T: Transportation

Introduction

The intent of the Transportation Element is to guide the creation of an adaptive transportation system in Lake Forest Park that supports the City's vision and character. The element is informed by the directives presented in Washington State's Growth Management Act, the WSDOT Strategic Plan, relevant Puget Sound Regional Council documents (*VISION 2050, Transportation 2050*), and King County's countywide planning documents.

While the city itself is, for all intents and purposes, built out and considered "mature," regional forces have a significant influence on transportation conditions in Lake Forest Park. These forces include regional development patterns (especially to the northeast) and changes in workforce travel trends that have occurred in the years following the COVID-19 pandemic. The extension of Sound Transit's 1 Line and the future Sound Transit Stride bus rapid transit service along Bothell Way (SR 522) and the need to mitigate the vehicular dominance of the corridor to promote a healthier transportation network within the city is paramount. The goals and policies in the Transportation Element provide a framework for the City to respond to these changing conditions.

For reference, the City's street network map is shown in Figure I-4 and additional information about the City's transportation system is included in the Transportation Element Background Analysis (Volume II). Major topics addressed in Volume II, Transportation, include:

- Existing roadway classifications, as illustrated in Figure I-4
- Daily and PM peak hour traffic counts
- Transit service
- Walking routes
- Transportation funding; Level of Service policies

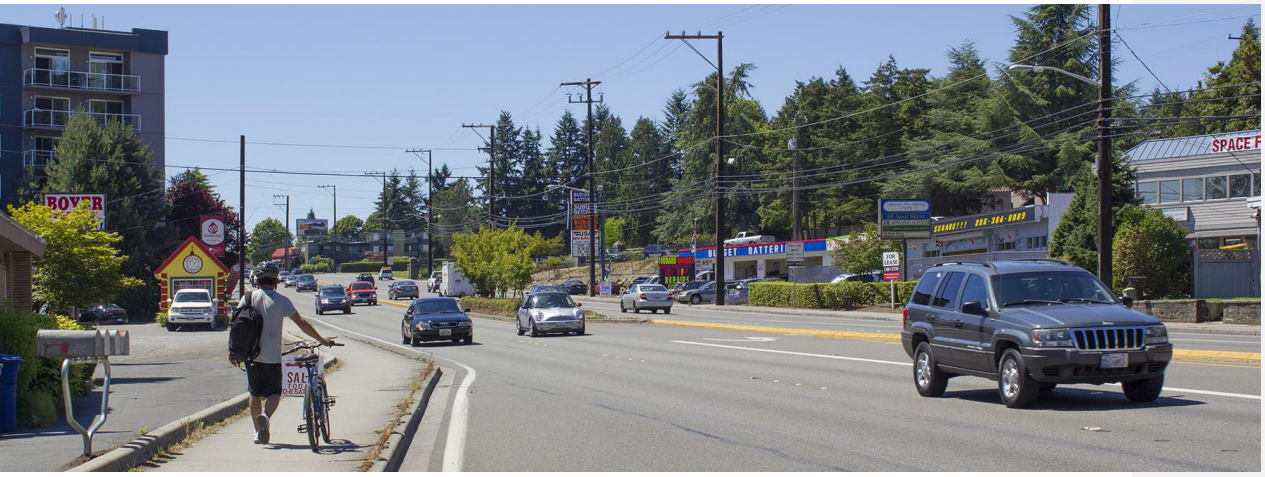
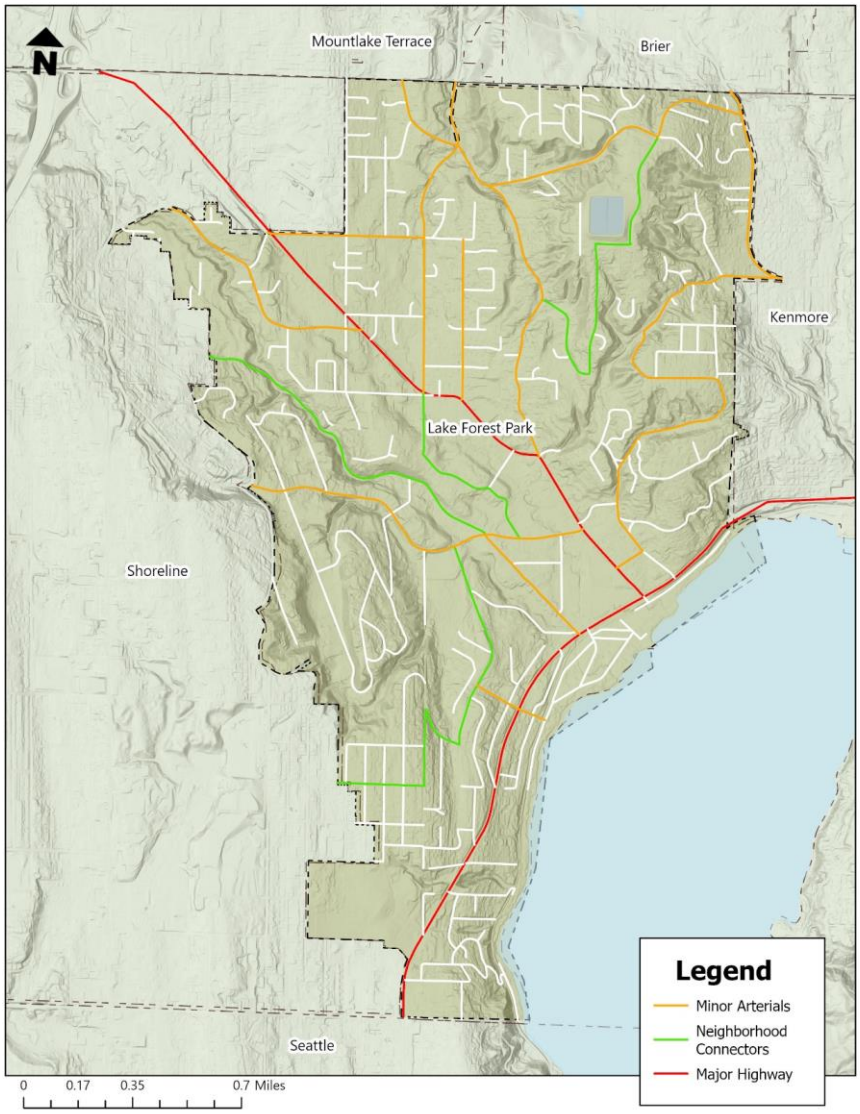


