FEHR PEERS

March 12, 2025

Lake Forest Park

Travel Market Summary & Vehicle-Miles-Traveled (VMT) Reduction Strategies

Agenda

- Commerce guidelines for VMT reduction
- Travel market assessment
- Potential VMT reduction strategies
- Discussion
- Next steps

VMT Reduction Required Steps

Step	Status	Notes
1. Determine Geographic Scale	Complete	Citywide
2. Acquire VMT Data	Complete	2019, 2022, and 2023 Big Data purchase, and PSRC travel demand model data
3. Travel Market Analysis	In Progress	
4. Set VMT per Capita Reduction Targets	Next Steps	
5. Develop Strategies and Policies to Achieve Targets	Next Steps	
6. Integrate Measures into Comprehensive Plan	--	City-led after VMT study completion
7. Evaluate Progress	--	City-led after VMT study completion

VMT & GHG Inventory

	2019	2022	2023
Passenger vehicle	58,551,000	55,761,000	56,142,000
Medium truck	1,809,000	1,851,000	1,866,000
Heavy truck	78,000	81,000	81,000
Total Annual VMT	**60,438,000**	**57,693,000**	**58,089,000**
Total On-Road GHG Emissions (MT CO_2e)	**24,930**	**23,600**	**23,510**

Methodology

- **Passenger vehicle:** From PSRC with post-COVID adjustment factor based on Big Data (StreetLight Data)
- **Medium truck:** From PSRC travel demand model
- **Heavy truck:** From PSRC travel demand model

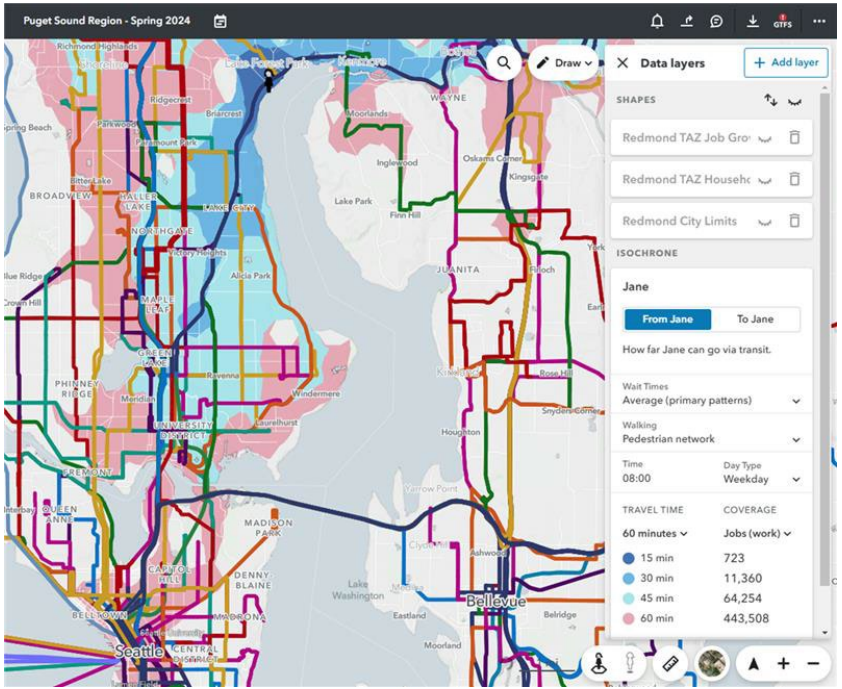
Setting the Stage: Travel Market Summary

Lake Forest Park Transportation Profile

Metric	Area	Statistic	Source
Employee Travel Flows	Lake Forest Park	98% of workforce living in LFP works outside of LFP	*LEHD 2022*
Vehicle Access	Lake Forest Park	98.5% of households have 1 or more vehicles	*ACS 2019 - 2023*
Vehicle Ownership Estimate	Lake Forest Park	10,400 vehicles	*ACS 2019 - 2023*
Commute to Work Mode Share	Lake Forest Park	61% by car 6% by transit 2% by walking 1% by bicycle 29% work from home	*ACS 2019 - 2023*
Daily Vehicle-Miles-Traveled (VMT) per Capita (2019 vs. 2023)	Lake Forest Park	13.7 VMT per capita (2019) 13.4 VMT per capita (2023) *~4% reduction*	*StreetLight Data*
Electric Vehicle Rates (2019 vs. 2023)	King County	1% of all registered vehicles (2019) 4% of all registered vehicles (2023)	*King County Vehicle Registration Data*

Transit

- Between 2019 and 2024, King County Metro systemwide **ridership decreased ~35%**.
  - Lake Forest Park transit ridership decreased ~50%.
- Since 2019, the number of jobs accessible has remained about the same, even with the change in Route 522 truncating at light rail.



