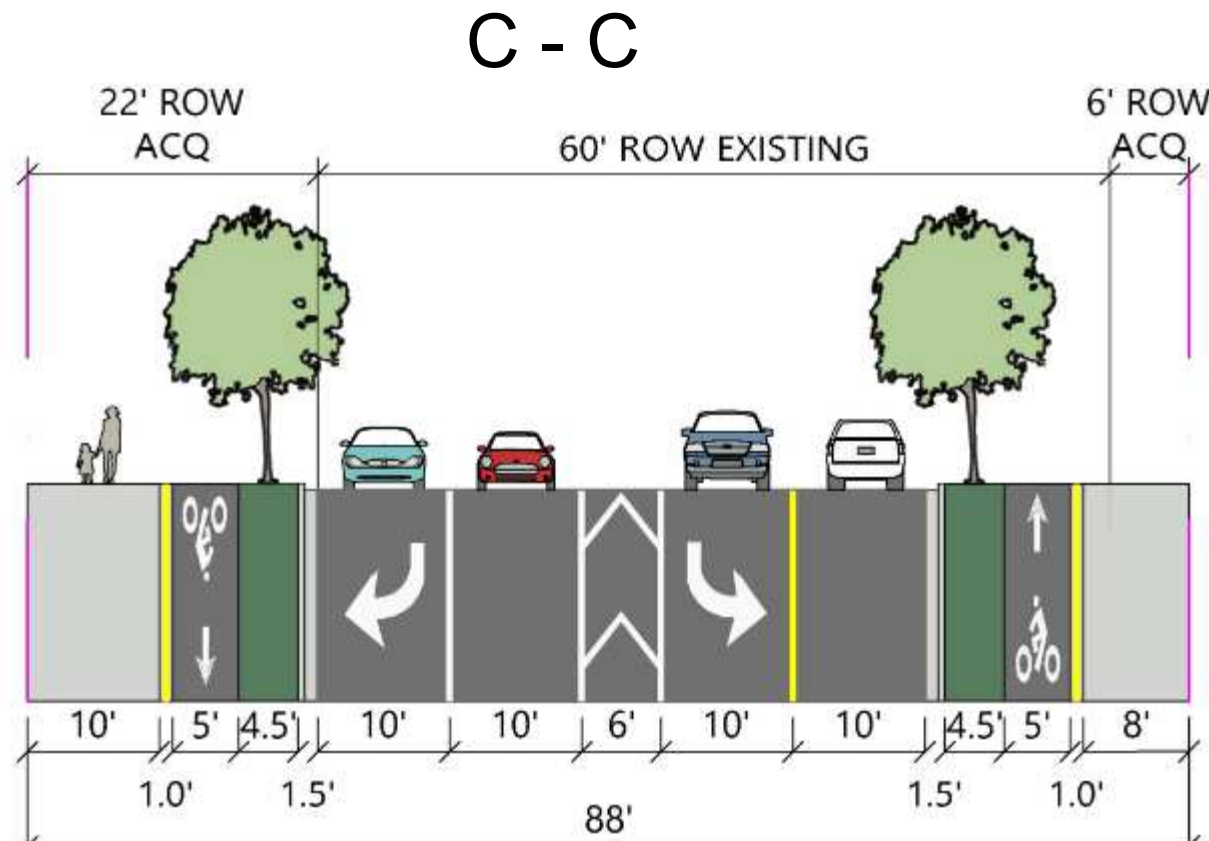
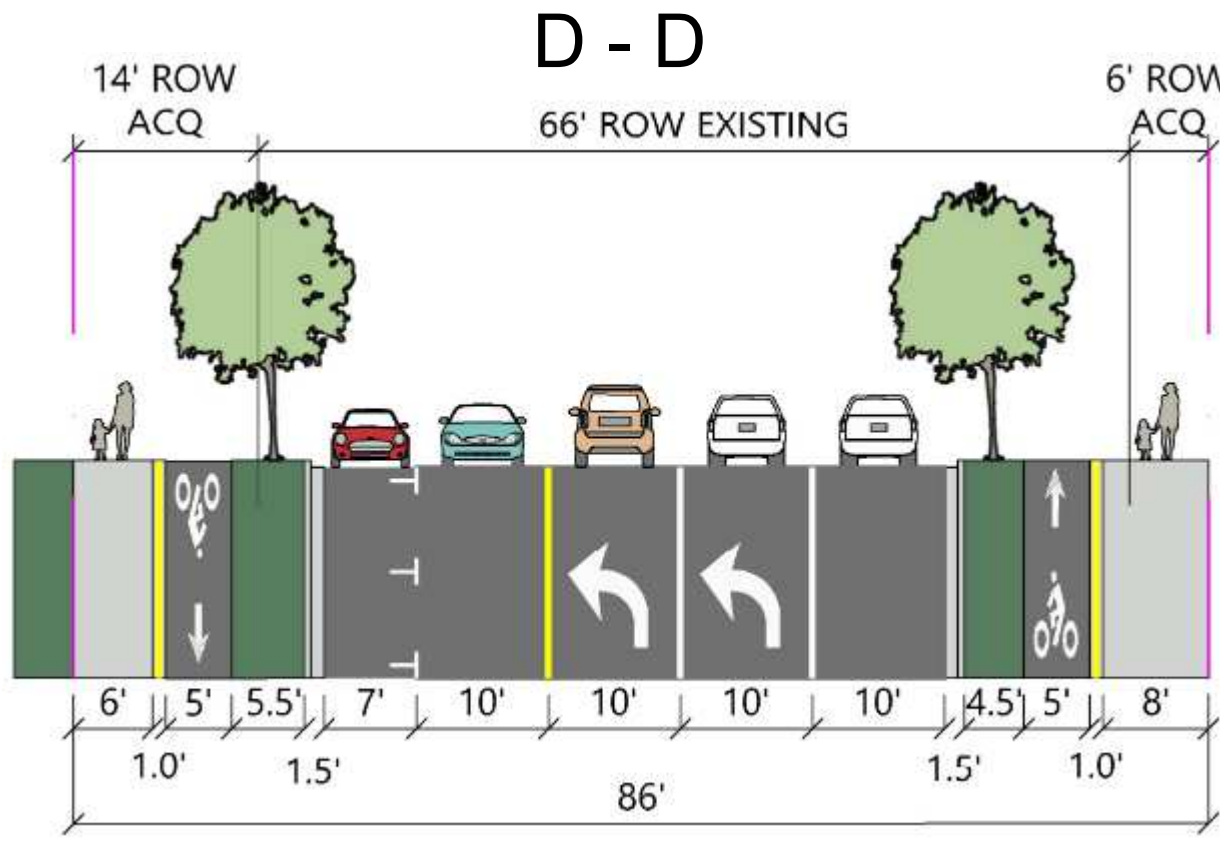
- Accommodate pedestrians as the highest modal priority
- Will not encroach onto cemetery plots
- Roadway, lane, sidewalk and landscape widths as per Station Area Plan Form-Based Code Street Standards
- Includes anticipated developments
- Incorporated NE 85<sup>th</sup> ST and 120<sup>th</sup> Ave NE lane configuration
- **Consistent corridor treatment for full length of 120<sup>th</sup> Ave NE**
- **On-street parking will be maintained for the Sophia Way Helen's Place women's shelter**