Figure I-1: Roadway Functional Classification Map



Commented [CH1]: Comment: Update map to reflect current street designation per the online GIS map

Commented [CH2]: Comment: Figure I-4 Map's use of the dotted line city is somewhat confusing, since it implies that there is some ambiguity of the city's southwestern boundary (double dotted lines throughout) and the city not extending to the roadway of 37th Ave NE at the northern boundary. The lake city limit boundary also seems ambiguous and arbitrary.

Goals and Policies

Goal T–1

Expand intermodal transportation connections, including walking, bicycling, driving/park & rides, and transit.

Policy T–1.1: Develop a connected and complete transportation network, that prioritizes multimodal access to key destinations including the Town Center and other services, transit stations, parks, and trails.

> ***Transit demand is high in Lake Forest Park.*** *Many residents have historically commuted via bus to employment centers in Seattle and the Eastside. Regional investments in the Link 1 Line extension and planned. Stride bus rapid transit and park & ride will continue to connect Lake Forest Park with the greater region.*

Policy T–1.2: Coordinate with planned light rail and bus rapid transit services coming to and near Lake Forest Park if a park & ride facility is funded and designed. Work with neighboring communities to develop additional regional "upstream" park & ride facilities.

Policy T–1.3: Expand bicycle rack and locker capacity at appropriate transit stops and park & rides in a manner that meets Community Protection through Environmental Design (CPTED) guidelines.

> *See the discussion of* ***CPTED*** *in the Community Services & Public Safety Element Background Analysis.*

Policy T–1.4: Identify and implement measures to accommodate the anticipated increase in the number of people accessing light rail via motorized and active transportation, including improving multimodal connections to the Town Center, bus routes, and future Stride Bus Rapid Transit (BRT) that connect with new light rail stations.

Policy T–1.5: Provide safe, efficient, and direct pedestrian and bicycle access to transit stops and light rail stations.

Policy T–1.6: Improve bus stop comfort and safety by coordinating with transit agencies, and improve shelters and safe access for pedestrians and bicyclists.

