

Transportation

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 20450*, *Transportation 20540*), and King County's countywide planning documents.

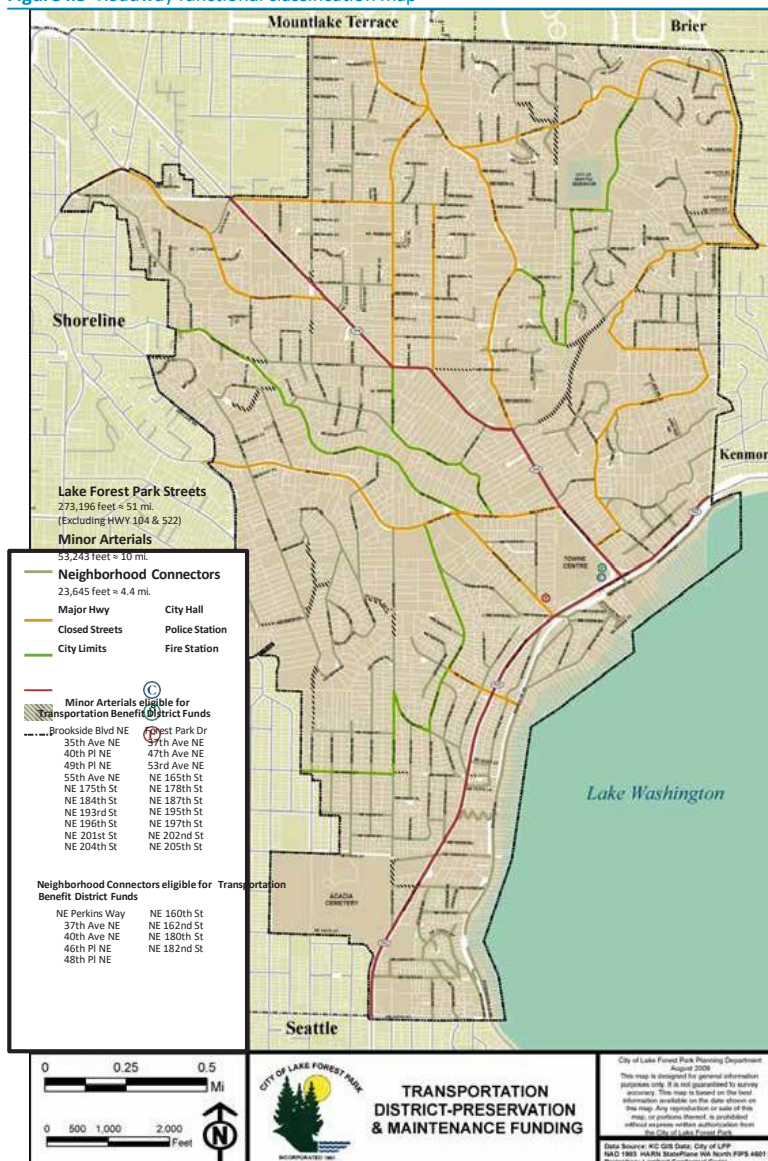
the City to respond to **them** these changing conditions.

- Existing roadway classifications, as illustrated in Figure I.3
- Daily and PM peak hour traffic counts
- Transit service
- Walking routes
- Transportation funding



- Level of Service policies

Figure I.3 Roadway functional classification map



Goals & Policies

Goal T-1 Expand intermodal transportation connections, including walking, bicycling, driving/park & rides, and transit.

Policy T-1.1 Work to create 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.

Policy T-1.2 Develop a “park & ride” facility in Lake Forest Park in coordination with planned light rail and bus rapid transit services coming to and near Lake Forest Park. ~~and work~~ 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.

Policy T-1.4 Identify and implement measures to accommodate the anticipated increase in the number of people accessing light rail via motorized and ~~non-motorized~~ active transportation, including improving multimodal connections to but not limited to designing the Town Center, bus routes, and future Stride Bus Rapid Transit (BRT) which that connect interface 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 improve ~~providing~~ 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.

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, and the connecting street network.

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 Autos~~ 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.

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. ~~and peak-hour buses operate at capacity. Community members have called for expanded transit service and park & ride facilities near bus stops and future light rail stations.~~

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



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-1.11 Review and update roadway and sidewalk standards to ensure they meet multimodal transportation needs.

Policy T-1.12 ~~Encourage the use of alternative modes of transportation and non-peak use of regional arterials.~~ Encourage all employers to consider implementing Commute Trip Reduction Program strategies and practices to reduce drive-alone miles and vehicle miles traveled especially during peak hours.

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

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-1.9 Ensure that the development provides mitigation measures when required to maintain appropriate levels of service for all modes and to meet concurrency requirements.

tation Engineers, 2011.

What is transportation level of service?

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.



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Goal T-2 Improve safety for ~~non-motorized~~**active** transportation, and expand ~~non-motorized~~**active** transportation access to Lake Forest Park neighborhoods and destinations (parks, schools, Town Center, transit, Burke-Gilman Trail), and for recreation.

Policy T-2.1 ~~Create and regularly update a Non-Motorized Plan. Implement and regularly update the Safe Streets, Safe Highways, and Safe Streets Town Center Connections Plans~~ that identifies:

- 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, and the Burke-Gilman Trail.
- Mode share goals to increase the amount of travel occurring via walking, biking, and transit.