# jobs accessible within travel shed of LFP Town Center	Transit Time (minutes)	Coverage (jobs) 2019	Coverage (jobs) 2024
	15	2,000	1,000
	30	11,000	11,000
	45	59,000	61,000
	60	390,000	404,000

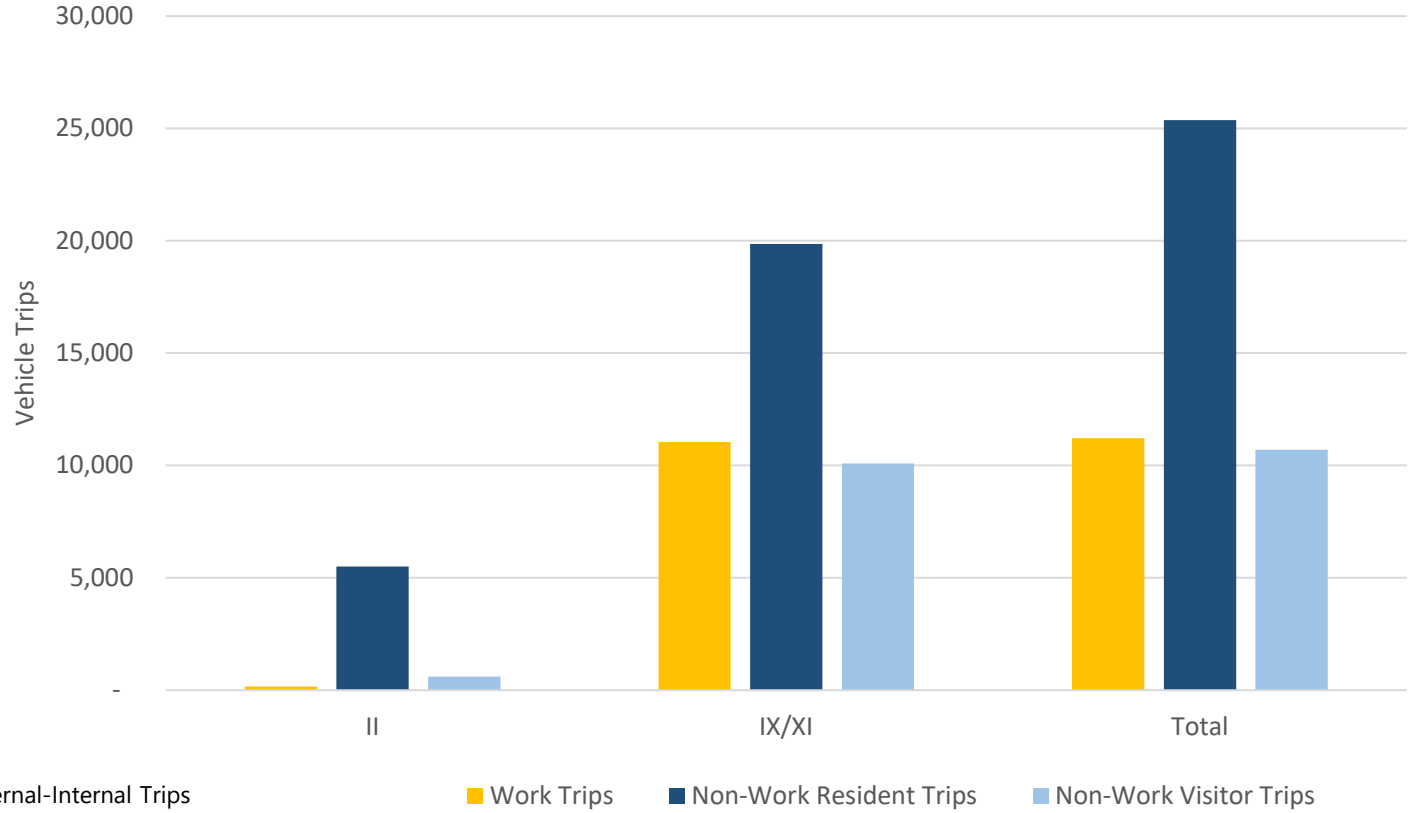
What is a Travel Market Assessment?

