City of Lake Forest Park, Washington

Road Safety Action Plan (RSAP)

DRAFT – June 2026

Introduction:

The City of Lake Forest Park wants everyone to be able to travel safely, whether walking, biking, driving, or taking transit. The Road Safety Action Plan (RSAP) provides a clear, data-based look at where serious crashes are happening in the city and what can be done to reduce them. By studying past crashes and local street conditions, the plan identifies patterns, highlights areas of concern, and recommends steps the City can take to improve safety across the whole transportation system.

The main goal of the RSAP is to help the City focus its safety efforts where they will make the biggest difference. The plan supports long-term decision-making, guides project priorities, and helps strengthen applications for state and federal funding. Because the plan is grounded in real data, it gives the City a strong foundation for choosing effective improvements that can prevent severe injuries and save lives.

This plan also fits within the City's other existing planning efforts. It supports the goals of the Comprehensive Plan and ongoing transportation initiatives, and it helps ensure that safety remains a central part of how the City designs streets, manages traffic, and invests in transportation projects.

The RSAP aligns with broader state and national safety goals as well. It supports the Washington State Department of Transportation and the Washington Strategic Highway Safety Plan, both of which aim to reduce fatal and serious injury crashes across the state. At the federal level, the RSAP follows guidance from the Federal Highway Administration and meets requirements that help the City compete for programs such as Safe Streets and Roads for All.

This plan is guided by the principles of Vision Zero—the idea that traffic deaths and serious injuries are preventable. It also follows the Safe System Approach, which focuses on building a transportation network that reduces the chances of severe crashes, even when people make mistakes. This approach includes designing safer streets, encouraging safer speeds, improving road user behavior, supporting safe vehicles, and strengthening emergency response.

Together, these strategies provide Lake Forest Park with a clear path toward safer streets and support the community's commitment to eliminating serious traffic injuries and fatalities.

History of Safety Projects

Lake Forest Park has a history of working to improve the safety of the City's roadways and active transportation facilities. The following are actions the City has taken to address safety:

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

Road Safety Action Plan Process

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.

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 Transportation Infrastructure

The City of Lake Forest Park's transportation system is primarily a winding urban/suburban street network, serving residential cul-de-sacs and dead-ends. State Route 104 bisects the City from north to south, intersecting with State Route 522 which runs east-west roughly following the City's southern boundary.

Intersection Control

There are several existing signals at intersections along the SR 104 and SR 522 corridors. The City's numerous 4-way intersections are a mix of uncontrolled and 2-way stop controlled, with a select few 4-way stop controlled. Approximately one-third of the City's stop-controlled intersections have stop bars in at least one direction. Stop control is clustered in corridors, giving priority to City arterials and stopping traffic on minor intersecting streets.

Active Transportation

The City has dedicated bike lanes in place on portions of NE 178th Street. Bike routes, marked with sharrows, exist along NE Perkins Way/NE 180th Street, NE 165th Street, 37th Avenue NE, and NE 156th Street. Many of the City's streets have sidewalks separated by landscaped buffer strips. The City has pedestrian signal heads in place at its signalized intersections. Some, but not all, of the pedestrian signals have countdown-style signal heads.

Marked crosswalks are present at many of the intersections along arterial roads but are less common on local residential streets. Several midblock crosswalks exist in the City, primarily on NE 178th Street.

Data Analysis

Crash Data Summary

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.

Crash Data Analysis

Statistical Analysis

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

Fixed Objects

Fixed object crashes include collisions with objects permanently installed or otherwise located in the roadside. There were 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.

[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 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	14.0%	61	41.0%	806	18.0%	1,012	18.0%	3	60.0%

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 involved active modes is below comparative percentages, but the vulnerability of these users and the fatal severity of the bike crashes makes 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	26.0%	1,037	10%	842	10%	2	40.0%
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.

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 the 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.

Risk Factors

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.

Transportation System Improvements

The following table identifies the primary transportation system improvements specific to the Road Safety Action Plan. Other planned transportation improvement 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