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# Alternative Design

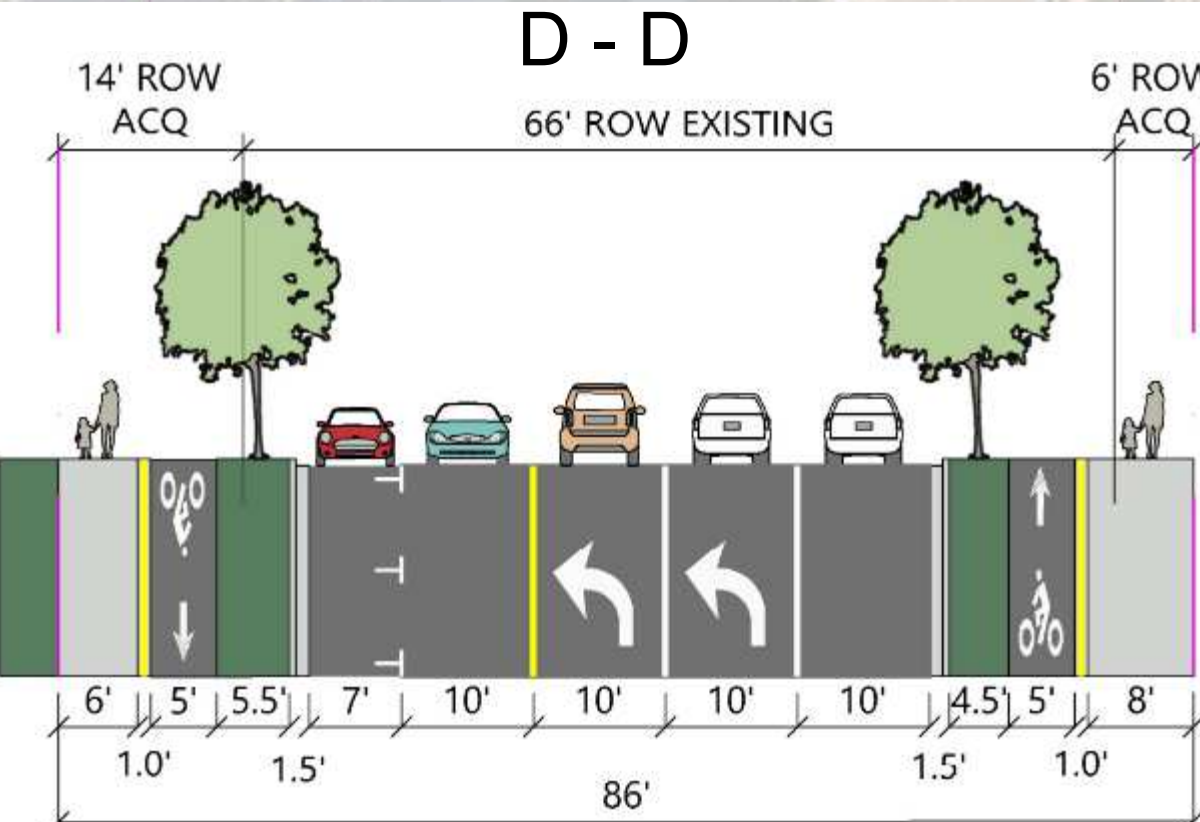
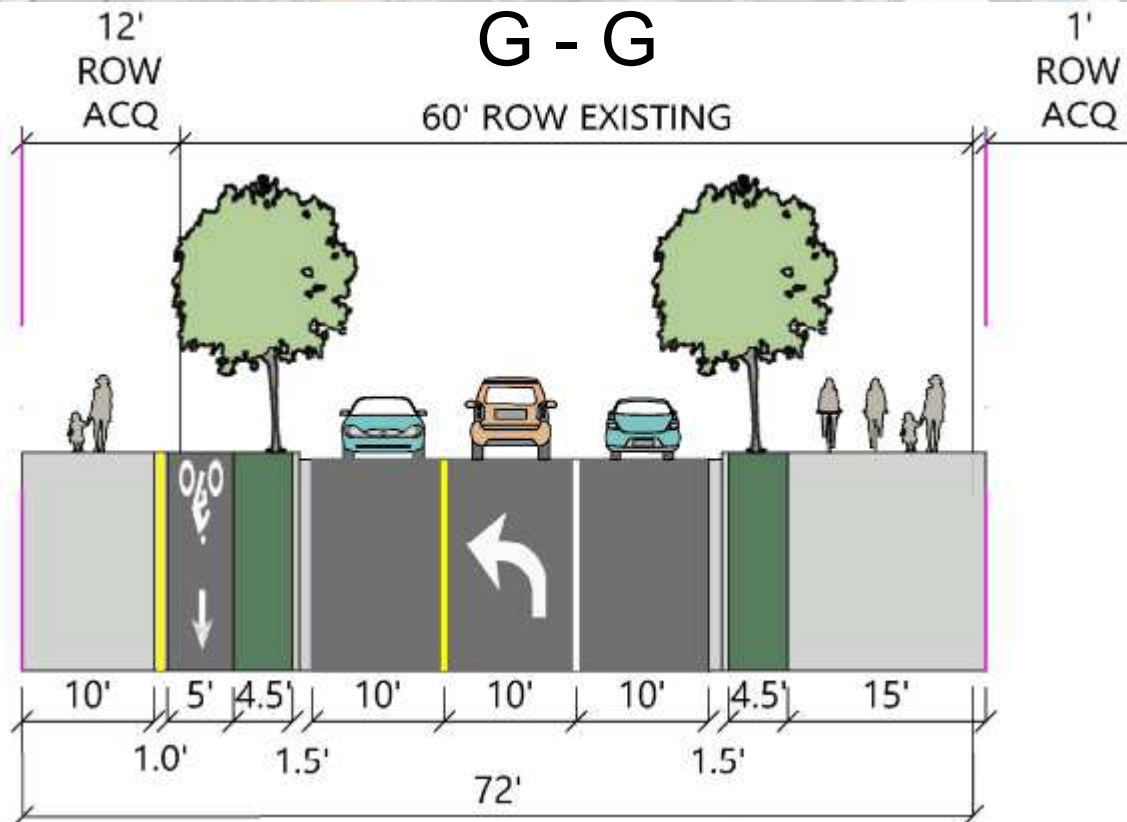
