

Memorandum

Date: March 1, 2024
To: Christina Haworth, (SCJ Alliance)
From: Jessica Brackin, Carmen Kwan, and Moiz Abdul Majid (Fehr & Peers)
Subject: **Policies for Lake Forest Park's Transportation Element**

SE23-0925

City of Lake Forest Park has requested Fehr & Peers review the city's current Transportation Element (TE) of the 2015 Comprehensive Plan and identify areas that could need additional or expanded policies to meet the PSRC requirements for certification of the 2024 Comprehensive Plan Update. The current 2015 TE Goals & Policies Section is in **Attachment A** for reference.

The Washington State Growth Management Act (GMA) calls for coordination between local, regional, and state planning efforts. State law designates Puget Sound Regional Council (PSRC) as the Regional Transportation Planning Organization (RTPO) for King County and requires PSRC to certify the transportation-related provisions of local comprehensive plans. Certification Requirements includes:

- Conformity with GMA transportation planning requirements
- Consistency with adopted regional guidelines and principles - PSRC's [VISION 2050](#) is the multicounty planning document that establishes regional guidelines and principles.
- Consistency with the Regional Transportation Plan

The following section provides suggestions for City staff to consider for the 2024 TE Update. PSRC publishes a [VISION Consistency Tool for Local Comprehensive Plans](#) which includes a checklist to guide comprehension plans and facilitate certification. Specific PSRC checklist requirements we identified as potentially lacking in the current TE are indicated by ✓. Policies for consideration are developed from example policies from other jurisdictions in the region. These policies are a starting point for staff discussion and are expected to be refined by staff as needed.

A key component to the TE update will be incorporating the efforts of plans adopted since the 2015 Comprehensive Plan: Safe Streets, Safe Highways Report, and Safe Streets: Town Center

Connections, Neighborhood Traffic Calming Program, and Stormwater Management Action Plan. These plans are referenced as appropriate.

Summary of Suggested TE Revisions for Consideration

✓1. Work to develop and operate a safe and convenient system for all users and the movement of freight and goods (MPP-T-11)

Note: WSDOT freight classification shows SR 522 as a T-3 corridor today. It was classified as a T-2 corridor in 2015. Currently Lake Forest Park does not have T-1 or T-2 classified routes.

Policies for consideration:

- *Include freight needs in the prioritization criteria for street projects as appropriate.*
- *Assess and seek to minimize conflicts between active transportation modes and freight mobility when developing transportation improvement projects on designated truck routes.*

✓2. Support safe and welcoming environment for walking and bicycling (MPP-DP-15)

Policies for consideration:

- *Continue the Neighborhood Traffic Calming Program to address expressed concerns on low-volume residential roads.*
- *Incorporate selected projects of Safe Streets, Safe Highways, and Safe Streets Town Center Connections plans into the TIP, CIP, and 20-year financing plan.*

✓3. Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system (RCW 36.70A.070(6)(a)(vi), MPP-T-3)

Policies for consideration:

- *Encourage all employers to consider implementing Commute Trip Reduction Program (CTR) strategies and practices to reduce drive-alone miles and vehicle miles traveled especially during peak demand hours.*

✓4. Increase the resilience of the transportation system and support security and emergency management (MPP-T-31)

-and-

✓5. Identify maintenance and system preservation projects and programs necessary to maintain the ability of the transportation system to provide safe, efficient, and reliable movement of people, goods, and services (RCW 36.70A.070, MPP-T-1-2, T-4)

Policies for consideration:

- *Prioritize the maintenance of the transportation system to maintain continued operation during natural and human-caused hazards.*

✓6. Prepare for changes in transportation technologies and mobility patterns (MPP-T-33-34)

Policies for consideration:

- *Support the transition to electrification of personal and fleet vehicles by exploring the feasibility of installing charging stations for public use at City facilities open to the public such as parks and recreation centers.*

✓7. Prioritize multimodal investments in centers and high-capacity station areas (MPP-RC-7-10, T12-13, T-19)

-and-

✓8. Promote the design of transportation facilities that support local and regional growth centers and high-capacity transit station areas and fit the community in which they are located (MPP-T19-21)

Policies for consideration:

- *Improve access to the Town Center, a transit hub and planned high-capacity transit station which provides multimodal connections to other centers in the region, as identified in the Safe Street Town Center Connections and Safe Highways plans.*

✓9. Identify racial and social equity as a core objective when planning and implementing transportation improvements, programs, and services (MPP-T-9)

Policies for consideration:

- *Prioritize inclusive outreach in the transportation planning process.*
- *Create equitable corridors that provide safe and inviting travel for all people, regardless of mode, age, or ability.*

✓10. Reduce stormwater pollution from transportation facilities and improve fish passage (MPP-T32)

Policies for consideration:

- *Assess and implement feasible action items related to the transportation network identified in the Stormwater Management Action Plan, specifically enhanced street sweeping in the Lyon Creek Basin.*

✓11. Develop a comprehensive concurrency program that addresses level-of-service standards for multimodal types of transportation and include implementation strategies (RCW 36.70A.070, RCW 36.70A.108, MPP-DP-52-54)

Policies for consideration:

- *Vehicle: Maintain vehicle LOS C/D*
- *Pedestrians: Strive to complete the pedestrian networks as prioritized in the Safe Street, Safe Highways, and Safe Streets Town Center Connection plans.*
- *Bicyclists: Strive to complete the bicycle network 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.*
- *Ensure that the development provides mitigation measures when required to maintain appropriate levels of service for all modes and to meet concurrency requirements.*

✓12. Provide travel demand forecasts and identify state and local system projects, programs, and management necessary to meet current and future demands and to improve safety and human health (RCW 36.70A.070, MPP-T-4-5)

- *Fehr & Peers is scoped to will coordinate with City staff and the project team include a light technical update to the forecast future travel demand based on the Town Center EIS to address this requirement and identify any future vehicle transportation improvements needed.*

✓13. Include a 20-year financing plan, as well as an analysis of funding capability for all transportation modes (RCW 36.70A.070(3), RCW 36.70A.070(6)(a)(iv), WAC 365-196-415, WAC 365-196-430, MPP-RC-11-12, T-6, T-15)

✓14. Include a reassessment strategy to address the event of a funding shortfall (RCW 36.70A.070(3), RCW 36.70A.070(6)(a)(iv), WAC 365-196-415, WAC 365-196-430, MPP-RC-1112, T-6)

-and-

✓15. Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services (MPP-RC-11-12, T-6)

- *Review Safe Streets, Safe Highways, and Safe Streets Town Center Connections plans to identify and expand the TIP and CIP to meet the 20-year planning requirements including identifying funding sources.*

Next Steps

The next steps are for City staff to review the suggested policies for consideration and to provide direction on final revised text for the TE update.

Attachments:

Attachment A: 2015 Transportation Element Goals & Policies