



MEMORANDUM

Date: August 8, 2017 (Updated)
To: Neil Jensen and Pete Rose, Lake Forest Park
From: Carmen Kwan, Kendra Breiland, Fehr & Peers
Subject: Safe Highways - Stakeholder Outreach Findings

SE17-0540

The Safe Highways Study will propose conceptual corridor cross sections and intersection layouts to improve local and regional mobility on SR 104 and SR 522 within City limits. Project goals include creating equitable corridors that provide safe and inviting travel for all people regardless of modes, age, or ability. An important component of this study is to engage the community. Part of the initial community engagement to evaluate existing conditions was through interviews of stakeholders and representatives of the project's technical advisory committee. The full list of representatives that responded to the initial outreach are below:



Technical Advisory Committee Members

- City of Shoreline
- City of Kenmore
- City of Mountlake Terrace
- City of Seattle
- WSDOT
- Merlone Geier (Town Center Owner)
- Sound Transit
- King County Metro

Community & Stakeholder Groups

- Lake Forest Park Elementary
- Third Place Commons
- NW Kidney Center
- Residents (3)
- Lake Forest Park Stewardship Foundation
- Sheridan Beach Club
- Presbyterian Church
- Peruvian Consulate
- Third Place Books
- Windermere Realty
- Acacia Cemetery

Stakeholders included residents, local business owners, and local community group representatives. Technical advisory committee representatives consisted of specialists from neighboring jurisdictions and relevant agencies that could provide technical review and comments throughout the project.

TECHNICAL ADVISORY COMMITTEE MEMBER INTERVIEW HIGHLIGHTS

Fehr & Peers staff generally interviewed technical advisory committee members in person. The key highlights gathered from each interview is below.

City of Kenmore:

- Make sure the study engages the following groups at WSDOT: local programs & development services.
- Ask for what you want, but be flexible.
- In terms of rules of engagement, look at Shoreline's 32 point plan, which was developed over years of public engagement.

Sound Transit

- Sound Transit would like any info the study can share on Park & Ride locations as soon as possible.
- Sound Transit would prefer that Park & Rides be as close as possible to BRT stations (e.g. ideally within 1/8 mile), although this can be addressed on a case-by-case basis.
- Cost is a major concern – Sound Transit wants the study to provide multiple cross-section options to provide flexibility.



- Crossing of SR 522 at Transit Center may be initially at-grade, but a grade-separation could be funded with outside sources (legislature, etc.).

King County Metro

- Supportive of completing the Business Access Transit (BAT) lanes on SR 522.
- Major concerns are transit speed and reliability, and safety. Safety includes conflicts with transit vehicle operations and safety of transit riders' access to transit stops (pedestrian/bicyclists).

Lake Forest Park Town Center Owner

- Current access to the Center is challenging – there's full access at Starbucks, SR 104, and a right-in/right-out halfway between – they are very interested in ideas of how to make access better.
- Don't want to give up existing right-of-way.
- Parking garage location is very important – they appreciate the need to make it close to transit, but at the same time, want to make sure people walking between the garage and the station have a good experience, with some retail opportunities. Town Center wayfinding needs improvement.
- Overspill parking is a particular concern – concerns about the prospect of paid parking arrangements for commuters and how it will impact other parking use at the center.
- Merlone Geier is leading a separate Town Center visioning process – make sure the study leverages this or at least is not competing with it.

City of Seattle

- Improved pedestrian and bicycle connections to light rail station are important. This is important at NE 145th Street intersection where pedestrians will be accessing new Bus Rapid Transit (BRT) route to light rail station.
- Improvements for mobility of local community are important.
- Excessive speeding occurs on SR 522 near 145th Street.

City of Shoreline

- The 145th Corridor Study and Interchange design directly and indirectly interface with this project.
- Non-motorized safety, convenience and quality – connections between the corridor and attractions. This probably has the most opportunity for improvement along the corridor.
- Transit benefits – providing frequent, reliable service to/from Shoreline and the new light rail station.

City of Mountlake Terrace

- Concerned about regional connections for vehicles and pedestrian/bicyclists.
- Non-motorized connections to 185th light rail station are also important.

WSDOT

- Phasing/funding plan is important because it can be challenging to obtain grants. It's good that the study is identifying short term, quick-win projects. During prioritization, it should be important to consider what projects are "packaged" deals (should be completed together, or which projects need to be completed first).
- Interested in what can improve throughput (as both are regional connectors).