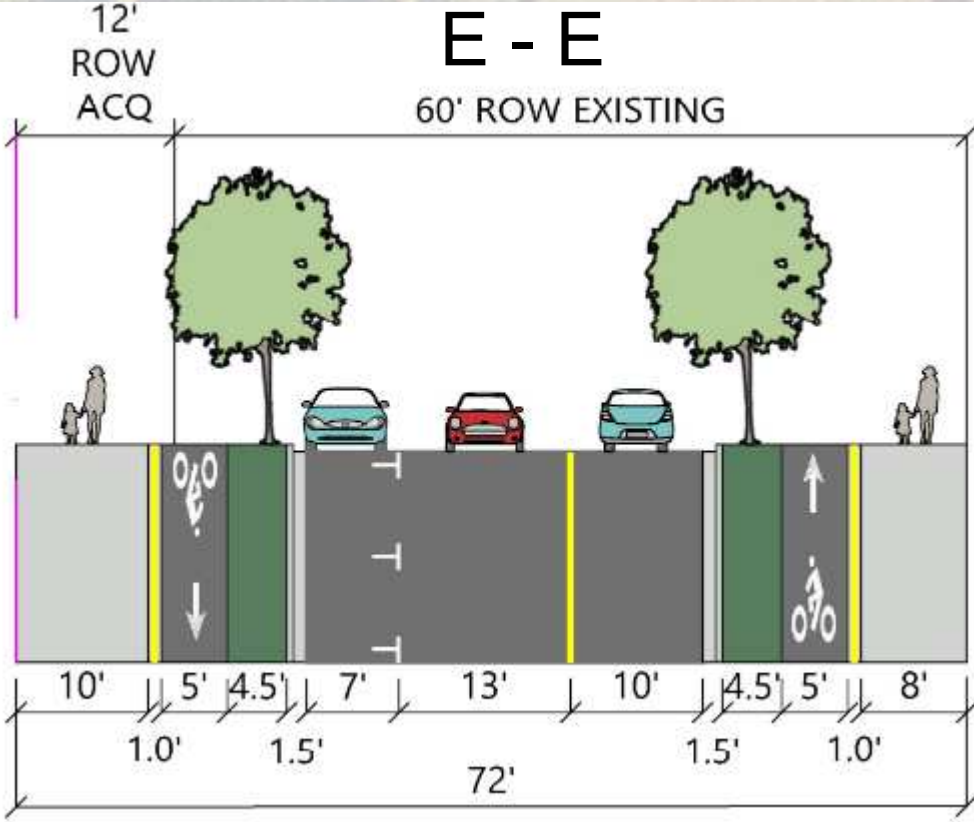
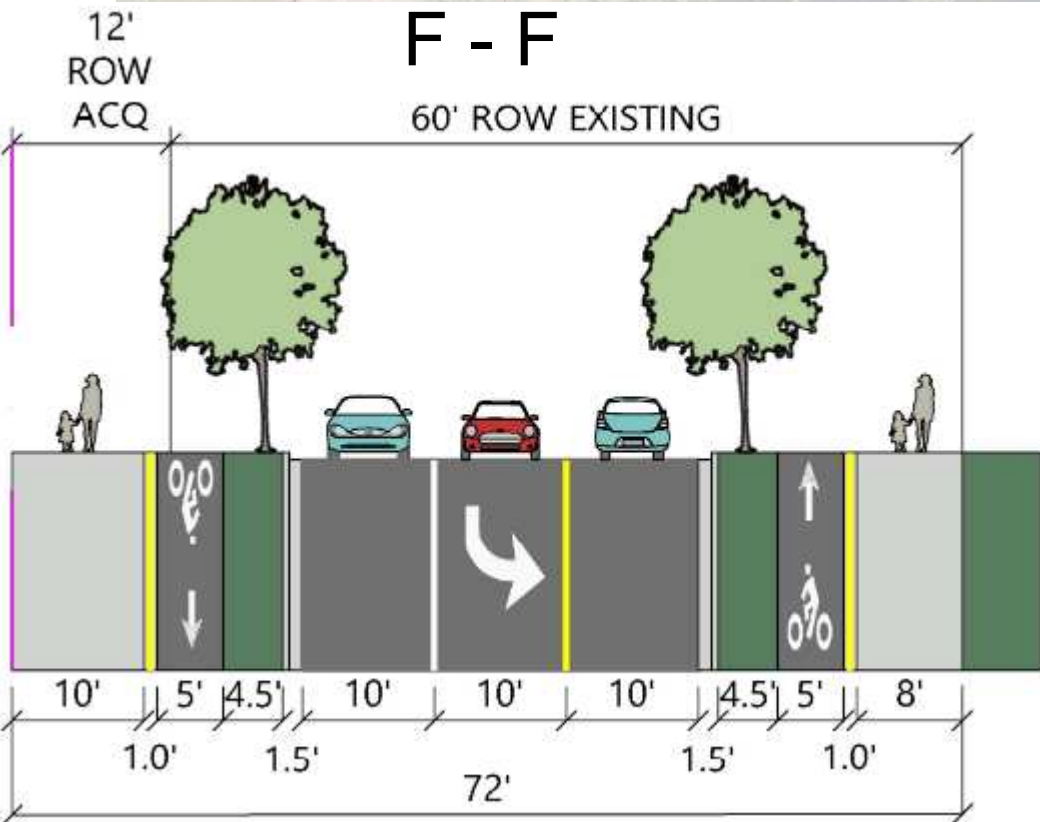






