City of Lake Forest Park, Washington

Road Safety Action Plan (RSAP)

June 2026

Introduction:

The City of Lake Forest Park is committed to creating a transportation system where everyone can travel safely regardless of age, ability, income, or mode of travel. Whether walking, biking, rolling, driving, or using transit, residents and visitors should be able to reach their destinations without risk of death or serious injury.

This Comprehensive Safety Action Plan establishes a long-term framework for reducing and ultimately eliminating fatal and serious injury crashes on Lake Forest Park's transportation network. The plan identifies transportation safety challenges, establishes measurable goals, prioritizes investments, and creates an implementation strategy consistent with the Safe System Approach and Vision Zero principles.

The plan fulfills the requirements of the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program and serves as the City's roadmap for improving transportation safety over the next decade.

The Comprehensive Safety Action Plan supports the City's Comprehensive Plan, transportation capital improvement programming, and ongoing transportation initiatives. It also aligns with the Washington Strategic Highway Safety Plan and national transportation safety goals. By incorporating data-driven decision-making, community engagement, and proven safety countermeasures, the city seeks to create a transportation network that is safe, equitable, and resilient for all users.

This plan is guided by Vision Zero principles, recognizing that traffic deaths and serious injuries are preventable. It also embraces the Safe System Approach, which focuses on creating layers of protection that reduce the likelihood of severe crashes even when human mistakes occur. Through safer road design, safer speeds, safer road users, safer vehicles, and improved post-crash care, Lake Forest Park is committed to achieving a future with zero traffic fatalities and serious injuries.

Leadership Commitment and Goal Setting

Safety Vision

Lake Forest Park adopts a Vision Zero goal of eliminating traffic fatalities and serious injuries while increasing safe mobility options for all users.

The city recognizes that traffic deaths and serious injuries are preventable and that transportation systems should be designed to accommodate human mistakes without resulting in severe outcomes.

Vision Statement

Safe mobility for all—eliminating traffic deaths and serious injuries through equitable investments, accountable actions, transparent reporting and collaboration with our community.

Commitment

The City Council, Planning Commission, Public Works Department, Police Department, and community stakeholders commit to integrating safety into transportation planning, project development, maintenance, operations, and policy decisions.

The city will incorporate the Safe System Approach into future transportation investments by emphasizing:

- Safer Road Users
- Safer Speeds
- Safer Roads
- Safer Vehicles
- Post-Crash Care

Safety Goals

The City establishes the following goals:

Near-Term Goals (2026-2030)

- Reduce fatal and serious injury crashes by 10 percent within five years.
- Create a multimodal improvement plan that prioritizes projects that increase pedestrian and bicycle safety.
- Install at least two improvements to pedestrian and/or bicycle facilities within the city per year.

Long-Term Goal (2050)

- Achieve zero traffic fatalities citywide.

Planning Structure

Plan Development

The City of Lake Forest Park's Road Safety Action Plan follows a process developed by the Federal Highway Administration (FHWA) and promoted by WSDOT to proactively address safety concerns based on crash data. WSDOT's success with a similar program at the county level in reducing crash rates for targeted risk factors has led to the application of the RSAP process to cities to identify risk factors and targeted countermeasures. Transpo Group, on behalf of the City of Lake Forest Park, analyzed crash data reports to identify risk factors. Analysis includes a statistical review of the percentage at which individual contributing factors were cited in overrepresented crash types, as well as a spatial review of locations showing elevated numbers of crashes during the analysis period. State routes are not included in the analysis. While state routes are major routes in and through the city, Lake Forest Park does not own, maintain or directly control those roadways. Though the city may have recommended treatments that apply to both city streets and state routes, improvements to state route facilities would require additional coordination with WSDOT. Where crashes on state routes are discussed, these discussions are provided for context. Due to the small number of active mode crashes on City streets, the active mode crash discussion includes crashes reported on state routes in the city. Risk factors are prioritized and locations where the risk factors are present are identified in the City's transportation network and existing infrastructure to identify appropriate countermeasures and develop a program of prioritized improvements.

