

Lake Forest Park

SAFE HIGHWAYS

Accessible. Efficient. Complete.

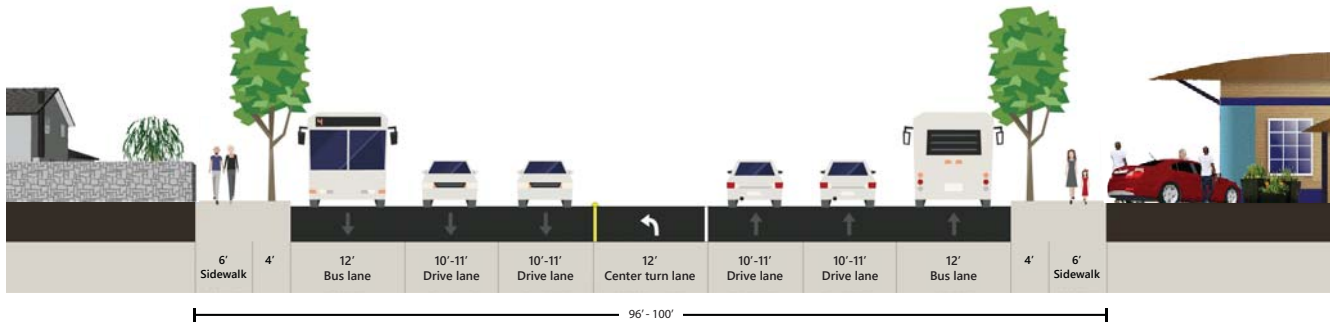
Considerations for Developing the Cross-Section Concepts

- **Regional transit mobility:** Completion of the business access transit (BAT) lanes through Lake Forest Park
- **Local access:** Provision of a basic sidewalk facility on both sides of the street corridor-wide
- **Safety:** Maintain & enhance access control throughout the corridor
- **Character:** Consider inclusion of planted medians wherever possible
- **Neighborhood impacts:** Minimize width of roadway to lessen right-of-way impacts
- **Vehicle mobility:** Consider existing and future traffic demands to maintain reasonable travel times along the corridor