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# Alternative Design





# Evaluation Matrix Summary

Criteria	Baseline	Alternative
Walking	6' - 8' sidewalks	6' - 10' sidewalks
Cycling	SB painted bike lane + shared use path  No NB cycling facility	NB & SB protected bike lane
ROW	Between 3.5' to 15' of additional ROW required	An additional 2.5' to 7' compared to Baseline
Parking / Loading	14 spaces provided	24 spaces provided
Total # of new and retained trees	132 total	128 total



# Evaluation Matrix –Walking & Cycling

		Baseline	Alternative
Walking	Sidewalk width	6' – 8' +15' (shared use path)	6' – 10'
	Landscape width	4.5' – 9.5'	4.5' – 5.5'
Cycling	Pedestrian distance to travel lane	4.5' – 13.5'	10.5'
	Cycling – facility type	Painted bike lane	Protected bike lane
	Cycling – width	5'	5'
	Cycling - buffer	0' – 3' (with parking)	> 4.5'
	LTS	2 and 3	1





# Evaluation Matrix – ROW

			Baseline	Alternative
ROW	85th - 90th	West	10'	12'
		East	-	6' ( at intersection)
	83rd - 85th	West	14'	14'
		East	3.5' (at intersection)	6' (at intersection)
	80th - 83rd	West	-	12'
		East	-	-



# Evaluation Matrix – Parking

		Existing	Baseline	Alternative
Parking	85th - 90th	-	_*	-
	83rd - 85th	12	14	14
	80th - 83rd	49	-	10**

\* Potential for loading spaces within 9.5' landscape boulevard on the west side.

