



Safe Streets

Recommendations for Improving Safety and
Connections to Transit and Amenities



July 2017

Prepared for the City of Lake Forest Park



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Table of Contents

EXECUTIVE SUMMARY	1
Project Overview	1
Recommendations	1
INTRODUCTION	3
PROCESS	3
Public Engagement Activities.....	4
WHAT WE HEARD	5
RECOMMENDATIONS	7
Project 1: Brookside Elementary Safe Routes to School	9
Project 2: Permanent Speed Warning Signs	11
Project 3: Lake Forest Park Elementary Safe Routes to School	13
Project 4: Briarcrest Safe Routes to School	15
Project 5: NE 178 th Street Sidewalk.....	17
Project 6: 37 th Avenue NE Traffic Calming	19
Project 7: Perkins Way Pedestrian/Bike Infrastructure.....	21
Project 8: North Area Pedestrian and Bike Connections.....	23
Project 9: 55 th Avenue NE Sidewalk.....	25
Project 10: 187 th Street, 184 th Street, and 47 th Avenue Sidewalk.....	26
FUNDING SOURCES	29

APPENDICES

- A. **STAKEHOLDER INTERVIEW SUMMARY**
- B. **PLANNING CONTEXT MEMO**
- C. **PUBLIC OUTREACH SUMMARY**

EXECUTIVE SUMMARY

Project Overview

The City of Lake Forest Park is committed to making its streets safer for all users and improving connections to key amenities, such as parks, schools, trails, and retail. To achieve this objective, City Council authorized an effort called “Safe Streets,” which City staff initiated in the fall of 2016. The Safe Streets project addresses locations experiencing conflicts between pedestrians, cyclists, and motorists, and it improves connections to transit and amenities. There is a concurrent project happening, called “Safe Highways,” which is looking at the two state highways (SR 522 and SR 104) and how to make them safer, more accommodating to transit, and more walkable and bikeable. The Safe Streets project is separate and is looking at all the other local streets in Lake Forest Park.

This document serves as the culmination of the Safe Streets effort and identifies specific projects ranked according to priority for an enhanced Capital Improvements Program (CIP). These projects will be a community investment in the City’s sidewalks, streets, and infrastructure to help ensure that Lake Forest Park remains an attractive and safe place to live.

Recommendations

This report provides a vision for transforming Lake Forest Park’s streets into what the community desires. Through this process, the following projects were identified as candidates for future funding to improve the safety of Lake Forest Park Streets for all users. Note that projects are divided into two priority tiers:

TIER 1 (HIGHEST PRIORITY)

1. Brookside Elementary Safe Routes to School
2. Permanent Speed Warning Signs
3. Lake Forest Park Elementary Safe Routes to School
4. Briarcrest Safe Routes to School
5. NE 178th Street Sidewalk

TIER 2 (LOWER PRIORITY)

6. 37th Avenue NE Traffic Calming
7. Perkins Way Pedestrian/Bike Infrastructure
8. North Area Pedestrian and Bike Connections
9. 55th Avenue NE Sidewalk
10. NE 187th Street, NE 184th Street, and 47th Avenue NE Sidewalk

To arrive at this list of ten projects, the consultant team evaluated project ideas that stemmed from the public outreach process, including the 21 project ideas developed by the consultant team and new ideas generated during the outreach process. This evaluation was conducted on the basis of feasibility; cost; professional judgement; and effectiveness at improving the pedestrian environment, bicycle environment, and access to transit and amenities, among others. Ultimately, the ten projects above ranked the highest in this evaluation process.

FUNDING AND IMPLEMENTATION

Lake Forest Park will need to consider how to fund the recommended projects identified in this report. While the City is familiar with several well-known funding sources, the final section of this report identifies additional sources available to cities for transportation purposes.



INTRODUCTION

The City of Lake Forest Park is leading an effort called “Safe Streets” to make its streets safer for all users and to improve connections to transit and amenities like the Burke-Gilman Trail, Interurban Trail, parks, schools, and retail. These destinations should be safe and accessible for moms with strollers, cyclists, elderly, people with disabilities, students walking to school, and all other types of users. Through this process, we hoped to accomplish four goals:

- Address key conflicts between pedestrians, cyclists, and motorists.
- Develop an enhanced Capital Improvement Program (CIP) that includes specific projects ranked according to priority.
- Conduct a robust public engagement process to ensure the community has ownership in the solutions identified.
- Increase safe connections to transit and amenities.

There is a concurrent project happening, called “Safe Highways,” which is looking at the two state highways (SR 522 and SR 104) and how to make them safer, more accommodating to transit, and more walkable and bikeable. The Safe Streets project is separate and is looking at all the other local streets in Lake Forest Park. The Safe Streets project, authorized by City Council, was initiated by City staff in the fall of 2016 and is being led by a project team of City and consultant staff. The project builds on past City planning efforts including the Strategic Plan, Comprehensive Plan, and Legacy 100-Year Vision.

PROCESS

The project team conducted a series of stakeholder interviews in January and February 2017 to learn about challenges and opportunities regarding safety and access on Lake Forest Park streets. Interviewees included City Councilmembers, the Mayor, Police Department staff, Public Works staff, and three school principals. The stakeholder interviews helped inform the public engagement efforts and initial project ideas. A summary of the stakeholder interviews is available in **Appendix A**. Concurrently, the project team reviewed existing plans, policies, and research studies to provide context for the public outreach process and this report. The planning context memo that stemmed from this analysis is available in **Appendix B**.

This led to a public outreach process in February and March 2017 to identify community priorities. Community members had the opportunity to share their ideas at an open house, at a meeting with Block Watch leaders, through an online comment form on the project website, and by contacting Neil Jensen, City Engineer. Through this process, participants provided information on the types and locations of transportation safety issues that currently exist and helped identify high priority transportation improvement projects.