Policy T–1.7: Coordinate with state and regional entities to enhance mobility for all modes on state owned routes (SR 522, SR 523, and SR 104), including efforts to achieve the stated level of service standards for these corridors. For facilities within Lake Forest Park, this means striving for LOS D along SR 522 and LOS E-mitigated along SR 104.

Commented [CH3]: Comment: Consider breaking up T-1 into 2 or 3 Goals
a.T-1 Active Transportation (walking, biking, strollering, etc.). Include policies 1.1, 1.5, 1.15, 1.16, 1.19
b.T-2 Regional transit and State entities. Include policies 1.2, 1.3, 1.4, 1.6, 1.7, 1.8
c.T-3 System Planning. Include policies 1.9, 1.10, 1.11, 1.12, 1.13, 1.14, 1.17, 1.18

Commented [CH4]: Comment: Agree with SCJ's recommendation. LFPMC 18.42.095 has some fairly specific design requirements for parking structures at Town Center.

Policy T–1.8: In partnership with the State and other agencies, develop corridor plans for SR 522 and SR 104 that holistically address all modes of transportation, adjacent land uses, utility undergrounding, fish and wildlife movement, and the connecting street network.

Commented [CH5]: WDFW RECOMMENDATION

Policy T–1.9: Include emergency service providers in review of roadway designs to ensure emergency vehicle passage.

Policy T–1.10: Achieve the following level of service (LOS) standards on the city's street network:

- Vehicle LOS C/D on local arterials, which allows for moderate congestion throughout the day.
    - **Multimodal:** Strive to complete the pedestrian networks as prioritized in the Safe Street, Safe Highways, and Safe Streets Town Center Connection plans.
    - **Transit:** coordinate with transit agencies to improve access to transit stops as prioritized in the Safe Street, Safe Highways, and Safe Streets Town Center Connection plans.

Policy T–1.11: Review and update roadway and sidewalk standards to ensure they meet multimodal transportation needs and encourage wider underpasses for wildlife corridor needs.

Commented [CH6]: WDFW RECOMMENDATION

Policy T–1.12: Encourage Commute Trip Reduction Program strategies and practices to reduce drive-alone miles and vehicle miles traveled especially during peak hours.

Commented [CH7]: Comment: Agree with SCJ's recommendation.

> ***Travel Demand Management (TDM),*** *is intended to reduce the need for roadway expansion by encouraging options such as telecommuting, employers providing free bus passes, and working flex hours.*

Policy T–1.13: On major arterials, develop access management guidelines to reduce and consolidate access points, reduce right-of-way needs, and to minimize turning movement conflicts, encouraging the expansion and safety of the multi-modal transportation network.

Commented [CH8]: Comment: There are missing commas, I think.

Policy T–1.14: Construct transportation facilities concurrent with growth to ensure the transportation system continues to meet the needs of Lake Forest Park residents.

Policy T–1.15: Plan a transportation system that accommodates users of all abilities, including the elderly and those with special needs. Develop and adopt an ADA transition plan that will identify existing obstacles to accessibility and create and establish a schedule to meet compliance.

Policy T–1.16: Develop multimodal LOS standards to align with the multi- county planning policies that require LOS standards to be based upon the movement of people and goods.

Policy T-1.17: Prioritize inclusive outreach in the transportation planning process.

Policy T-1.18: Review and identify areas with disadvantaged and historically underinvested populations and incorporate equity criteria considering disproportionate harm or benefit to identified populations in project prioritization.

Policy T-1.19: Ensure that the development provides mitigation measures when required to maintain appropriate levels of service for all modes and to meet concurrency requirements.

What is Transportation Level of Service (LOS)?

Level of service (LOS) is a qualitative measure used to evaluate the quality of public infrastructure. Cities have historically measured transportation LOS based on the experience of drivers, in terms of vehicle speed, traffic density, or how long vehicles wait at an intersection. Lake Forest Park has an auto-based LOS policy that measures traffic densities on arterials throughout the day. As shown in the figure below from *Planning Urban Roadway Systems* (Institute of Transportation Engineers, 2011), transportation LOS does not have to be limited to the experience of just vehicles. This Transportation Element expresses the intent to measure transportation LOS to also evaluate the experience of walking, biking, and taking transit in Lake Forest Park.

Figure I-2: Transportation Levels of Service

Commented [CH9]: Comment: The yellow box explaining Transportation Level of Service should be moved closer to the front of this section.