Implementation Team

Implementation of the plan will be coordinated through a multidisciplinary safety team lead by public works engineering and consisting of:

- Engineers
- Planners
- Maintenance and Operational Staff
- Consultants
- Police officials
- City Administration

This team will be charged with oversight of plan development, implementation, monitoring and reporting. The city will update this plan every five years and annually review and report on safety performance measures and project status.

Safety Analysis

Data Sources

Data for the City of Lake Forest Park's Road Safety Action Plan comes from WSDOT resources, which are coordinated with the Washington State Patrol and the Lake Forest Park Police Department through the SECTOR system. The data for the RSAP is limited to a 5-year study period, January 1, 2020, through December 31, 2024. WSDOT verifies and calibrates crash data on a calendar year basis, therefore only data through the end of 2024 is included in the plan. Future updates to the plan will include a revised 5-year window.

Existing Conditions

During the 5-year analysis period (2020-2024), the City of Lake Forest Park had 147 total crashes on City streets, 5 (3%) of which resulted in a serious injury. Three of the five serious injuries involved collisions with fixed objects.

Including State Routes 104 and 522, the City recorded 486 crashes, of which 15 (3%) resulted in a fatality or serious injury (FSI). Of the FSI crashes, 13 were serious injury and 2 were fatal. One of the fatalities involved a cyclist.

The city is committed to improving the safety of its transportation network and will continue to invest in safety projects and monitor crash rates for both statistical changes in crash patterns and to evaluate the effectiveness of the City's previous safety projects.

Between 2020 and 2024, Lake Forest Park experienced:

1. 147 reported crashes on city streets.
2. Five serious injury crashes on city streets.
3. 486 crashes citywide when state route are included.
4. Fifteen serious injury or fatal crashes citywide.
5. Two traffic fatalities.

Crash Data Analysis

Analysis of crash reports, roadway characteristics, and contributing circumstances identified several overrepresented risk factors.

The summary data for all crashes on City streets was compared to statewide, as well as western Washington statistics to identify causes related to the transportation user (drivers, cyclists and pedestrians) and the transportation environment (roadway geometry, characteristics, enhancements, etcetera). The City of Lake Forest Park experienced a low number of FSI crashes in the 5-year analysis period. To avoid statistical bias that could miss larger crash trends, the data for all crashes was analyzed for over-representation of contributing factors in crash reports. Three categories of contributing factors are apparent in the data: fixed objects, active transportation, and high-risk behaviors engaged in by both drivers and vulnerable road users.

Total Crashes[1]

Excluding SRs	2020-2024	%	2024	2023	2022	2021	2020
Total # of Crashes	147	100%	33	37	30	27	20
Fatal Crashes	0	0%	0	0	0	0	0
Serious Injury Crashes	5	3.4%	1	1	2	0	1

Including SRs	2020-2024	%	2024	2023	2022	2021	2020
Total # of Crashes	486	100	106	117	94	91	78
Fatal Crashes	2	0.4%	0	1	0	1	0
Serious Injury Crashes	13	2.7%	5	1	3	1	3

[1] *Under 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.*

Fixed Object Crashes

Fixed object crashes include collisions with objects permanently installed or otherwise located on the roadside. There was a total of 61 fixed object crashes, of which 3 resulted in a serious injury, representing 5% of the fixed object crashes and 60% of the City's serious injury crash total. The serious injury fixed object crashes were reported at 37th Avenue NE/NE 205th Street, 45th Place NE/190th Court, and NE 197th Street/42nd Avenue NE. Cited contributing circumstances included *speeding and/or reckless driving* (2 of the 3), and 1 citation for each *biological impairment, and improper maneuver*. Biological impairments include drowsy driving and apparent illness.