- A study conducted to understand the travel behavior of all people traveling to/from/within a jurisdiction.
- Travel behavior includes number of vehicle trips, trip length, trip purpose, etc.
- Involves collecting and analyzed various data sources such as:
  - Traffic data
  - Census information
  - Household travel surveys
  - Transit ridership
  - Electric vehicle registrations

Why a Travel Market Assessment?

- The travel market assessment breaks down the city's passenger vehicle miles traveled (VMT) into categories:
  - **Work Trips** (work-related trips)
  - **Non-work Resident Trips** (non-work-related trips)
  - **Non-work Visitor Trips** (non-work-related trips)
  - Trips are further broken out by start-end location:
    - II: internal-internal trips (travel within LFP)
    - IX/XI: internal-external or external-internal trips (travel to/from LFP)
- Each category responds to different VMT reduction strategies.
- Understanding these categories will help tailor strategies to **maximize the impact of VMT reduction policies and programs.**

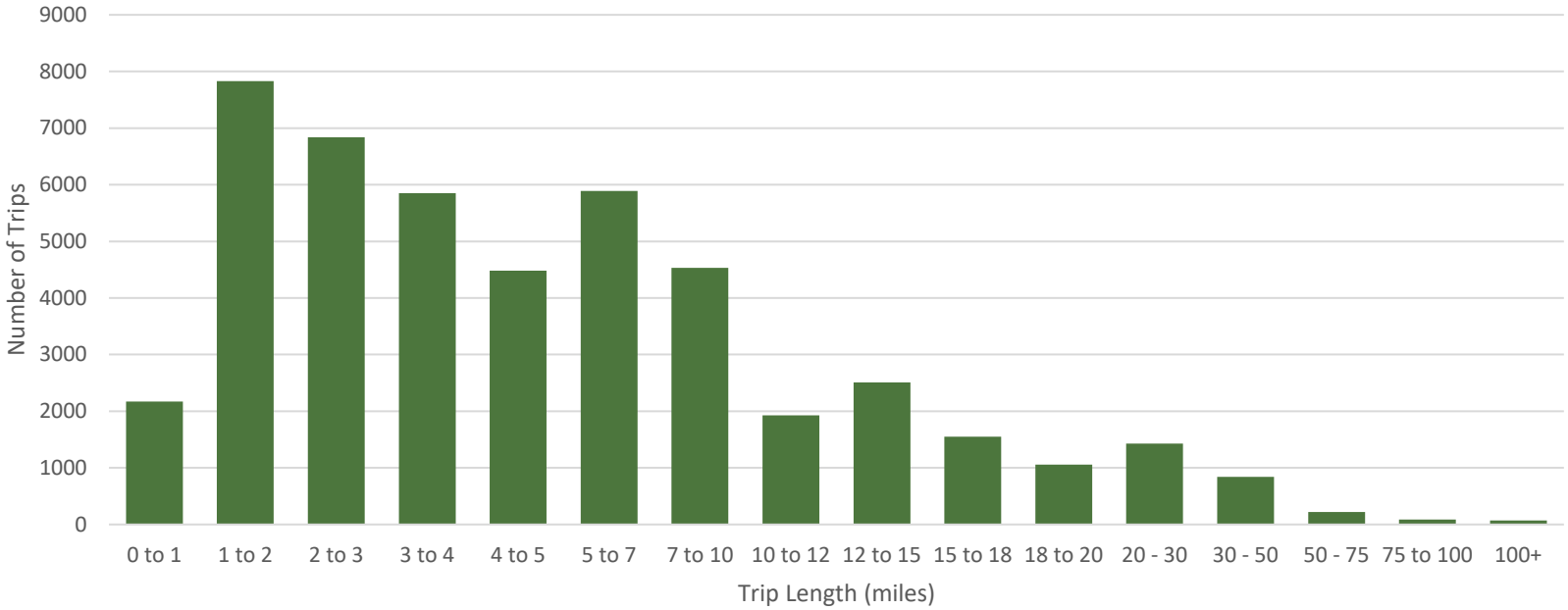
Daily Vehicle Trips by Travel Market



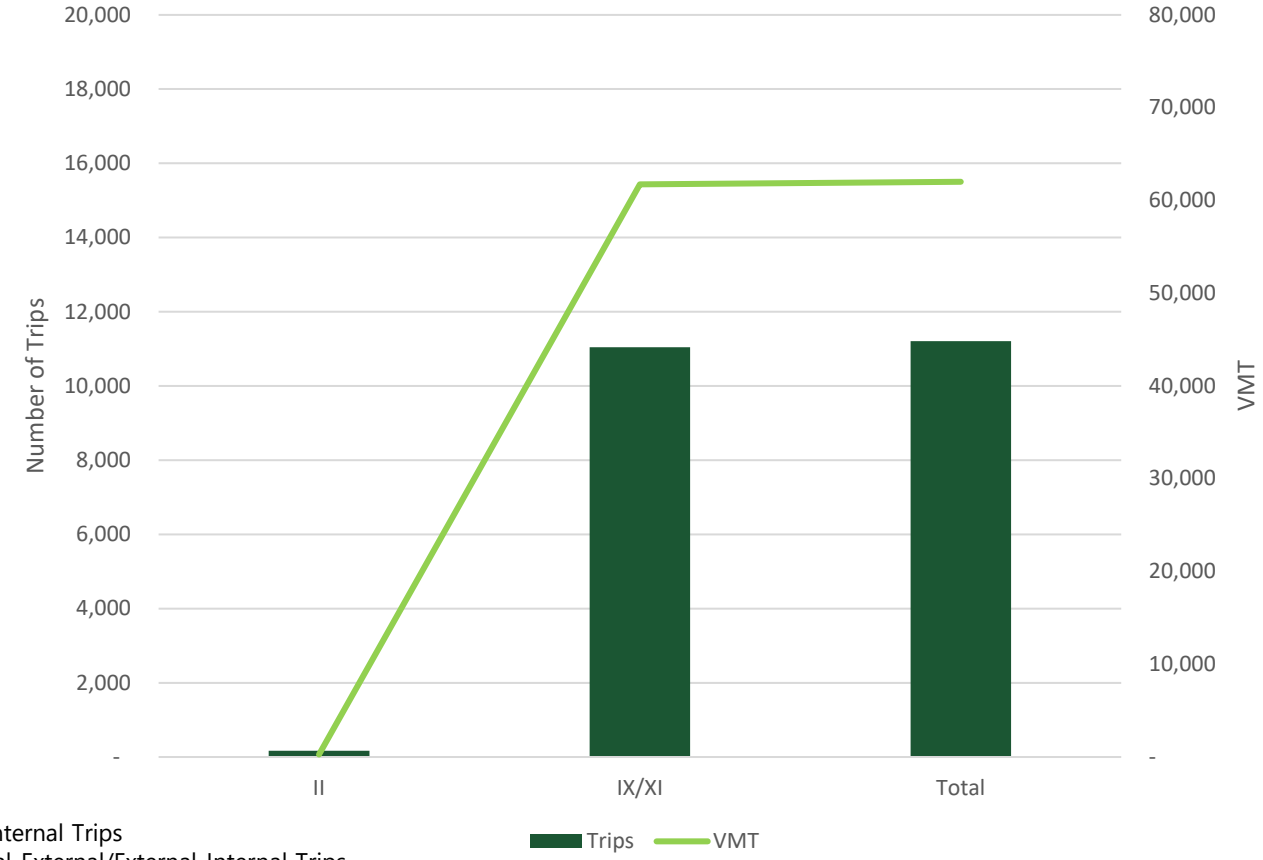
II: Internal-Internal Trips
XI/IX: Internal-External/External-Internal Trips