Response: Recommend moving to after first instance of LOS (T-1.7)

Goal T–2

Improve safety for active transportation and expand non-motorized transportation access to Lake Forest Park neighborhoods and destinations (parks, schools, Town Center, transit, Burke-Gilman Trail), and for recreation.

Policy T–2.1: Implement and regularly update the Safe Streets, Safe Highways, and Safe Streets Town Center Connections Plans that ~~identifies~~identify:

Commented [CH10]: WDFW RECOMMENDATION: We highly encourage these plans to incorporate a prioritization list for high wildlife-related collision areas to be modified/corrected.

- Designation of signed bike routes to Lake Forest Park destinations and provide linkages with neighboring cities' bike routes.
- Expansion of pedestrian trail network to link neighborhoods and destinations.
- Construction of sidewalks or separated walkways along streets that link destinations.
- Opening up city rights-of-way, including along appropriate streets, to provide safe pedestrian and bicycle access to destinations, including the light rail stations, bus rapid transit, and the Burke-Gilman Trail.
- Mode share goals to increase the amount of travel occurring via walking, biking, and transit.
- Identification and prioritization list for high wildlife-related collision areas to be considered for future modification.

Policy T–2.2: In conjunction with WSDOT and other regional authorities, consider pedestrian/wildlife overpass/underpass crossings for major transportation corridors to improve access and safety.

Policy T–2.3: Incorporate consideration of the multimodal transportation LOS, when adopted, into the City's environmental review process to ensure that impacts of new development on the bicycle and pedestrian network are fully evaluated and mitigated.

Policy T–2.4: Improve signage and safe ~~walkways~~active transportation facilities, including pedestrian sidewalks, to Lake Forest Park trails such as the Burke-Gilman and between the Burke-Gilman and Interurban Trail.

Policy T–2.5: Install and improve ~~appropriate~~ streetlights and pedestrian-scale lighting at intersections and along pedestrian routes, using DarkSky International and/or ALAN standards where appropriate.

Policy T–2.6: Aim for complete streets designs for the safety of all modes. Install separators for bikes/pedestrians/cars in appropriate locations.

Policy T–2.7: Enforce regulation requiring homeowner maintenance of landscaping along pedestrian and bicycle facilities.

Commented [CH11]: Comment: 4th bullet point should include Bus Rapid transit

Commented [CH12]: WDFW RECOMMENDATION

Commented [CH13]: Comment: I propose deleting this policy. Considering the geography of SR104 and SR522, I seriously doubt that we could build any pedestrian tunnels or bridges that would be (A) affordable and (B) actually used by pedestrians as opposed to most of them continuing to cross at level.

I'd like to see 2.2 replaced with language like "Work with WSDOT to develop and implement complete streets along SR104 and SR522 to facilitate safe pedestrian crossings"

Commented [CH14]: WDFW RECOMMENDATION

Commented [CH15]: Comment: Signage and active transportation facilities to LFP trails…

Response: Please confirm appropriate placement of active transportation facilities.

Commented [CH16]: Comment: Reinforce dark skies style light fixtures, pedestrian scale lighting

What are Complete Streets?

Complete streets think beyond the curb-to-curb and consider how the entire public right-of-way can support the transportation needs of all users. Complete streets do not prescribe a certain type of infrastructure be put in place, but that communities are striving to create a safe and comfortable travel environment for all modes.

Figure I-3: Complete Streets

Policy T–2.8: Expand Lake Forest Park's "Safe Routes to School Program" participation, including an education and encouragement component, and continue to apply for local, state, and federal grants to enhance safe routes to school.

Policy T–2.9: Support education and outreach measures for all users— motorized and non-motorized.

Policy T–2.10: Design/improve crosswalks for maximum safety.

Policy T–2.11: Strive to improve the accessibility of the transportation system for all.

Policy T–2.12: Establish urban streetscape design criteria that are oriented towards active transportation use.

Policy T–2.13: Provide safe pedestrian crossings at bus stops on arterial roadways.

Policy T–2.14: Promote appropriate street conditions for people walking, rolling, and biking to feel safe around different levels of traffic.

Commented [CH17]: Comment: Prefer the alternative that states "Promote driver awareness of active mode users, such as..." Basically, people walk, jog, run, roller-skate, scooter, bike, wheel-chair and stroller on our streets, so it's better to not list all the modalities.

Commented [CH18]: Comment: I like the language "active transportation" rather than listing pedestrians, cyclists, etc.