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

~~**Policy T-2.3** Develop a detailed inventory of existing non-motorized facilities, on and off street, in support of the development of a Non-Motorized Plan.~~

Policy T-2.4 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-2.5 Improve signage and safe walkways, including pedestrian sidewalks, to Lake Forest Park trails such as the Burke-Gilman and between the Burke-Gilman and Interurban Trail.

Policy T-2.6 Install and improve appropriate streetlights at intersections and along pedestrian routes.

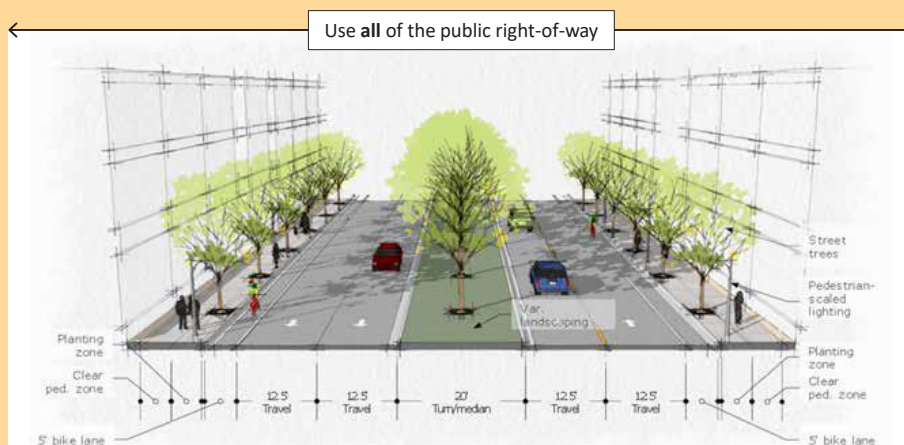
Policy T-2.7 Aim for complete streets designs for the safety of all modes. Install separators for bikes/pedestrians/cars in appropriate locations.

Policy T-2.8 Enforce regulation requiring homeowner maintenance of landscaping along pedestrian and bicycle facilities.



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.



Source: Studio Cascade, 2014.

Policy T-2.9 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-2.10 Support education and outreach measures for all users—motorized and non-motorized.

Policy T-2.11 Design/improve crosswalks for maximum safety.

Policy T-2.12 Strive to improve the accessibility of the transportation system for all.

Policy T-2.13 Establish urban streetscape design criteria that are oriented towards ~~non-motorized~~ active transportation use.

Policy T-2.14 Provide safe pedestrian crossings at bus stops on arterial roadways.

Policy T-2.15 Promote motor vehicle driver awareness of the need to honor the space of people walking, rolling, and biking~~pedestrians, joggers, and bicyclists.~~

Policy T-2.16 Support measures, including traffic enforcement cameras and enforcement strategies, that increase pedestrian safety.

Goal T-3 ~~Given planned changes in the regional transportation system and their likely impacts on the quality of life in Lake Forest Park, m~~**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.

Policy T-3.2 Monitor east-west routes that connect with ~~future 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.

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.

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.

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

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.

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~~Non-Motorized Plan (Goal T-2).~~



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 signal/traffic management to optimize arterial through-put, while also considering arterial-neighborhood access interface.

Policy T-5.3 Proactively coordinate with state and regional entities on implementation of regional tolling, per PSRC’s *Transportation 2040*.

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

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.

PSRC (Puget Sound Regional Council)

Goal T-6 Work with transit agencies 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 ~~development of BRT~~ on SR 522.

~~**Policy T-6.3** Coordinate with regional transit entities to explore construction of a north-bound transit-only lane along SR 522 through Lake Forest Park, with associated improvements such as widening SR 522, with better lighting, underground utilities, sidewalks, and bike lanes.~~

~~*For more information on Sound Transit’s Long-Range Plan follow this link: www.soundtransit.org/sites/default/files/documents/pdf/projects/lrpupdate/2015123_lrpupdate.pdf.*~~

Policy T-6.4 Support Sound Transit’s Long Range Plan for Stride 23 bus rapid transit high-capacity transit through Lake Forest Park ~~from Bothell to Northgate via SR 522 and to downtown Seattle.~~

Policy T-6.5 Support creative mobility options for “last mile” connectivity for the elderly through the provision of vanpool services, neighborhood pickup vans, or with park & ride lots closer to Lake Forest Park.

Policy T-6.6 Optimize transit links to pedestrian and bicycle paths.

Policy T-6.7 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.

Goal T-7 Minimize negative environmental impacts of the transportation system.

Policy T-7.1 Support the transition to electrification of personal and fleet vehicles with strategies identified in Lake Forest Park’s Climate Action Plan and Climate Element. Strategies include:

- Transition the City’s vehicle fleet and police fleet to electric by 2035.
- Install electric vehicle charging infrastructure open to public use at public facilities and encourage the installation of charging facilities at businesses in key areas. Require installation of charging stations and infrastructure for new multifamily and commercial construction and during major renovation of parking lots and parking structures.

Policy T-7.2 Assess and implement feasible action items related to the transportation network identified in the Stormwater Management Plan to reduce stormwater pollution from transportation facilities such as enhanced street sweeping and best management practices to reduce and treat stormwater runoff.