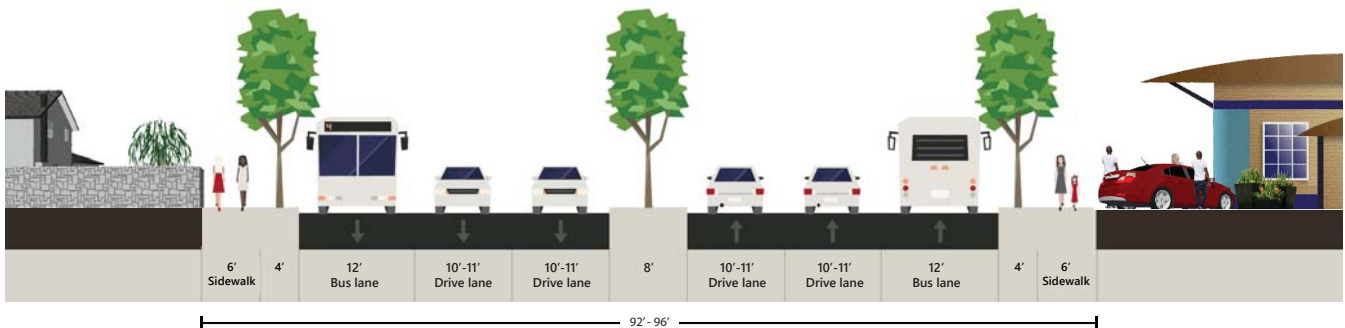
Learn more at lfpsafehighways.com

SR 522 Concepts

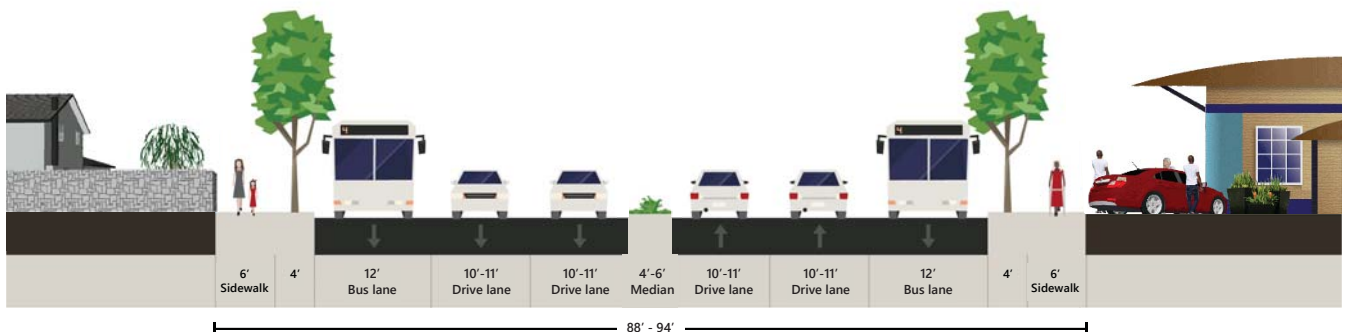
Concept 1

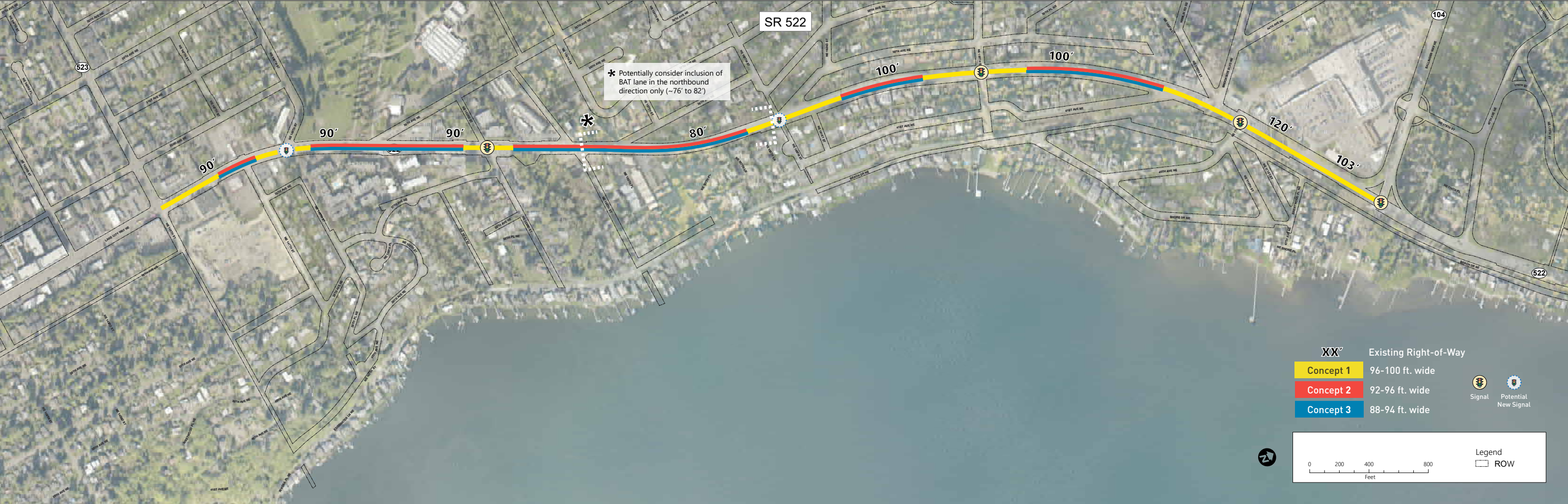


Concept 2





Concept 3






SR 522

* Potentially consider inclusion of BAT lane in the northbound direction only (~76' to 82')






XX'	Existing Right-of-Way		
Concept 1	96-100 ft. wide		
Concept 2	92-96 ft. wide	Signal	Potential New Signal
Concept 3	88-94 ft. wide		

Legend	
	ROW


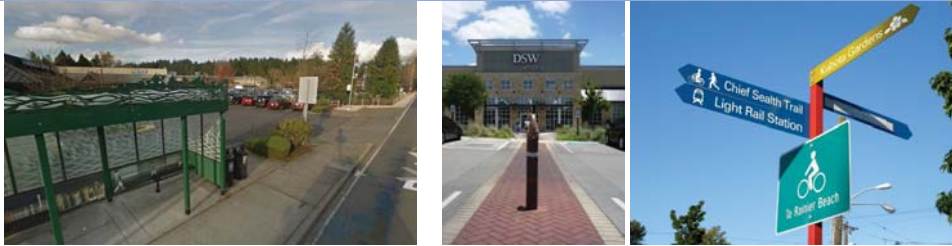


0 200 400 800
Feet

Non-motorized Access to Transit Improvements



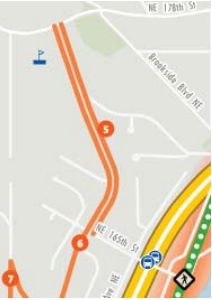


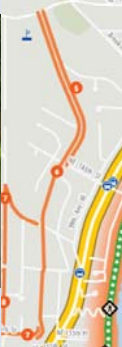



	Transit Stop		Potential Non-Motorized Improvement
	Existing Trail Access Points		SR 522 Multimodal Improvements
	City Boundary		
	School		
	Burke-Gilman Trail		