Public Engagement Activities

OPEN HOUSE

The City held an open house on March 21, 2017 to hear community members' ideas for how to make its streets safer and improve connections. In order to encourage broad attendance and participation, the City spread the word about the open house in a number of ways, which included:

- Sharing event information on the project and City websites, the City's newsletter, Facebook, Twitter, the City's web newsflash, Next Door, and the Shoreline Area News;
- Contacting Brookside, Lake Forest Park, and Briarcrest Elementary Schools and asking them to share event information with student families and staff;
- Contacting over 15 community organizations and asking them to share event information with their members;

Approximately 70 people participated in the lively open house. The event began with people informally viewing posters and sharing initial thoughts on projects needed to improve street safety. City and consultant staff then gave a presentation on the project and 21 draft transportation improvement projects that could be used for capital project planning. Following the presentation, participants worked in small groups to prioritize their top five projects, coming to consensus on the best way for the City to use limited resources. Groups placed dots on table maps, using a green dot for their top priority project and red dots for their remaining top four priorities. At the end of the exercise, each small group reported out to the larger group, and the facilitator created a composite map capturing the results.

The composite map revealed projects that the majority of open house participants considered high priority (i.e. projects that received a green or red dot), as well as new projects for the City to consider. The results of the mapping exercise from the open house are provided in **Appendix C**.



Open house participants were enthusiastic about the possibility of addressing some of their street safety issues. As one woman expressed at the end of the event, the method of shared identification of priority projects was extremely effective and successfully highlighted where the city should target its resources.

BLOCK WATCH MEETING

The project team met with Block Watch “Captains” on March 27, 2017 following the open house. **Approximately 20 community members** participated. After a brief presentation by the project team, the Block Watch Captains participated in the same mapping exercise from the open house. The results of the mapping exercise were similar to those from the open house, though a few new project ideas were proposed. The results of the mapping exercise from the Block Watch meeting are combined with the results from the open house in **Appendix C**.

ONLINE COMMENT FORM

An online comment form was available on the project website from February 13 through April 1, 2017 for community members to provide feedback on the Safe Streets project. The comment form posed the following questions:

- What are some of the challenges with Lake Forest Park’s streets today? Are there specific locations that feel unsafe?
- What specific locations/safety improvement projects should the City prioritize?

Over 100 submittals were received. Input received through the comment form is captured in the public comment summary in **Appendix C**.

EMAILS

A handful of emails were submitted directly to the Lake Forest Park City Engineer. This input was also captured in the public comment summary in **Appendix C**.

WHAT WE HEARD

Several themes emerged from all the public outreach conducted as part of this process. First, Lake Forest Park community members provided numerous examples of locations where speeding, cut-through traffic, and/or insufficient pedestrian/bicycle amenities are creating conflicts between street users. Traffic calming, sidewalks, crosswalks, bike lanes, and trails were all proposed treatments.

Second, safe walking routes are a clear priority for many people in the community. Residents want either sidewalks or pedestrian paths with an extruded curb along streets that kids frequently use to get to school. Providing pedestrian infrastructure in many of these locations would have multiple co-benefits, such as providing better access to transit and parks.

Another top priority for the community is providing better pedestrian and cyclist access to popular amenities like the Town Center, Burke-Gilman trail, Interurban trail, public transit stops, parks, and more. As

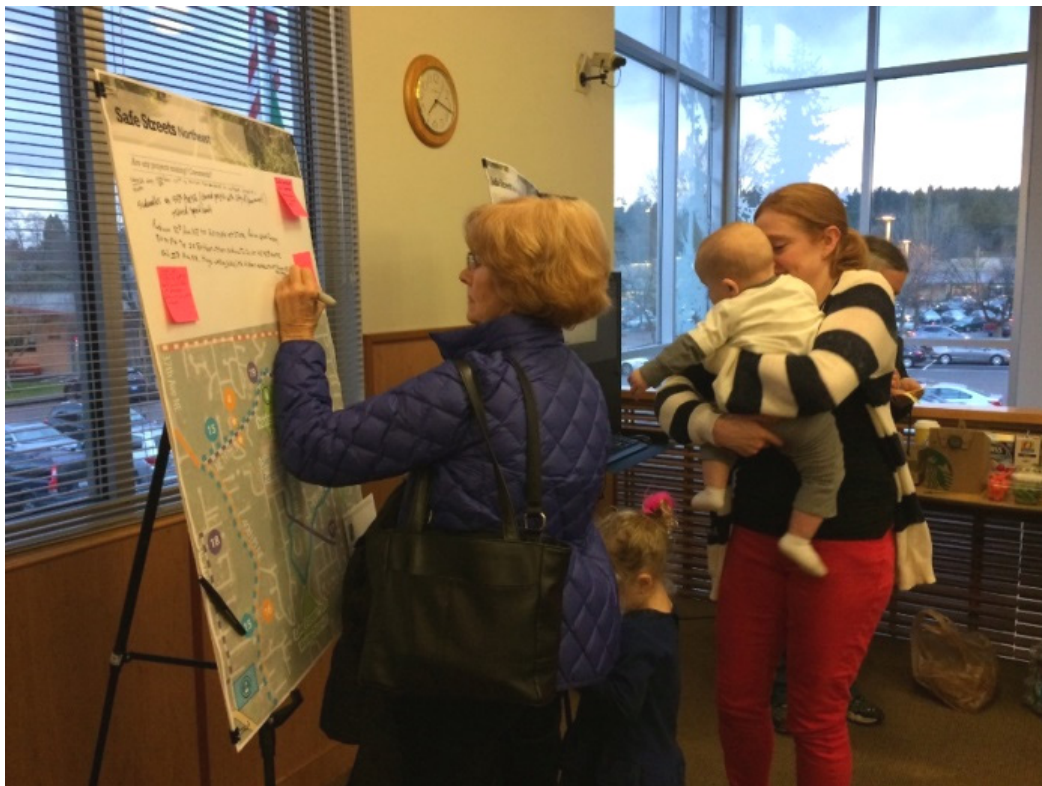
one interviewee put it, Lake Forest Park's streets should be "the string connecting the pearls." Lake Forest Park's winding streets and hilly topography make this difficult, but it is critical to have designated routes connecting destinations with adequate lighting, pedestrian amenities (such as sidewalks or trails), and carefully considered crosswalks.

When developing potential solutions, it will be essential to consider accessibility for all – cyclists, kids going to school, individuals with disabilities, etc. It is hard for people in wheelchairs and parents pushing strollers to navigate many Lake Forest Park streets.

Many residents expressed an interest in implementing traffic calming projects in targeted locations. Some of the ideas mentioned include: reducing speed limits (citywide or in strategic locations); adding chicanes, speed bumps, stop signs, or traffic circles; and blocking off certain streets to through traffic. Other residents expressed an interest in citywide policies, such as reducing speed limits on residential streets and educational campaigns similar to those implemented in Seattle to reduce speeding – "20 is plenty."