Policy T–2.15: Support measures, including traffic enforcement cameras and enforcement strategies, that increase pedestrian safety.

Goal T–3

Minimize and manage "cut-through" traffic on local streets through regional cooperation, as well as through implementation of local measures (transportation demand management and traffic calming).

Policy T–3.1: Continue the Neighborhood Traffic Calming Program to address expressed concerns and implement appropriate local traffic calming devices/designs throughout Lake Forest Park neighborhoods.

> ***Traffic calming*** *is the deliberate slowing of traffic in neighborhoods through physical design, such as narrowed roads, traffic circles, speed humps, and other means.*

Policy T–3.2: Monitor east-west routes that connect with new light rail stations, and coordinate with regional partners on needed enhancements.

Policy T–3.3: Work to find ways to reduce cut-through traffic, including working with neighborhoods, to confine/direct cut-through traffic to neighborhood arterials.

Commented [CH19]: Comment: An unneeded comma after "neighborhoods" changes the meaning of the sentence - please omit. Also, can we work with the makers of traffic apps to reduce cut-through traffic?

Policy T–3.4: Actively encourage commuting by bicycle and transit, or by car/vanpooling with others.

Policy T–3.5: Develop clean transportation programs and facilities, including actions to reduce pollution and greenhouse gas emissions from transportation.

> ***Clean transportation*** *refers to the use of active modes, alternative fuels and advanced transportation technologies to reduce the use of traditional fossil fuels and promote cleaner air and greater energy security.*

Policy T–3.6: Accommodate local deliveries and other goods movement that is necessary to serve Lake Forest Park residents and businesses and support the efficient movement of goods in the City's commercial area.

Goal T–4

Create a sustainable funding plan for constructing and maintaining an adaptive multi-modal transportation

system.

Policy T–4.1: Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services.

Policy T–4.2: Look for opportunities for funding safety projects.

Policy T–4.3: Fund "complete streets" and pathways, while also maintaining existing infrastructure.

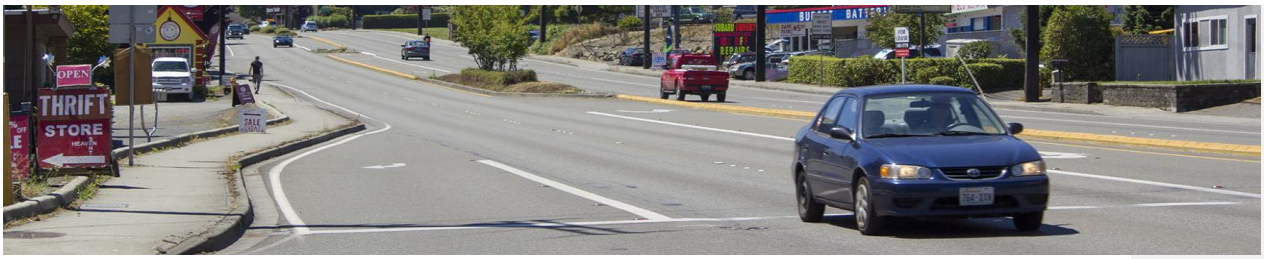
Policy T–4.4: Maintain and supplement a sustainable funding plan with grants for larger projects.

Policy T–4.5: Explore options to fund sidewalks and walkways that are consistent with priorities expressed in the Safe Streets, Safe Highways, and Safe Streets Town Center Connections Plans.

Policy T–4.6: Develop joint improvement plans for state highways with WSDOT, and pursue collaborative funding opportunities.

Policy T–4.7: Develop joint improvement plans with regional transit agencies to maintain and increase transit ridership and service.

Policy T–4.8: Incorporate environmental factors into transportation decision-making, including attention to human health and safety as described in the Environmental Quality & Shorelines Element.



Goal T–5

Minimize the impact of state highways on quality of life in Lake Forest Park.

Policy T–5.1: Take all reasonable actions to ensure quality of life and mobility of Lake Forest Park residents are preserved through the following measures:

- Actively review WSDOT programs for policies, potential funding, and potential design treatments of state routes heading through Lake Forest Park.
- Identify and implement safety improvements for property owners directly exposed to highway-speed traffic, whenever possible.
- Advocate for aesthetically pleasing and appropriate noise-mitigation opportunities, whenever possible. These barriers should not interfere with appropriate pedestrian or bicycle travel.
- Proactively pursue measures to improve access to traffic flow for residents along state routes, whenever possible.
- Maintain lobbying effort to encourage WSDOT to continue to improve state transportation infrastructure within city ~~limits and prevent Lake Forest Park from becoming more of a "choke point" for traffic congestion~~.
- Prioritize the maintenance of the transportation system to facilitate continued operation during natural and human-caused hazards.