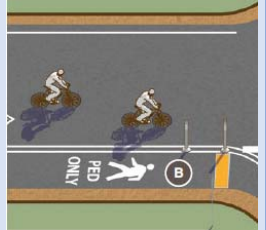
Potential Non-Motorized Access to Transit Projects

Map ID	Project Title	Description	Visual Depiction
1.	Multi-Use Path on SR 104	<p>Add a physically separated multi-use path on SR 104 from SR 522 to NE 178th Street to provide an all ages/all abilities facility for bicyclists, pedestrians, skaters, wheelchair users, and joggers that is separate from road traffic.</p> <p>It would serve as a key connection between the Burke-Gilman Trail and Interurban Trail, as well as from Lake Forest Park neighborhoods to transit stops on SR 522 and the Town Center.</p>	 <p>Existing conditions on SR 104 looking north. Source: Google Maps, 2017</p> <p>An example of how a multi-use path could look on SR 104.</p>
2.	Town Center Pedestrian Connections	<p>Provide a designated pedestrian path into the Town Center from the NE 170th Street bus stop in front of Starbucks. The exact route is to be determined, but it should follow desired pedestrian routes. This project would require coordination with the Central Subarea Plan process.</p>	 <p>Existing conditions at bus stop. Source: Google Maps, 2017</p> <p>Examples of pedestrian path in parking lot and wayfinding.</p>
3a.	SR 104 / SR 522 At-grade Crossing Improvements	<p>As a near term project, modify current SR 522 / SR 104 crosswalk to improve the pedestrian and bicycle crossing experience between transit stops and the Burke-Gilman Trail. Initial thoughts include enhanced crosswalk striping, signal phasing, and widening the curb ramp/pedestrian pathway on the island to accommodate pedestrians and bicyclists. Explore opportunities to shorten the crossing distance by potentially narrowing the travel lanes / bus only lanes to 10 - 11 feet.</p>	 <p>Source: Google Maps, 2017</p>
3b.	Pedestrian/Bicycle Bridge	<p>As a long term project when funding is available, build a pedestrian and bicycle bridge over SR 522 that connects the Town Center to the Burke-Gilman Trail and bus stop on the east side of SR 522. This project at a larger scale will also provide better connections to the neighborhoods and the Interurban Trail. This project would require coordination with the Central Subarea Plan process.</p>	 <p>Example of overpass in Shoreline.</p>




Potential Non-Motorized Access to Transit Projects

Map ID	Project Title	Description	Visual Depiction
4.	SR 522 / NE 170th Street Crossing	Improve the existing crossing of SR 522 at NE 170th Street. This bus stop is one of the most frequently used stops in the City. Improvements can include enhanced crosswalk striping, improved sidewalk/curb on the gas station corner, and improved signal phasing. Potentially consider a protected eastbound left turn from Starbucks to northbound SR 522 to reduce conflicts between crossing pedestrians and turning vehicles.	 <p style="text-align: right; font-size: small;">Source: Google Maps, 2017</p>
5.	Brookside Elementary Safe Routes to School	Add a sidewalk on 37th Avenue NE from just south of NE 178th Street, where the existing sidewalk ends, to NE 165th Street. Given this project's proximity to Brookside Elementary, it is preferable to include a landscaped buffer to provide additional pedestrian safety. This project will provide a grade separated, contiguous route between the bus stops on SR 522 at NE 165th Street, Brookside Elementary, and Pflugst Animal Acres Park, making it easier and safer for people of all ages to walk to public transit. (This is Project #1 in the Safe Streets report.)	<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;">  <p style="font-size: x-small;">Existing conditions on 37th Avenue NE.</p> </div> <div style="width: 30%; text-align: center;">  </div> <div style="width: 30%;">  <p style="font-size: x-small;">Sidewalk with landscaping buffer. Source: threepulla.com</p> </div> </div>
6.	37th Avenue NE Traffic Calming	<p>Incorporate traffic calming measures on 37th Avenue NE between NE 178th Street and NE 156th Street, as well around the corner onto NE 156th Street. Specific treatments have not been selected, but can include traffic circles, chicanes, a raised intersection at NE 165th Street, speed humps, or other proven traffic calming measures after further engineering evaluation.</p> <p>37th Avenue NE is designated as a bike route between the Interurban Trail and Burke-Gilman Trail, and traffic calming would help make this route more accommodating to cyclists of all ages and abilities and people walking to bus stops. This project could also remove parking on one side of the street to help minimize conflicts and provide space for traffic calming improvements. (This is Project #6 in the Safe Streets report.)</p>	<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;">  <p style="font-size: x-small;">Existing conditions on 37th Avenue NE during morning /evening Commutes.</p> </div> <div style="width: 30%; text-align: center;">  </div> <div style="width: 30%;">  <p style="font-size: x-small;">Example of a traffic circle. Source: Re:Streets.</p> </div> </div>