Lastly, some community members expressed the importance of prioritizing eco-friendly projects. Lake Forest Park has numerous creeks, and future projects should respect the creeks and minimize runoff.

A full summary of public comments and project ideas heard through the open house, Block Watch meeting, stakeholder interviews, and online public comments are available in **Appendix C**.



RECOMMENDATIONS

This report provides a vision for transforming Lake Forest Park's streets into what the community desires. This section describes key public realm investments that were identified by the community as priorities for increasing safety and connections to key amenities in the City, which are broken into two priority tiers:

TIER 1 (HIGHEST PRIORITY)

1. Brookside Elementary Safe Routes to School
2. Permanent Speed Warning Signs
3. Lake Forest Park Elementary Safe Routes to School
4. Briarcrest Safe Routes to School
5. NE 178th Street Sidewalk

TIER 2 (LOWER PRIORITY)

6. 37th Avenue NE Traffic Calming
7. Perkins Way Pedestrian/Bike Infrastructure
8. North Area Pedestrian and Bike Connections
9. 55th Avenue NE Sidewalk
10. NE 187th Street, NE 184th Street, and 47th Avenue NE Sidewalk

To arrive at this list of ten projects, the consultant team evaluated project ideas that stemmed from the public outreach process, including the 21 project ideas developed by the consultant team and new ideas generated during the outreach process. This evaluation was conducted on the basis of feasibility; cost; professional judgement; and effectiveness at improving the pedestrian environment, bicycle environment, and access to transit and amenities, among others. Ultimately, ten projects ranked the highest in this evaluation process.¹ These projects are shown in **Figure 1**.

The consultant team carefully considered how these projects would help achieve the critical goal of increasing safe connections to transit and amenities, such as parks, schools, trails, and retail. Lake Forest Park residents and employees visit these destinations on a daily basis, and it is critical that they can access them safely via all modes. These projects are designed to be the **strings connecting the City's pearls**. The top ten projects help fill gaps in pedestrian and cyclist networks that connect to key destinations, address many safety concerns raised in the public outreach process, and help improve connectivity Citywide.

The public expressed a desire for improvements at the intersection of NE 178th Street, NE 180th Street, and Brookside Boulevard NE. However, given recent City investments to improve pedestrian safety in this location, this intersection is not included in the top priority list. The City may choose to reassess this intersection at a later date.

For all of the projects referenced in this document, additional consideration will be needed with regards to proper illumination and stormwater infrastructure. Many participants commented on how the City's dark streets can be a safety concern, particularly in the winter. Moreover, the City's topography and number of creeks and streams necessitate careful planning of infrastructure to ensure that transportation and stormwater facilities complement one another.

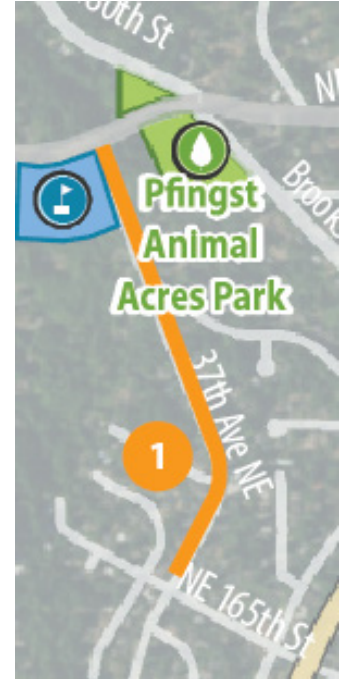
¹ Additional engineering study is needed prior to design and construction of the projects recommended in this study.



Project 1: Brookside Elementary Safe Routes to School

PROJECT DESCRIPTION

Through the open house, Block Watch meeting, stakeholder interviews, and online public comments, we heard numerous concerns about the safety of children walking to Brookside Elementary School along 37th Avenue NE since there is no sidewalk (except for a short segment directly across the street from the school) or pedestrian path with extruded curb, as demonstrated in **Figure 2**. There have also been several “near-misses” between pedestrians and motor vehicles. Topography is a contributing factor, as cars tend to gain momentum down 37th Avenue NE towards the school. Therefore, this project adds 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 would be preferable to include a landscaped buffer to provide additional pedestrian safety, as shown in **Figure 4**. The preferred minimum sidewalk width recommended for safe routes to school is five to six feet.² This project was identified as a top priority during the Open House and Block Watch Meeting dot exercises.



PROJECT BENEFITS

- Creates a safe, dedicated space for pedestrians of all ages to walk.
- Increases pedestrian connections to Brookside Elementary, Pflugst Animal Acres Park, and the Burke-Gilman Trail.
- Increases pedestrian sense of safety, which will make residents more comfortable walking in Lake Forest Park.
- Given this project’s proximity to Brookside Elementary, there is the potential to tap into Washington State Safe Routes to School funding.
- Since NE 165th Street has sidewalks, this project provides a safe connection to transit on SR 522.



Figure 2: Existing Conditions on 37th Avenue NE



Figure 3: Existing Conditions on 37th Avenue NE

² SRTS guide. “Sidewalks.” <http://guide.saferoutesinfo.org/engineering/sidewalks.cfm>

POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- Brookside Elementary School regarding safety considerations and drop off/pick up.
- Public Works Department regarding surface water infrastructure.
- Sound Transit regarding safe connections to transit.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- Potential impacts to adjacent residents during construction.
- Width and grade issues in the 17400 block of 37th Avenue NE.
- Compatibility with surface water infrastructure since Hillside Creek crosses 37th Avenue NE.



Figure 4: Sidewalk with landscaping buffer. Source: threepullpa.com

Project 2: Permanent Speed Warning Signs

PROJECT DESCRIPTION

Speeding and increasing amounts of cut-through traffic through Lake Forest Park's streets are key concerns. In a stakeholder interview, the Police Department indicated that installing permanent speed warning signs in targeted locations to replace existing mobile warning signs would provide a good "bang for the City's buck," as each sign is only roughly \$12,000-\$14,000. Therefore, this project adds permanent speed warning signs in seven locations that experience frequent speeding:

- 55th Avenue NE
- NE 160th Street
- NE 178th Street
- NE 187th Street
- NE 197th Street (east bound)
- NE 197th Street (west bound)
- NE Perkins Way



Figure 5: Speed Warning Sign. Source: OkSolar.com

PROJECT BENEFITS

- Reduces motor vehicle speeds on residential streets.
- Permanent speed warning signs are a relatively low cost option for traffic calming.
- A study conducted in Bellevue, Washington found that various types of radar speed signs installed in 31 locations resulted in statistically significant speed reductions in the 85th percentile generally ranging from approximately 2-6 mph, with a few exceptions.³ Numerous other studies have shown their effectiveness in speed reduction, but results vary somewhat by specific circumstances.

POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- City of Shoreline regarding NE 178th Street speed limit.
- Police Department regarding location siting.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- Additional traffic calming measures may be required to reduce speeds to desired levels.

³ City of Bellevue Transportation Department. "Stationary Radar Sign Program: 2009 Report." http://www.ci.bellevue.wa.us/pdf/Transportation/radar_sign_report_2009.pdf

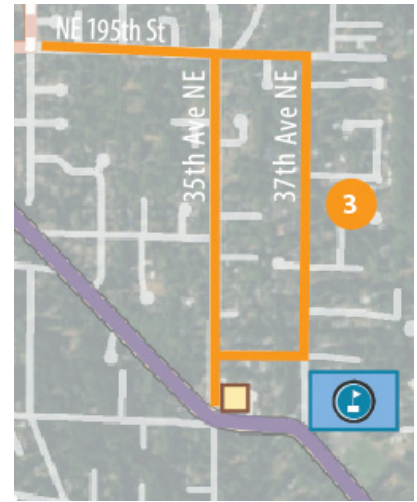


Figure 6: (from top to bottom) Existing Conditions on NE 160th Street, NE 178th Street, and NE Perkins Way

Project 3: Lake Forest Park Elementary Safe Routes to School

PROJECT DESCRIPTION

Lake Forest Park Elementary School students have the option to participate in "Walking Wednesdays," where parent volunteers walk students through the neighborhood to school. Sidewalks or pedestrian paths (as shown in **Figure 11**) are missing for most of the route, so kids must walk in the street. Further, 37th Avenue NE gets very congested during drop-off/pick-up times, which results in illegal and unsafe driving behavior in close proximity to students. (See **Figure 9**.) This project requires collaboration with the City of Shoreline, who would be responsible for completing sidewalks that link Shoreline residences to this project, as Shoreline students also attend Lake Forest Park Elementary. This project adds the following pedestrian amenities to increase safety:



- A sidewalk on 35th Avenue NE from NE 195th Street to Ballinger Way NE (SR 104).
- Bike lanes or "sharrows" (see **Figure 31**) on 35th Avenue NE from NE 195th Street to SR 104, in conjunction with Project 8.
- A sidewalk or pedestrian path on NE 195th Street from the City border to 37th Avenue NE.
- A sidewalk or pedestrian path on 37th Avenue NE from NE 195th Street to NE 187th Street.

PROJECT BENEFITS

- Creates a safe, dedicated space for pedestrians of all ages to walk.
- Increases pedestrian and cyclist connections to Lake Forest Park Elementary and transit service (existing and future) on SR 104.
- Increases pedestrian sense of safety, which will make residents more comfortable walking in Lake Forest Park.
- Given this project's proximity to Lake Forest Park Elementary, there is the potential to tap into Washington State Safe Routes to School funding.



Figure 7: Existing Conditions on Walking Wednesday route

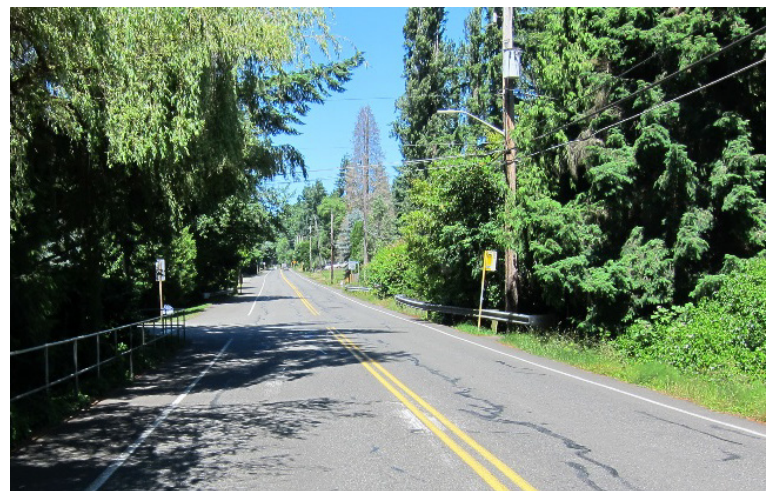


Figure 8: Existing Conditions at bus stop on 35th Avenue NE

POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- City of Shoreline regarding continuation of sidewalks/pedestrian paths into Shoreline.
- King County Metro regarding safe connections to transit.
- Public Works Department regarding surface water infrastructure.
- WSDOT and the Lake Forest Park Safe Highways project team regarding how the new infrastructure connects to SR 104.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- Determining if a sidewalk or pedestrian path is most appropriate on NE 195th Street and 37th Avenue NE.
- Potential impacts to adjacent residents during construction.
- Project may require right-of-way acquisition and/or negotiation with adjacent property owners.
- Culverts L 110, L 115, and L 155 intersect these streets.
- Requires collaboration with the City of Shoreline to create complete, safe routes.



Figure 9: Existing Conditions on 37th Avenue NE near Lake Forest Park Elementary (this segment includes a pedestrian path)



Figure 10: Sidewalk with landscaping buffer.
Source: threepullpa.com

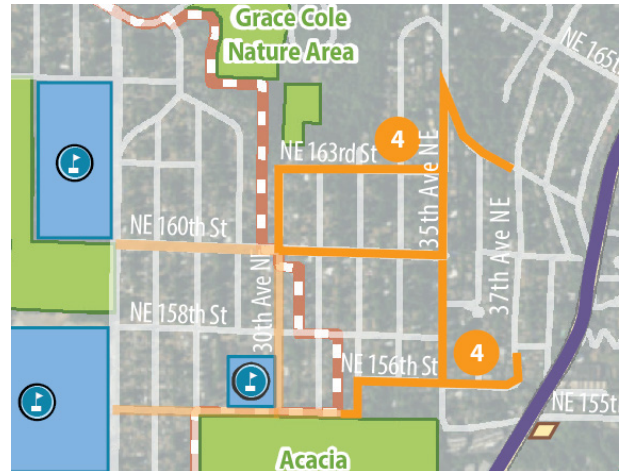


Figure 11: Pedestrian path with an extruded curb.
Source: concretecrafters.com

Project 4: Briarcrest Safe Routes to School

PROJECT DESCRIPTION

Briarcrest Elementary School students also participate in “Walking Wednesdays,” yet most of the route lacks sidewalks or pedestrian paths. This project provides the following improvements to create safer routes to school for Briarcrest Elementary, Kellogg Middle School, and Shorecrest High School. While these schools are located in Shoreline, Lake Forest Park kids attend these schools. This project requires collaboration with the City of Shoreline, who would be responsible for completing sidewalks that link the Lake Forest Park project to the school property. The City may want to also consider lowering the speed limit on NE 160th Street and potentially other streets.