Policy T-5.2: Support implementation of expanded smart signals to optimize both active and motorized transportation safety ~~traffic to optimize arterial through-put, while also considering arterial-neighborhood access interface~~.

> ***Smart traffic signal technology*** *allows traffic signals to use radar sensors, cameras, and algorithms to sense traffic and adjust signals based on real-time conditions, allowing adaptation to changing traffic conditions to reduce the amount of time that cars spend idling.*

Policy T–5.3: Proactively coordinate with state and regional entities on implementation of regional tolling, per Puget Sound Regional Council (PSRC)'s Transportation 2040.

Policy T–5.4: Ensure that any major development has ease of access to arterials.

Commented [CH20]: Comment: t seems to me that explicitly prioritizing traffic flow on state highways will run counter to our plans for improving active transportation safety. I'd like to delete this bullet point.

Commented [CH21]: Comment: I'd delete everything after "city limits"

Commented [CH22]: Comment: similar point to the 4th bullet [in T-5.1], I don't like us prioritizing arterial throughout at the expense of active transportation safety. Perhaps edit to "Support implementation of expanded smart signals to optimize both active and motorized transportation safety.

Goal T–6

Work with transit agencies and neighboring jurisdictions to provide transit service that meets the community's needs.

Policy T–6.1: Coordinate with regional transit entities to expand east-west transit options in Lake Forest Park and to Link Light Rail stations at 145th and 185th Streets.

Policy T–6.2: Coordinate with regional transit entities to increase bus capacity/frequency, including access to Stride service on SR 522.

Policy T–6.3: Support Sound Transit's Long-Range Plan for Stride 23 bus rapid transit through Lake Forest Park.

Policy T–6.4: Support creative mobility options for "last mile" connectivity ~~for the elderly~~ through ~~the provision of~~ transit agency resources, such as Metro Flex, vanpool services, neighborhood pickup vans, or with park & ride lots closer to Lake Forest Park.

Policy T–6.5: Optimize transit links to pedestrian and bicycle paths.

Policy T–6.6: Maintain easy and frequent transit access to major employment and shopping centers such as downtown Seattle, Northgate, the Eastside, and the University of Washington. Where possible, increase the number of destinations that are accessible by transit.

Policy T–6.7: Coordinate with neighboring jurisdictions to enhance Lake Forest Park's access to regional transit lines, such as the Link Light Rail.

Goal T–7

Minimize negative environmental impacts of the transportation system.

Policy T–7.1: Support the transition to electrification of personal and City-owned fleet vehicles.

Policy T–7.2: Promote the reduction of stormwater pollution from transportation facilities, such as enhanced street sweeping and establishing best management practices to reduce and treat stormwater runoff.

Policy T–7.3: Integrate low impact development into all transportation projects to support regional salmon recovery efforts by improving water quality and reducing pollutants like 6PPD-quinone, a toxic chemical from tire wear.

Commented [CH23]: Comment: Future Goal 1.3 (or add neighboring jurisdictions to Goal T-6)

Commented [CH24]: Comment: Expand the "last mile" problem to include more than just the "elderly". Metro Flex is part of the solution to this problem.

Response: Minor adjustments to expand applicability.

Commented [CH25]: Comment: Add "Metro Flex" as an additional last-mile option

Commented [CH26]: Comment: Add Policy to coordinate with neighboring jurisdictions to enhance LFP access to regional transit like the Link Light Rail

Commented [CH27]: WDFW RECOMMENDATION: This policy is crucial for Lake Forest Park, given its extensive Lake Washington shoreline, as roadway runoff significantly degrades water quality and threatens local salmon populations. Chemicals like 6PPD-quinone, commonly found in tire wear, are highly toxic to salmon, and runoff from transportation infrastructure can quickly carry these pollutants into waterways. By prioritizing LID techniques, the city can effectively filter and reduce harmful runoff, directly supporting salmon recovery efforts and enhancing overall water quality.

CITY OF LAKE FOREST PARK

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