Fixed Objects[1]

	Total Crashes						**Fatal and Serious Injury Crashes**					
	All WA City Streets		Western WA City Streets		Lake Forest Park Streets		All WA City Streets		Western WA City Streets		Lake Forest Park Streets	
Fixed Object	103,415	20.6%	20,922	14%	61	41%	806	18%	1,012	18%	3	60%

Source: WSDOT, December 2025

Active Transportation

Active transportation includes crashes involving either pedestrians or bicyclists. On City streets only, there were 3 crashes with cyclists that resulted in minor injuries. There were no pedestrian crashes or crashes that resulted in fatality or serious injury.

Including the state routes, there were a total of 9 pedestrian or bicycle crashes, 1 of which (a cyclist crash) resulted in a fatality.

In Lake Forest Park, the percentage of crashes that involve active modes is below comparative percentages, but the vulnerability of these users and the fatal severity of the bike crashes make active modes a priority.

Other crash circumstances cited in more detailed crash data include drivers not yielding to pedestrians or cyclists in the less severe crashes, drivers making right-turns across the path of a pedestrian or cyclist, and inattention on the part of all road users. In the fatal bike crash, the cyclist did not yield to vehicular traffic. Only one of the minor injury bike crashes cited a vehicle driver for speeding.

Pedestrians and Bicyclists[1]

	Total Crashes (including state routes)						Fatal and Serious Injury Crashes (including state routes)					
	All WA City Streets		Western WA City Streets		Lake Forest Park Streets		All WA City Streets		Western WA City Streets		Lake Forest Park Streets	
Hit Pedestrian	5,817	2.9%	4,645	3.1%	3	0.6%	1,444	25.2%	1,140	25.7%	0	0.0%
Hit Bicyclist	3,712	1.8%	3,001	2.0%	6	1.2%	494	8.6%	399	9.0%	1	7.0%

Source: WSDOT, December 2025

Road User Behavior

Speeding, and improper maneuvers including turning, backing or merging were the only cited contributing behaviors in Lake Forest Park's FSI crashes, and the most frequently reported circumstances in the total crashes. Inattention and intoxication were somewhat elevated among total crashes. The percentages of crashes in Lake Forest Park that cited speeding (including citations for exceeding the posted speed, exceeding a reasonable speed for conditions, and citations for reckless or aggressive driving) and improper maneuvers were higher than that of comparisons for total and FSI crashes while inattention and intoxication were higher than comparisons for total crash numbers but not for fatal and serious injury crashes.

Behavior[1]

	Total Crashes						Fatal and Serious Injury Crashes					
	All WA City Streets		Western WA City Streets		Lake Forest Park Streets		All WA City Streets		Western WA City Streets		Lake Forest Park Streets	
Speeding[1]	14,849	4%	11,658	4%	38	26%	1,037	10%	842	10%	2	40%
Inattention/ Distraction	45,318	11%	34,879	12%	24	16%	1,109	11%	890	11%	0	0%
Improper Maneuver[2]	27,788	7%	21,119	7%	19	13%	466	4%	377	5%	1	20%
Intoxication	13,544	3%	9,788	3%	20	14%	1,083	10%	827	10%	0	0%

1. Includes citations for exceeding both posted and reasonable speed, as well as citations for reckless or aggressive driving.

2. Includes citations for improper turning, backing or merging.

Spatial Analysis

Transpo obtained data for each reported crash in Lake Forest Park, including coordinates to produce maps of reported contributing circumstances. Mapping of the crash data allows for identification of patterns by physical location and roadway environment. The spatial analysis compliments the statistical analysis and helps to identify the specific risk factors for future crashes. A selection of the maps generated are included in the Appendix.

High-Risk Locations

Spatial analysis identified concentrations of crashes:

- Along SR 104
- Along SR 522
- Near Major Intersections
- Along corridors with higher travel speeds
- At locations with roadside fixed objects

Fixed Object Crashes

Because of Lake Forest Park's generally residential character and the City's commitment to maintaining a healthy urban tree canopy, there are a great many trees and mailboxes located at the roadside. Of the 119 fixed object crashes, 37 (31%) were collisions with mailboxes or trees. Nearly half (49%) of the 119 fixed object crashes were reported on SR 104 (25 crashes), and SR 522 (33 crashes).