- A sidewalk in the following locations:
 - 35th Avenue NE from NE 162nd Street to NE 160th Street
 - NE 162nd Street from 35th Avenue NE to 37th Avenue NE
 - NE 156th Street/37th Avenue NE from 35th Avenue NE to NE 157th Street
- A painted pedestrian walking area in the following locations:
 - NE 160th Street. (This could ultimately be upgraded to a pedestrian path or sidewalk as a Phase 2 improvement since it is an important connector street for three schools.)
 - NE 163rd Street (“Walking Wednesday” route)
 - 30th Avenue NE (“Walking Wednesday” route)
 - NE 155th Street and NE 156th Street to 35th Avenue NE (“Walking Wednesday” route)
 - 35th Avenue NE from NE 160th Street to NE 156th Street
- Traffic calming measures, such as chicanes, speed humps, or traffic circles, in these locations:
 - NE 160th Street; 35th Avenue NE; NE 162nd Street



Figure 12: Existing Conditions on NE 160th Street



Figure 13: Existing Conditions on Walking Wednesday route

PROJECT BENEFITS

- Creates a safe, dedicated space for pedestrians of all ages to walk.
- Reduces motor vehicle speeds on residential streets.
- Increases pedestrian connections to three schools.
- Increases pedestrian sense of safety, making residents more comfortable walking in the City.
- Given this project's proximity to three schools, there is the potential to tap into Washington State Safe Routes to School funding.

POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- Briarcrest, Kellogg, and Shorecrest schools regarding safety considerations and drop off/pick up.
- City of Shoreline regarding continuation of sidewalks/pedestrian paths into Shoreline.
- Sound Transit regarding safe connections to transit.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- Potential impacts to adjacent residents during construction.
- Requires collaboration with the City of Shoreline to create complete, safe routes.
- This project may require right-of-way acquisition and/or negotiation with adjacent property owners.



Figure 14: Example of a chicane. Source: Richard Drdul



Figure 15: Example of a traffic circle. Source: Re:Streets



Figure 16: Sidewalk with landscaping buffer. Source: threepullpa.com

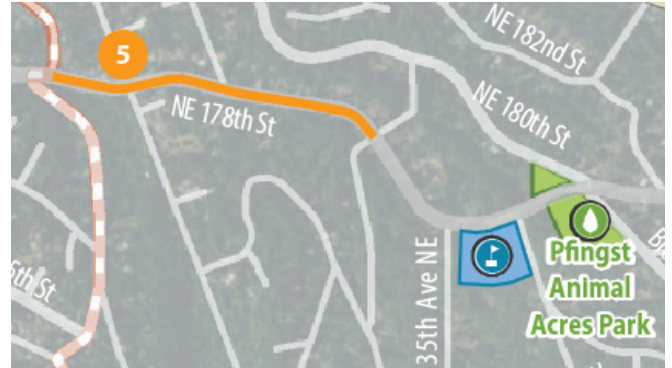


Figure 17: Pedestrian path with an extruded curb. Source: concretecrafter.com

Project 5: NE 178th Street Sidewalk

PROJECT DESCRIPTION

NE 178th Street is one of the biggest hotspots for motor vehicular speeding in Lake Forest Park due to significant grade change and the speed limit changing from 30 miles per hour on the Shoreline side of 178th to 25 miles per hour on the Lake Forest Park side. However, the sidewalk does not extend west past 33rd Avenue NE to the city boundary. It is viewed as one of the key street “spines” through town and will likely continue to see increasing traffic as the region grows. Therefore, this project adds a sidewalk or pedestrian path on NE 178th Street from 33rd Avenue NE to the city border.



PROJECT BENEFITS

- Creates a safe, dedicated space for pedestrians of all ages to walk.
- Increases pedestrian connections to Brookside Elementary and Pflugst Animal Acres Park.
- Increases pedestrian sense of safety, which will make residents more comfortable walking in Lake Forest Park.
- A sidewalk would help calm traffic to some degree by providing more visual interest in the peripheral vision of drivers.



Figure 18: Existing Conditions on NE 178th Street

POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- City of Shoreline regarding NE 178th Street speed limit and potential for continuation of pedestrian infrastructure.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- Determining if a sidewalk or pedestrian path is most appropriate.
- Potential impacts to adjacent residents during construction.
- This project may require right-of-way acquisition and/or negotiation with adjacent property owners.