Average Daily Vehicle Trips

Total Trips by Length

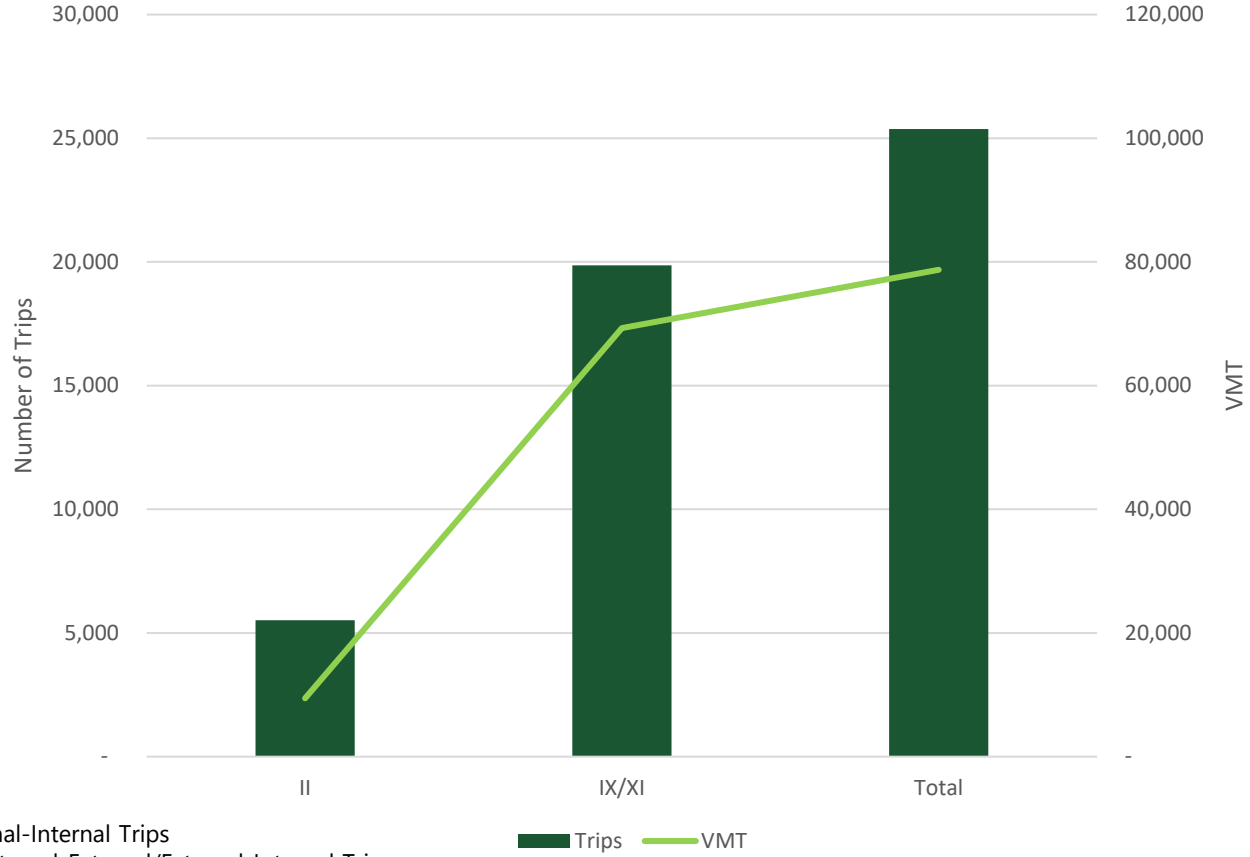


Work Trips



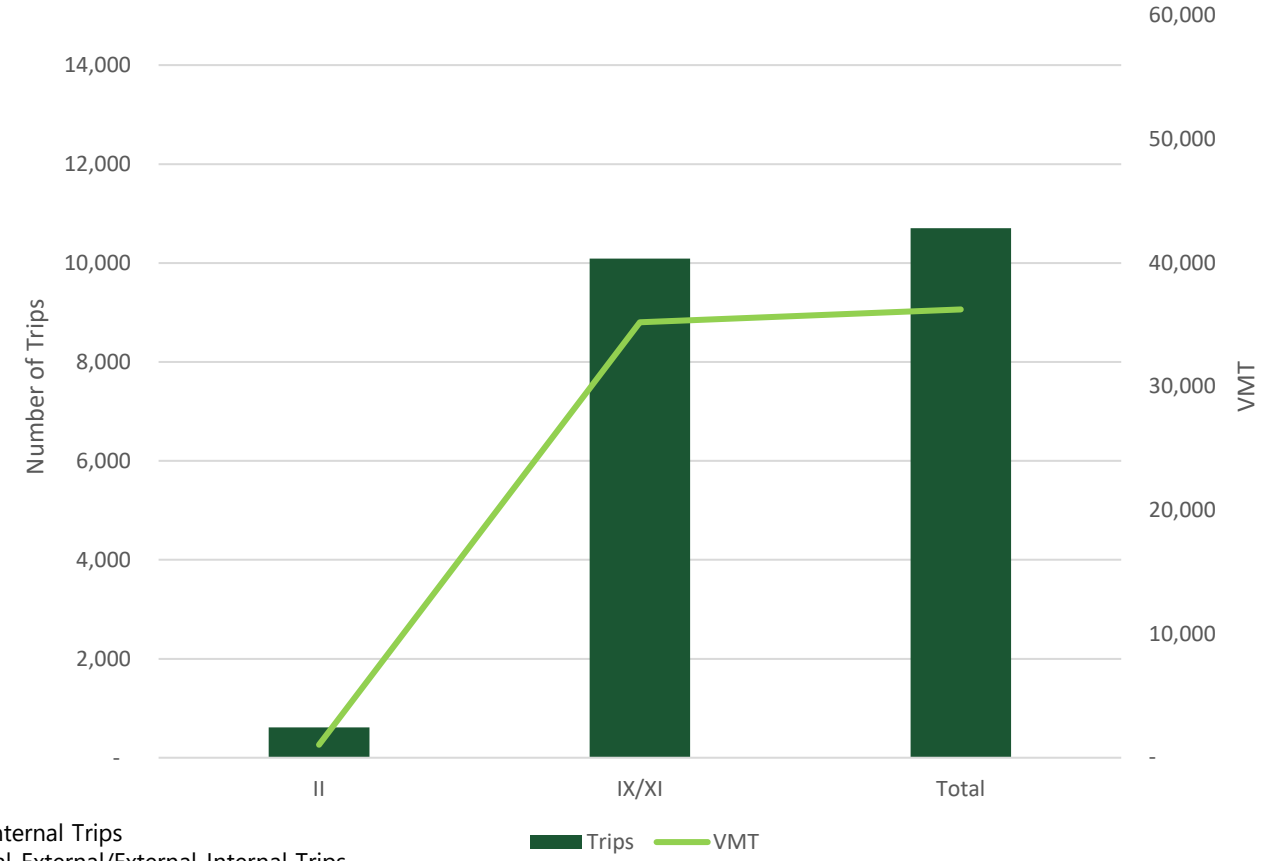
II: Internal-Internal Trips
XI/IX: Internal-External/External-Internal Trips

Non-Work Resident Trips



II: Internal-Internal Trips
XI/IX: Internal-External/External-Internal Trips

Non-Work Visitor Trips



II: Internal-Internal Trips
XI/IX: Internal-External/External-Internal Trips