Potential Non-Motorized Access to Transit Projects

Map ID	Project Title	Description	Visual Depiction
7.	Briarcrest Safe Routes to School Sidewalks	<p>Provide the following improvements to create safer routes to schools for Briarcrest Elementary, Kellogg Middle School, and Shorecrest High School. These improvements designate walking areas along routes that have historically seen conflicts between modes. Coupled with traffic calming, they make it easier and safer for people of all ages to walk or bike to public transit. (This is part of Project #4 in the Safe Streets report.)</p> <ul style="list-style-type: none"> • A sidewalk in the following locations: <ul style="list-style-type: none"> ○ 35th Ave NE (NE 162nd St to NE 160th St) ○ NE 162nd St (35th Ave NE to 37th Ave NE) ○ NE 156th St/37th Ave NE (35th Ave NE to NE 157th St) • Traffic calming measures, such as chicanes, speed humps, or traffic circles on <ul style="list-style-type: none"> ○ 35th Ave NE ○ NE 162nd St 	 <p>Sidewalk with landscaping buffer. Source: threepullpa.com</p>  <p>Example of a traffic circle. Source: Re:Streets</p> 
8.	Briarcrest Safe Routes to School Walking Paths	<ul style="list-style-type: none"> • A painted pedestrian walking area in the following locations: <ul style="list-style-type: none"> ○ NE 160th St (Potential for an upgrade as Phase 2) ○ 35th Ave NE (NE 160th St to NE 156th St) ○ “Walking Wednesday” Routes <ul style="list-style-type: none"> ▪ NE 163rd St ▪ 30th Ave NE ▪ NE 155th St/NE 156th St to 35th Ave NE • Traffic calming measures, such as chicanes, speed humps, or traffic circles along NE 160th St <p>This project requires collaboration with the City of Shoreline, who would be responsible for completing walkways that link to Lake Forest Park school property. The City may also consider lowering the speed limit on NE 160th Street and potentially other streets. (This is part of Project #4 in the Safe Streets report.)</p>	  <p>Existing conditions on Walking Wednesday route.</p>  <p>Painted pedestrian walking area. Source: FHWA, Small Town and Rural Multimodal Networks</p>

Potential Non-Motorized Access to Transit Projects

Map ID	Project Title	Description	Visual Depiction
9.	NE 155th Street Trail Connection	Formalize the existing, informal pedestrian/bicycle trail that connects 35th Avenue NE and NE 155th Street. While the existing dirt path is accessible for some people, others such as those in wheelchairs cannot easily navigate it. It would provide more direct pedestrian/bicycle connections to bus stops along SR 522.	 <p>Existing informal trail looking west to 35th Ave</p> <p>Existing informal trail looking east to 155th/SR 522</p> 
10.	Burke-Gilman Trail Wayfinding	<p>Add wayfinding signage along the Burke-Gilman Trail and at SR 522 BRT stops that provides information with the best route to access transit stops, Town Center, Burke-Gilman Trail, and Interurban Trail. This project will provide information so people walking and biking will know the safest and most direct route to or from transit.</p> <p>There is no signage to identify which trail access point and route is the fastest, has the fewest hills, or is safest for children. Likewise, if you arrive by transit to the Town Center, it is not clear how to best access the Burke-Gilman Trail.</p>	 <p>Example wayfinding signage</p>
11.	Improve Street Connectivity (<i>unmapped</i>)	Explore opportunities to improve street connectivity between neighborhoods and the Town Center and transit stops. This can include looking at connecting existing street ends and exploring opportunities to create connectivity easements.	