Figure 19: Sidewalk with landscaping buffer.
Source: threepullpa.com

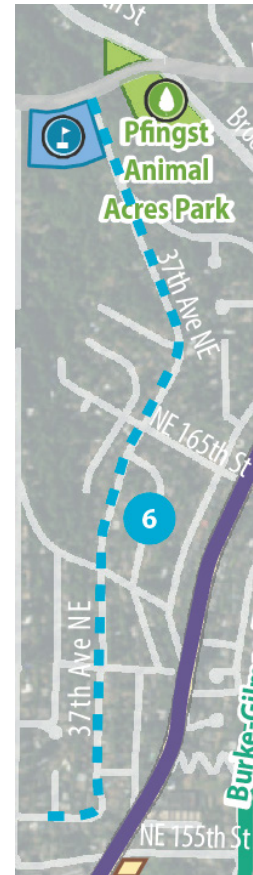


Figure 20: Pedestrian path with an extruded curb.
Source: concretecrafters.com

Project 6: 37th Avenue NE Traffic Calming

PROJECT DESCRIPTION

Project 6 is an extension of Project 1. As mentioned in the Project 1 description, several community members are concerned about speeding on 37th Avenue NE. A variety of different residents use this segment, such as kids walking to Brookside Elementary, kids walking to Briarcrest Elementary on Walking Wednesdays, cyclists accessing the Burke-Gilman and Interurban Trails (as this is part of the southern connector route), and pedestrians travelling to the transit stop. It is also a common cut-through route for motor vehicles avoiding SR 522, as this is the only north-south alternative to SR 522 within city limits. Another concern is that there is only space for one lane of through traffic when cars are parked on both sides of the street, as shown in Figure 22. While on-street parking helps slow cars down, it creates conflicts and potentially dangerous situations. To address the community's concerns, this project incorporates traffic calming measures on 37th Avenue NE between NE 178th Street and NE 156th Street, as well around the corner onto NE 156th Street. At this stage, specific treatments have not been selected, but they could include traffic circles, chicanes, a raised intersection at NE 165th Street, speed humps, or other proven traffic calming measures after further engineering evaluation. This project could also remove parking on one side of the street to help minimize conflicts and provide space for traffic calming improvements.



PROJECT BENEFITS

- Improves comfort and safety for walking and cycling.
- Reduces motor vehicle speeds on residential streets.
- Builds safer trail connections.
- A raised intersection or potentially a traffic circle would improve pedestrian and cyclist safety at the intersection of 37th Avenue NE and NE 165th Street, a key intersection.



Figure 21: Existing Conditions on 37th Avenue NE



Figure 22: Existing Conditions on 37th Avenue NE during morning and evening commutes

POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- Brookside Elementary School regarding safety considerations and drop off/pick up.
- Sound Transit regarding safe connections to transit.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- Determining which treatments are most appropriate.
- Potential impacts to adjacent residents during construction.
- This project may require right-of-way acquisition and/or negotiation with adjacent property owners.



Figure 23: Example of a chicane. Source: Richard Drdul

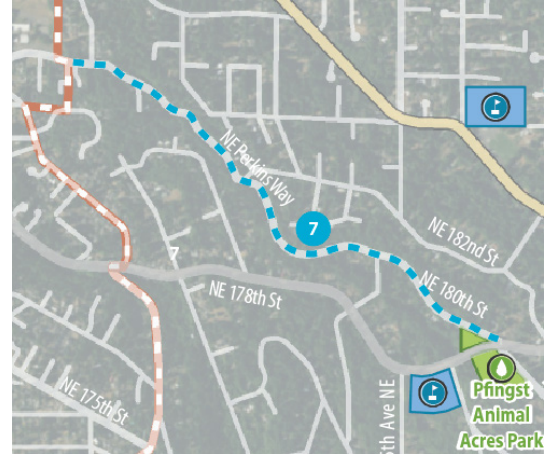


Figure 24: Example of a traffic circle. Source: Re:Streets

Project 7: Perkins Way Pedestrian/Bike Infrastructure

PROJECT DESCRIPTION

Many cyclists use NE Perkins Way since it is part of the northern connector route between the Burke-Gilman and Interurban Trails. However, the street does not have a shoulder despite its many blind curves and hidden drives. Cars (and cyclists) speed due to the topography, which creates conflicts and dangerous situations. To improve access and safety for pedestrians and bicyclists on NE Perkins Way, this project widens the street to provide a shared use path for walking and cycling. Specifically, the shared use path would provide a climbing lane for cyclists traveling westbound and designated space for pedestrians walking in both directions. Sharrows would be added in the street for cyclists riding downhill. Generally, it makes most sense for the facility to be on the north side of the street so the bike lane buffers pedestrians from traffic, though special consideration would be needed in locations that have retaining walls. Wayfinding signage would also be added for cyclists.



PROJECT BENEFITS

- Shared use paths are a great way to encourage more walking and cycling.
- Increases pedestrian/bicycle access from residential neighborhoods to the Burke-Gilman Trail, Interurban Trail, Pfingst Animal Acres Park, Brookside Elementary, and other destinations.
- Increases comfort and safety along the corridor. Shared use paths tend to attract bicyclists with a wide range of skill levels, including novice riders and young children, as the buffer increases actual and perceived safety.



Figure 25: Existing Conditions on Perkins Way NE

POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- City of Shoreline regarding connections to the Interurban Trail and other Shoreline pedestrian and bike infrastructure.
- Natural resource agencies regarding stream protection.
- Cyclist communities, such as Cascade Bicycle Club, Native Planet Cycling, and Cyclists of Greater Seattle, regarding project design.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- This project will likely require right-of-way acquisition and/or negotiation with adjacent property owners.
- Potential impacts to adjacent residents during construction.
- Cost of construction given very challenging site conditions.
- Stream protection will be challenging.



Figure 26: Shared use path pavement markings.
Source: sellwoodbridge.org

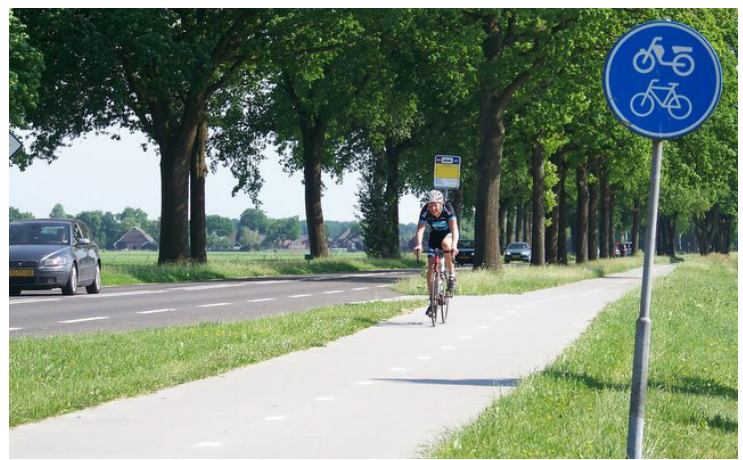


Figure 27: Shared use path example.
Source: aviewfromthecyclepath.com

Project 8: North Area Pedestrian and Bike Connections

PROJECT DESCRIPTION

40th Place NE is a key street spine, and many use it to access Mountlake Terrace. However, it lacks sidewalks in most places, motor vehicles frequently speed, and conflicts between street users are commonplace. NE 197th Street also frequently sees speeding and lacks safe facilities for walking and cycling, despite its proximity to Horizon View Park and the reservoir. Therefore, to improve access and safety of cyclists and pedestrians on 40th Place NE and NE 197th Street, this project:

- Adds a sidewalk or pedestrian path on 35th Avenue NE, 37th Avenue NE, 40th Place NE where there is currently a gap in pedestrian facilities (between NE 185th Street and NE 197th Street), and on NE 197th Street.
- Adds bike lanes or “sharrows” (see **Figure 31**) to 35th Avenue NE, 37th Avenue NE, 40th Place NE, and NE 197th Street.