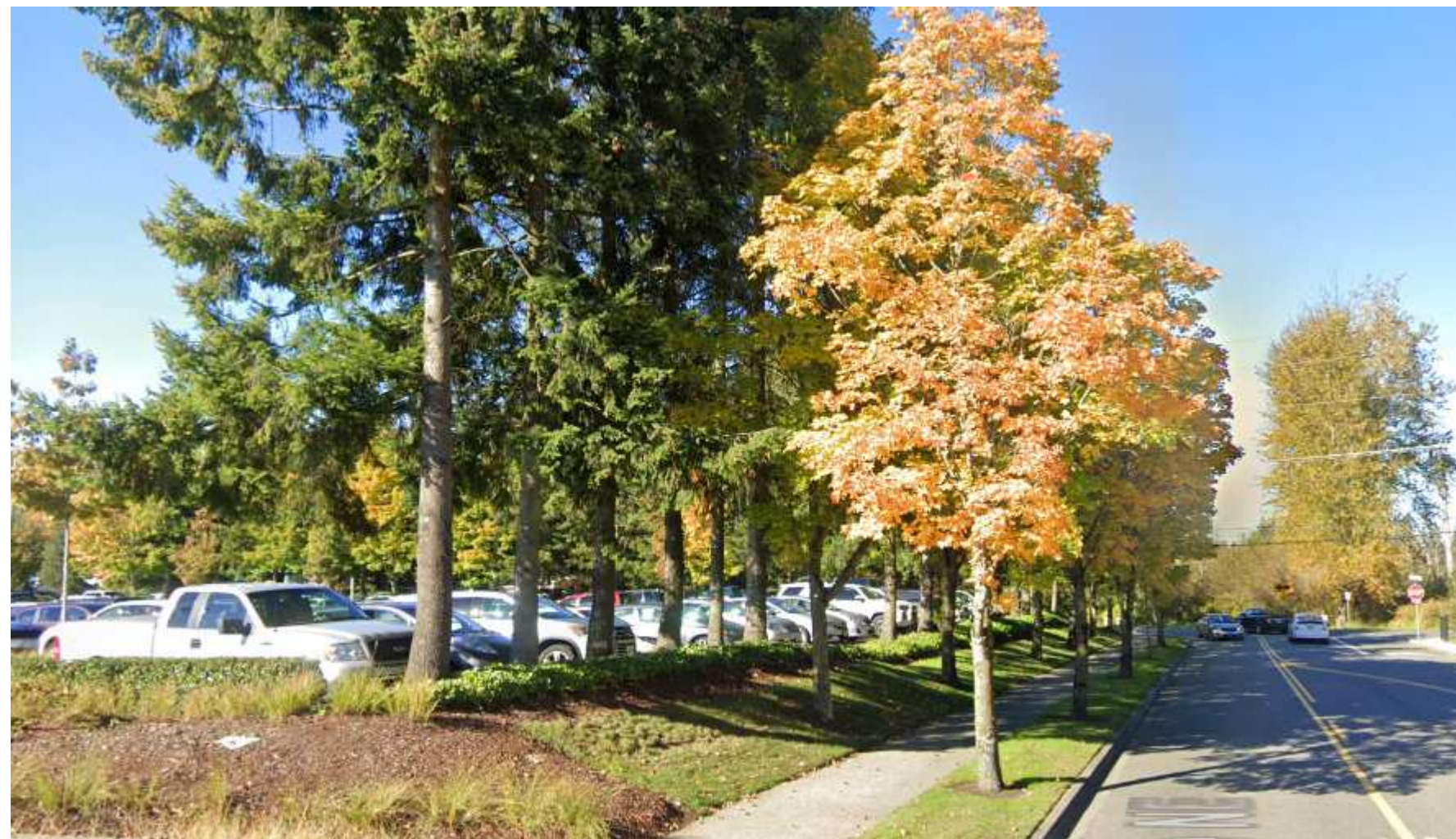
\*\* 16 spaces if parking was provided on the east side of 120<sup>th</sup> Ave NE.



# Evaluation Matrix – Tree impacts

		Baseline			Alternative		
		Remove	New	Total	Remove	New	Total
Total # of Trees	85th - 90th	10	38	<b>63</b>	30	53	<b>58</b>
	83rd - 85th	25	24	<b>26</b>	25	24	<b>26</b>
	80th - 83rd	15	39	<b>43</b>	19	44	<b>44</b>
	Total	48	101	<b>132</b>	74	121	<b>128</b>

Total number of trees within city ROW



NE 85<sup>th</sup> St to NE 90<sup>th</sup> St



NE 80<sup>th</sup> St to NE 85<sup>th</sup> St

- Large evergreens on private property will be impacted by both baseline and alternative designs
- Existing city street trees to be removed and replanted for both options