- Interested in any safety improvements that can be made.

STAKEHOLDER INTERVIEW HIGHLIGHTS

Most stakeholder interviews were conducted by 3 Square Blocks, either in person or over the phone. Highlights of the stakeholder interviews are noted below.

Lake Forest Park Elementary School Principal

- Concerned about safety for people reaching the school on busy Ballinger Way.
- Concerned about safety for getting pedestrians and cyclists across SR 104.
- Signage should communicate presence of the school.

Third Place Commons

- Has an e-serve list and Shoreline News and area postings for community engagement.
- Third Place Commons is available for public meetings.
- Concerned about congestion on SR 522 heading into Kenmore, and the pedestrian crossing at SR 522 / SR 104 is uncomfortable.

NW Kidney Center

- Problems with cut through traffic in their parking lot that impact patients – cars coming from 145th, through NW Kidney Center parking lot and turning onto SR 522 – creates a dangerous situation. Coordinated with the police and are implementing a solution now.
- Concern about lack of infrastructure maintenance in the city – notes poor condition of roads in front of facility.
- Don't put cycle tracks on SR 522 as it creates impossible situation for Access vans loading and unloading people.

Resident #1

- Critical to enable public transit to function on the highways.
- Parking Garage at town center is a benefit.

Resident #2

- Need to balance slowing traffic to build better community spaces while moving traffic as efficiently as possible.
- Consider future light rail in the planning.
- Step up traffic enforcement.

Resident #3

- Commuter parking, conveniently located at Town Center and served by a transit circulator from the neighborhoods, including something similar in Kenmore would help ease traffic congestion.



- SR 522/SR 104 intersection is the largest problem – referenced WSDOTs past project that would have created 2 left turn lanes and the congestion challenges of its current configuration.
- SR 104 and 40th Place NE intersection with left turn lane is dangerous because through traffic drifts into the turn lanes to ease out the curve.

Lake Forest Park Stewardship Foundation

- Concerned about damage to the environment – protection of trees, water quality, salmon habitat, etc.
- Need to have a more representative sample of LFP residents – talk to Phillippa Kassover, City Council member who is attuned to service agencies.
- Reach broadly to community members throughout process.

Sheridan Beach Club

- Fear loss of character of LFP along SR 522, which is characterized by trees and vegetation.
- Don't want to increase the traffic, air and water pollution, noise pollution.
- Pedestrian safety needed:
 - Crossing SR 522
 - In areas with traffic going to or avoiding the highway
 - For accessing Town Center
- Don't think there should be sidewalks on SR 522 – do not feel it is safe.

Presbyterian Church

- One small challenge is for drivers coming from 178th onto Ballinger Way. Very dangerous for anyone who tries to turn left there as it's near impossible.
- Would hate to see extra bike lanes added to Bothell Way that would decrease car throughput.
- Homeowners were irate about bikes on Burke-Gilman Trail at 165th – concerned that bikes don't observe the stop signs and race through the intersections.

Peruvian Embassy

- No plans for change in facilities for operation.
- New consulate signage on SR 522 when coming from the north would assist visitors (already exists when approaching from the south).
- Have positive relationship with Lake Forest Park.

Third Place Books

- Regular cyclist – knowledgeable on complexities of connections between Burke-Gilman Trail, Town Center, the Interurban trail and other locations within Lake Forest Park.
- Adding wayfinding signage from trail to common destinations (Interurban trail, Town Center, etc.) and safe crossings/best connecting routes would improve safety.
- Public meetings held in the Commons have a better turnout than those in City Hall.

Windermere Realty



- Concerned about pedestrian and bike safety, particularly on Ballinger Way.
- Ballinger Way and 40th Place is a dangerous intersection.
- Shoreline School District property at 195th and 25th is slated for redevelopment, possibly a sports field, which may increase traffic at the intersection.

Acacia Cemetery

- Concerned about safe pedestrian crossings on SR 522 – noted success of flashing light pedestrian crossings at Lake City.
- Think ahead to plan for future transit – light rail or streetcar.
- Improved maintenance on highway medians.

The full list of questions asked during each interview are in **Attachment A**, and a full list of persons contacted for interviews is in **Attachment B**.