Pedestrian and Bike Crashes

Lake Forest Park's pedestrian and bike crashes are primarily clustered on SR 522 near N 145th Street, and the Burke-Gilman Trailhead, and along SR 104. The fatal bike crash occurred on SR 104 at NE 190th Street, the only cited contributing circumstance was the cyclist not yielding to the vehicle driver. In general, not yielding to pedestrians, drivers turning right across the crosswalk, driver intoxication, and distraction or inattention on the part of both drivers and pedestrians were contributing circumstance in the pedestrian and bike crashes.

Risk Factors

Based on the combination of statistical and spatial analysis of the crash data for Lake Forest Park, the following risk factors were identified. The risk factors will guide the City's implementation of countermeasures in a proactive effort to reduce the occurrence and severity of future crashes. Risk Factors are shown in priority order.

Fixed Objects

Fixed object risk factors relate to driver behaviors and objects commonly located at the roadside. The factors are:

- Trees and mailboxes along the roadside
- Speeding
- Improper maneuvers (turning, backing, merging, oversteering)

Active Transportation

Active transportation risk factors relate to turning movements and yielding patterns.

Pedestrians and Bicyclists

Risk factors for crashes involving pedestrians or cyclists are:

- Bicyclist not yielding
- Distracted driving
- Drivers making right-turns across crosswalks

Driver Behavior

Driver behaviors contribute to several risk factors, with distracted driving, speeding, and improper maneuvers such as incorrect merging, turning or backing being some of the most common.

Inattention/Distraction

Inattention erodes the time that a driver or other road user has to respond to a hazardous condition as it emerges. Inattention or distracted driving was cited at roughly twice the percentage of comparisons and was a factor that all road users were cited for.

Speed-Related Citations

Inappropriate speeds, including citations for exceeding the posted speed, exceeding a reasonable speed for conditions, and citations for racing or reckless driving, were cited at higher percentages than comparisons, however, the small sample size of crashes citing speed in Lake Forest Park overstates the comparison. Despite this skewed comparison, speed is directly correlated with crash severity, significantly impacts a driver's ability to register a hazard and respond to it, and greatly increases the risks for vulnerable road users involved in crashes.

Improper Maneuvers

Improper maneuvers were cited at nearly double the comparison percentages for total crash numbers and were significantly elevated for FSI crashes.

Engagement and Collaboration

Community Engagement

Meaningful community engagement is essential to the success of transportation safety projects and to ensuring that investments deliver lasting benefits for those who live, work, learn, and travel in Lake Forest Park. Because transportation safety affects residents, businesses, schools, and visitors alike, the city is committed to maintaining ongoing dialogue with the community throughout the development and implementation of the Road Safety Action Plan. By actively listening to community perspectives, the city can better understand local needs, priorities, and concerns, helping to shape safety improvements that reflect the experiences of those who use the transportation system every day. Engagement opportunities will include public open houses, online surveys, community workshops, neighborhood meetings, school outreach, and stakeholder interviews, creating multiple avenues for meaningful participation and collaboration.

Partner Coordination

Coordination among local agencies, community partners, and residents is essential to the success of Lake Forest Park's transportation safety efforts. Major state highways, including SR 104 and SR 522, significantly influence safety outcomes within the city, making ongoing collaboration with WSDOT critical for corridor planning, project development, and implementation of safety improvements. Strong partnerships with other local jurisdictions help ensure that transportation investments are consistent beyond city boundaries and meet the needs of the larger community. The Shoreline School District provides valuable insight into student travel patterns and school-related transportation safety concerns. King County Metro contributes expertise on transit safety, bus stop locations, route information, and changing public transportation needs. Community members also play an important role by identifying safety concerns in their neighborhoods and sharing firsthand knowledge of local conditions. Through continued coordination with agency partners, schools, transit providers, and residents, Lake Forest Park can develop and implement effective safety strategies that reflect community priorities and improve transportation outcomes for everyone.