Connecting the Dots: Travel Market Assessment & Climate Action Plan (CAP) Strategies

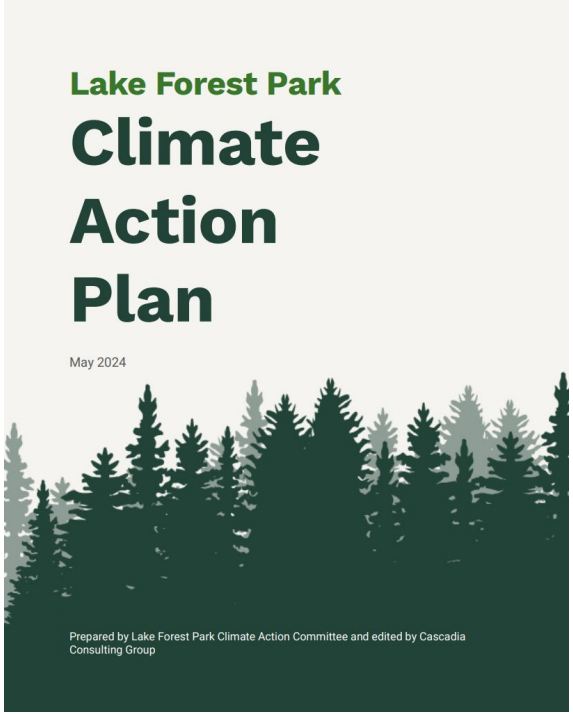
Connecting the Dots

Travel market results will be used to:

- Understand alignment of the CAP strategies to effective VMT reduction
- Quantify the expected VMT reduction from the CAP strategies
- Inform the VMT per capita reduction targets
- Develop additional VMT reduction strategies to support the targets

What VMT reduction strategies have already been adopted?