PROJECT BENEFITS

- Creates safe and welcoming facilities for walking and cycling that help complete the street network.
- Corridor enhancements will encourage active transportation and recreation.
- Increases pedestrian/bicycle access from residential neighborhoods to the Lake Forest Park Town Center, Burke-Gilman Trail, Horizon View Park, Lake Forest Reservoir, Mountlake Terrace, and other destinations.
- Provides a direct connection to the sidewalk and bike lane network on Cedar Way in Mountlake Terrace.
- Creates two new north-south spines in Lake Forest Park, in conjunction with Project 3.
- Provides a safe connection to Lake Forest Park Elementary’s Walking Wednesday route, as described in Project 3.
- There is potential to extend the sidewalk and bike lane network on SR 104 to SR 522 through the Safe Highways initiative.



Figure 28: Existing Conditions on 40th Place NE



Figure 29: Existing Conditions on NE 197th Street

POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- King County Metro regarding safe connections to transit.
- Sound Transit regarding safe connections to transit.
- City of Mountlake Terrace regarding connections to their pedestrian and bike infrastructure.
- Cyclist communities, such as Cascade Bicycle Club, Native Planet Cycling, and Cyclists of Greater Seattle, regarding project design.
- Public Works Department regarding surface water infrastructure.
- WSDOT and the Lake Forest Park Safe Highways project team regarding pedestrian and bike infrastructure improvements on SR 104.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- Determining which bike treatments are most appropriate and feasible.
- Potential impacts to adjacent residents during construction.
- This project may require right-of-way acquisition and/or negotiation with adjacent property owners.
- Culverts L 160, L 170, L 180, L 190, L 220, L 230, L 240, L 250, and L 255 intersect these streets.



Figure 30: Example of a bike lane.
Source: velotraffic.com



Figure 31: Example of sharrows.
Source: cosssdotblog.wpengine.netdna-cdn.com

Project 9: 55th Avenue NE Sidewalk

PROJECT DESCRIPTION

Several community members expressed concern about the lack of sidewalks on 55th Avenue NE. Students walk along this corridor to access school bus stops, yet the shoulders are small, there are ditches on one or both sides of the road in several locations, there are narrow driveways that require backing out into the travel lane, and motor vehicles speed. This project adds a sidewalk or pedestrian path on 55th Avenue NE.

PROJECT BENEFITS

- Creates a safe, dedicated space for pedestrians of all ages to walk.
- Increases pedestrian connections to Linwood Park, Children's School and Montessori, Coffee Sensations, and Seven S Market near Linwood Park.
- Increases pedestrian sense of safety, which will make residents more comfortable walking in Lake Forest Park.
- A sidewalk would help calm traffic to some degree by providing more visual interest in the peripheral vision of drivers.

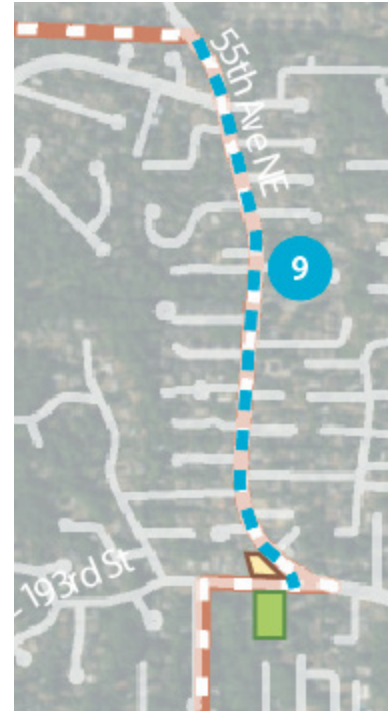


Figure 32: Existing Conditions on 55th Avenue NE

POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- Cities of Kenmore and Brier regarding continuation of sidewalks/pedestrian paths across city limits as well as surface water infrastructure.
- Public Works Department regarding surface water infrastructure.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- Determining if a sidewalk or pedestrian path is most appropriate.
- Potential impacts to adjacent residents during construction.
- This project may require right-of-way acquisition and/or negotiation with adjacent property owners.
- Compatibility with surface water system.



Figure 33: Sidewalk with landscaping buffer.
Source: threepullpa.com



Figure 34: Pedestrian path with an extruded curb.
Source: concretecrafters.com

Project 10: 187th Street, 184th Street, and 47th Avenue Sidewalk

PROJECT DESCRIPTION

The Police Department and several community members discussed challenges for pedestrians walking on NE 187th Street and NE 184th Street. Students walk along this corridor to access school bus stops, yet the shoulders are small in several locations, sometimes with a ditch on one or both sides of the street, there are blind curves, and grade change is an issue. It is also a common cut-through route for motor vehicles. This project adds a sidewalk or pedestrian path on NE 187th Street, NE 184th Street, and a short segment of 47th Avenue NE between NE 184th Street and NE 178th Street. There is an existing pedestrian path on NE 178th Street connecting to SR 104.

PROJECT BENEFITS

- Improves comfort and safety for all street users.
- Creates a safe, dedicated space for pedestrians of all ages to walk.
- Increases pedestrian connections to the Town Center, transit, and two school bus stops.
- Increases pedestrian sense of safety, which will make residents more comfortable walking in Lake Forest Park.
- Since NE 178th Street has a pedestrian path, this project provides a new safe connection to transit on SR 104.