Equity Considerations

The city will incorporate an equity-focused approach by prioritizing engagement with community members who may face transportation barriers. This includes older adults, youth, people with disabilities, transit users, and low-income households. By actively seeking input from these groups, the city aims to better understand their unique transportation needs, challenges, and safety concerns. Their perspectives will help inform the development and implementation of strategies that improve access, mobility, and safety for all residents, ensuring that investments and improvements are distributed fairly and support those who are most affected by transportation inequities.

Policy and Process Changes

Safe System Integration

The city will integrate transportation safety into all transportation-related decisions.

Project Development - Require safety screening during project planning, design, and construction.

Speed Management - Evaluate roadway design and operational changes that support safer travel speeds.

Complete Streets - Incorporate pedestrian, bicycle, and transit considerations into roadway projects whenever feasible.

Capital Planning - Use safety considerations to prioritize transportation projects.

Development Review - Consider transportation safety impacts during development review and permitting processes.

Data-Driven Decision Making - Continue monitoring crash trends and update safety priorities as new information becomes available.

Engineering Standards Updates - Ensure use of best available science in engineering design standards.

Code Updates - Review and improve city code to ensure safety standards are clearly defined and enforceable.

Strategy and Project Selections

Engineering Strategies

Roadway Departure Prevention

Engineering strategies can reduce roadway departure crashes and the likelihood of collisions with fixed objects by helping drivers remain alert to changing conditions on the on the roadway, preventing vehicles from leaving the driving lane, and providing opportunities to recover when mistakes occur. Common countermeasures include enhanced pavement markings, curve warning signs, roadside delineators, improved lighting, high-friction surface treatments, and shoulder improvements. Traffic calming measures and roadway designs that encourage safer operating speeds can further decrease the risk of vehicles leaving the roadway, particularly on curves and along corridors with a history of speed-related crashes.

Lake Forest Park is committed to preserving and enhancing its urban tree canopy while advancing pedestrian and bicycle safety as essential elements of the community's character, environmental health, and climate resilience. Consistent with this commitment, the city will prioritize safety improvements that minimize impacts to mature trees, create safe and connected walking and biking routes, and improve roadway safety for all users. Through these efforts, Lake Forest Park seeks to build a transportation system that reflects the principles of the Safe System Approach while preserving the natural character that defines the community.

Intersection Safety

The city will investigate ways to improve intersection safety by reducing conflict points, improving visibility, clarifying right-of-way, and encouraging safer travel speeds. Potential countermeasures include roundabouts, enhanced signage and pavement markings, improved lighting, protected or restricted turn movements, pedestrian refuge islands, high-visibility crosswalks, and signal timing modifications. The city will also evaluate traffic patterns and neighborhood circulation to identify locations where cut-through traffic may be contributing to safety concerns. Cut-through traffic can increase intersection volumes beyond those anticipated in the original design, leading to longer delays, riskier driver behavior, and additional conflicts between vehicles, pedestrians, and bicyclists. Where appropriate, the city may consider traffic calming measures, turn restrictions, neighborhood traffic management strategies, and other context-sensitive solutions to discourage cut-through traffic while maintaining local access and supporting the safe and efficient operation of intersections.

Pedestrian Safety

Engineering measures can improve pedestrian safety by increasing visibility, reducing vehicle speeds, and creating greater separation between people walking and motor vehicle traffic. Potential improvements include sidewalks, separated walkways, curb extensions, pedestrian refuge islands, high-visibility crosswalks, enhanced lighting, and accessible curb ramps. Lower-cost treatments such as painted curb extensions, flexible delineator posts, edge striping, parking lane reconfigurations, and temporary traffic calming installations can also help define pedestrian space and provide separation from traffic. Many of these measures serve the dual purpose of improving pedestrian comfort while narrowing the perceived roadway width, encouraging drivers to travel at safer speeds. By incorporating both large-scale capital improvements and cost-effective interim treatments, Lake Forest Park can incrementally enhance pedestrian safety throughout the community while advancing Safe System and Complete Streets principles.