- **Strategy: Reduce Community Wide Driving**
  - Encourage transit-oriented development
  - Develop a pedestrian and bicycle network
  - Secure bike storage
  - Expand capacity of the LFP Town Center to act as a mobility hub
  - Collaborate with the cities of Shoreline and Kenmore as they adopt shared-use electric bicycle or scooter programs



How do existing VMT reduction strategies align with the travel market assessment?

1 in every 5 trips in LFP is less than 2 miles, therefore:

- ✓ Promoting active transportation, such as walking and biking, can reduce vehicle trips of 2 miles or less *(develop ped/bike network)*
- ✓ Since many of these short trips in LFP start or end outside the city, collaboration with neighboring cities to expand micromobility options like e-scooters and bike-sharing is essential *(collaborate on micromobility with Shoreline/Kenmore)*

Over 80% of vehicle trips start or end outside the city, therefore:

- ✓ Promoting transit-oriented development shortens trip lengths, encourages shared mobility, and enhances transit and active transportation use *(encourage transit-oriented development)*
- ✓ Strengthening transit, micromobility, and multimodal connections makes car-free trips in LFP more feasible *(ensure the Town Center becomes a mobility hub)*

Discussion

- Has there been any progress on strategy implementation from the Climate Action Plan?

Best Practices: Additional VMT Reduction Strategies to Consider

VMT Reduction Strategies
Building on Existing CAP Policies

- Implement multimodal transportation infrastructure
  - Develop an all-ages-and-abilities spine network for non-motorized travel.
  - Implement previously identified projects to improve access to the Town Center.
  - Switch to a multimodal transportation concurrency program.
  - Pursue funding strategies, such as impact fees, to support buildout of multimodal network.
- Encourage transit-oriented development
  - Prioritize permitting for transit-oriented development (TOD) proposals.
  - Allow higher-density residential, commercial, and mixed-use development within a quarter- to half-mile of transit stations.
  - Incentivize businesses to locate near transit hubs to create employment centers accessible by transit.
- Establish micromobility centers wherever plausible
  - In addition to a micromobility hub at the Town Center, establish other throughout LFP at key destinations to build out micromobility network and reduce need for vehicles to travel within LFP.

VMT Reduction Strategies
Additional Recommendations

Local Action Strategies

- Encourage missing commercial development
  - Incentivize the development of employment opportunities that serve the current workforce residing in LFP to reduce **work trips**.
  - Identify key external destinations for **non-work resident trips** and encourage development of comparable destinations within LFP that are well connected to the transit network and bike and pedestrian network.
- Develop Safe Routes to School Programs
  - Encourage walking and biking to school through incentive programs, bike skills and safety education programs, and walking school buses and bike trains to reduce **non-work resident trips** to and from schools.

VMT Reduction Strategies
Additional Recommendations

Local Action Strategies cont.

- Reduce parking requirements
  - Eliminate parking minimums within a half-mile of any transit stop to encourage sustainable transportation choices and multi-mobility, reduce development costs, improve housing affordability.
- Prioritize targeted strategies to implement housing goals in the 2024 Comprehensive Plan Housing Element.
  - Increasing affordable housing in LFP would reduce VMT by allowing more employees who work in LFP to live locally, rather than commuting from outside the area due to high housing costs.

VMT Reduction Strategies
Additional Recommendations

Regional Transit & Transportation Agency Strategies

- Improve transit access, frequency, coverage, and reliability
  - Advocate for frequent transit routes to connect people to key destinations outside of LFP (i.e. Seattle, Shoreline, Bellevue, Lynnwood and Edmonds).
  - Ensure safe access to transit stops in LFP.
- Coordinate with WSDOT to implement Safe Highways projects

Regional Strategies

- Advocate for statewide road usage charge (RUC).
  - Support a mileage-based VMT tax as a long-term replacement for the gas tax.

Discussion

- Do any of these additional strategies resonate with you?
- Are we missing any strategies?
- Has there been previous discussion around VMT reduction targets?

What's Next?

Next Steps	Timeline	Notes
Quantify expected VMT reduction from adopted strategies using travel markets.	March	Will report back at April CPAT meeting.
Refine list of additional strategies and policies to support VMT reduction.	March – April	**Your Feedback Requested!**
Meet with PSRC to discuss VMT per capita reduction targets.	March	Will report back at April CPAT meeting.
Set near- and long-term VMT per capita reduction targets.	April	**Your Feedback Requested!**
Finalize VMT strategies, policies, reduction targets, and documentation.	May	Integrate into GHG Sub-Element.