Bicycle Safety

Improving bicycle safety by increasing separation between bicyclists and motor vehicles, reducing vehicle speeds, and creating predictable, comfortable travel routes is an important part of the city projects. Potential improvements include protected bike lanes, buffered bike lanes, neighborhood greenways, shared-use paths, intersection crossing treatments, bicycle wayfinding, and enhanced pavement markings. Lower-cost measures such as edge striping, painted buffers, flexible delineator posts, traffic calming devices, curb extensions, and lane reconfigurations can provide additional separation while narrowing the perceived roadway width and encouraging safer driving speeds. Lake Forest Park recognizes that bicyclists have varying comfort levels, abilities, and trip purposes. Some riders are comfortable sharing the roadway with vehicle traffic, while others, including children, families, older adults, and less experienced riders, prefer facilities that provide greater separation from traffic. The city will seek to identify and develop a network of bicycle routes that serves a wide range of users by providing a variety of facility types and connected routes that balance safety, accessibility, comfort, and mobility throughout the community.

Education and Enforcement

The Lake Forest Park Police Department is actively engaged in partnership with the public works department to complete education and enforcement throughout the city. Through a multidiscipline task force, they will continue to target distracted driving, speeding, failure to yield, safe bicycle practices, and other education measures designed to target the specific issues identified in the statistical analysis.

Priority Safety Projects

Existing Safety Investments

Ballinger Way Roundabout Project

In 2025, the city began construction of a roundabout on Ballinger Way NE at the intersection of SR 104 and 40th Place NE, and NE 184th Street that includes a new single lane roundabout to calm traffic, and active mode improvements including new sidewalks, shared use pathways, crossings with refuge islands and improved street lighting.

Neighborhood Traffic Calming Program

The City continues to monitor traffic safety and respond to community identified safety issues through the Neighborhood Traffic Calming Program.

The following table identifies the primary transportation system improvements specific to the Road Safety Action Plan. Other planned transportation improvements related to Traffic Calming, Complete Street and Health Street initiatives as well as annual Guardrail repairs/maintenance all support the overall safety of our roadways and all users of the system.

RSAP	Road Safety Action Plan (RSAP)	Projects Identified in the RSAP	City Wide Program
RSAP - 01	NE 178th St and SR 104 Safety Project	EB left turn restriction (Interim until SR 104 Complete Streets)	NE 178th St and SR 104
RSAP - 02	Driver Education Campaign	Promote awareness and reduction of distracted drivers	City Wide Program
RSAP - 03	Crosswalk Improvements 40th and 178th	Install improved crosswalk facilities, drainage improvements, and sidewalks	Intersection of 40th and 178th
RSAP - 04	Flashing Stop Sign Installation	Replace existing signs with solar powered flashing signs to improve visibility	Varius Intersections

RSAP - 05	SR 522 Speed Limit Reduction	Reduce speed limit on SR 522 to 35 MPH	Within City limits

Progress and Transparency

Performance Measures

Fatal crashes	Bicycle crashes
Serious injury crashes	Speed-related crashes
Total crashes	Road departure crashes
Pedestrian crashes	Safety projects completed

The City will track and evaluate key traffic safety performance measures, including crash trends, injury severity, vehicle speeds, and conditions for people walking, biking, and using transit. By regularly reviewing this data, the City can identify emerging safety issues, measure the effectiveness of implemented improvements, and make informed decisions about future investments to ensure resources are directed toward projects that achieve the greatest safety benefits for the community.

Annual Reporting

The city will publish an annual safety report summarizing:

- Crash trends
- Progress toward goals
- Completed projects
- Funding secured
- Planned improvements

Plan Updates

The Comprehensive Safety Action Plan will be reviewed annually and formally updated every five years using the most current crash data available from WSDOT. Projects and initiatives will inform the 6-year Transportation Improvement Plan development and update each year.

Transparency

Safety data, project status, and implementation progress will be made publicly available through City Council presentations, public meetings, and the City's website.

By monitoring performance, engaging the public, and continuously refining strategies, Lake Forest Park will maintain accountability and ensure progress toward the goal of eliminating fatal and serious injury crashes.