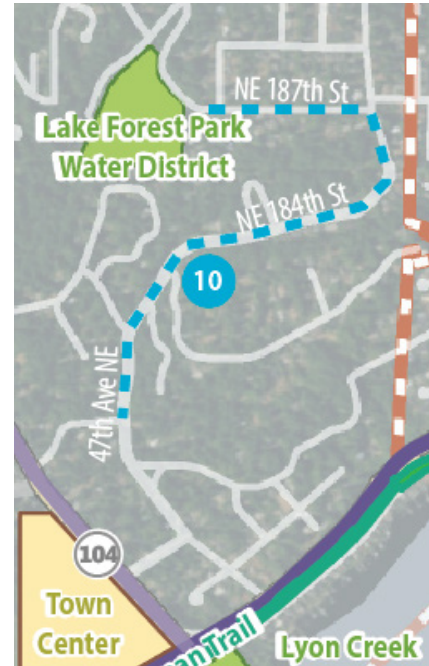


Figure 35: Existing Conditions on NE 184th Street



Figure 36: Existing Conditions on NE 187th Street

POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- Shoreline School District regarding connection to school bus stops.
- King County Metro regarding safe connections to transit.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- Determining if a sidewalk or pedestrian path is most appropriate.
- Potential impacts to adjacent residents during construction.
- This project may require right-of-way acquisition and/or negotiation with adjacent property owners.



Figure 37: Sidewalk with landscaping buffer.
Source: threepullpa.com



Figure 38: Pedestrian path with an extruded curb.
Source: concretecrafters.com

FUNDING SOURCES

Lake Forest Park will need to consider how to fund the recommended projects identified in this report. While the City is familiar with several well-known funding sources, the following table identifies additional sources available to cities for transportation purposes. The table shows authorized sources and how they were being used to fund transportation in King County as of 2013. The table does not include repealed or discontinued funding sources.

Funding Source	Description and Restrictions	King County Example(s)
Transportation/Capital Specific Funds	These are funds that are specially earmarked for transportation projects. Because transportation projects are so capital-intensive, we have lumped these funds in with transportation-specific funds.	
Motor Vehicle Excise Tax (MVET) <i>RCWs 81.100 and 81.104</i>	Up to a 0.8% MVET tax can be imposed for funding high capacity transportation services locally.	The City of Seattle has instituted a local-option Motor Vehicle Excise Tax (MVET)
Commercial Parking Tax <i>RCW 82.80.030</i>	A city has jurisdiction to enact a tax on commercial parking (either the business, based on gross proceeds or number of stalls, or directly on the customer, as in an admissions tax) within their jurisdiction. No specific rate is set, although specific parameters for rate setting are provided. Tax-exempt carpools, vehicles with handicapped decals, and government vehicles are exempt from the tax. The funds collected through this tax can be used for general transportation purposes, including construction and operation of roadways, public transportation, high capacity transportation, transportation planning and design, and/or other transportation-related activities. <i>This tax is subject to planning provisions and an exclusive councilmanic referendum procedure.</i>	The following King County cities levy commercial parking tax: <ul style="list-style-type: none"> ▪ Bainbridge Island ▪ Bremerton ▪ Burien ▪ Des Moines ▪ Monroe ▪ Mukilteo ▪ SeaTac ▪ Seattle ▪ Tukwila
Local Improvement District (LID) Formation <i>RCW 35.43 to 35.56</i>	Allows cities to carry out public improvements, including transportation improvements through mechanisms that assess those costs to benefitted property owners.	<ul style="list-style-type: none"> ▪ SeaTac



Funding Source	Description and Restrictions	King County Example(s)
GMA Impact Fees RCW 82.02.050(2), 82.02.060, and 82.02.070	<p>Local governments can adopt a schedule of impact fees for each type of development activity. Impact fees can support transportation needs from development.</p> <p><i>GMA Authorized impact fees may only be levied to finance specific public improvements addressed by a capital facilities plan.</i></p> <p>Many of the projects identified in this study could be eligible for impact fees. Many communities are increasingly funding multimodal projects, like sidewalks and bike facilities, as these projects provide increased transportation capacity for moving additional person trips related to new development.</p>	<p>The following cities in King County levy a Transportation Impact Fee:</p> <ul style="list-style-type: none"> ▪ Auburn ▪ Bellevue ▪ Bothell ▪ Burien ▪ Covington ▪ Des Moines ▪ Duvall ▪ Federal Way ▪ Issaquah ▪ Kenmore ▪ Kent ▪ Kirkland ▪ Maple Valley ▪ Newcastle ▪ North Bend ▪ Redmond ▪ Renton ▪ Sammamish ▪ SeaTac ▪ Seattle (SEPA-based) ▪ Woodinville
Levied by Transportation Benefit Districts (TBDs) RCW 36.73	<p>TBDs are independent taxing districts that can impose an array of fees or taxes to fund transportation improvements. TBDs can be established in jurisdictions ranging from a city to multi-county area. TBDs are intended to finance the construction of, and operate, improvements to roadways, high capacity transportation systems, public transit systems, and other transportation management programs.</p>	<ul style="list-style-type: none"> ▪ Burien No. 1 ▪ Des Moines ▪ Lake Forest Park ▪ Seattle ▪ Shoreline
Sales and Use Tax RCW 82.14.0455	<p>Cities can authorize local TBDs that provide up to a 0.2% local sales and use tax with voter approval. This tax may not be in effect longer than 10 years unless reauthorized by voters.</p>	<p>North Bend has instituted a \$0.002 sales tax on its TBD.</p>

Funding Source	Description and Restrictions	King County Example(s)
Motor Vehicle Excise Tax (MVET) <i>RCWs 81.100 and 81.104</i>	<p>TBDs can levy up to a \$100 fee for each new vehicle weighing less than 6,000 pounds registered in its jurisdiction. \$20 of this fee can be leveraged without a public vote.</p>	<p>Several TBDs leverage a MVET Fee, these include:</p> <ul style="list-style-type: none"> ▪ \$10: Burien No. 1 ▪ \$20: Des Moines, Edmonds, Lake Forest Park, Olympia, Prosser, Seattle, Shoreline, and Snoqualmie
Real Estate Excise Tax (REET) 1 <i>RCW 82.46.010</i>	<p>All cities and counties may levy a quarter percent real estate tax on all sales of real estate.</p> <p>Cities and counties with a population of 5,000 or more that are planning under GMA must spend the first quarter percent of their real estate excise tax receipts solely on capital projects that are listed in the capital facilities plan element of their comprehensive plan.</p>	<p>All cities in King County levy a REET 1 tax.</p>
Real Estate Excise Tax (REET) 2 <i>RCW 82.46.035</i>	<p>Cities and counties planning under the Growth Management Act have the authority to levy a second quarter percent tax (REET 2).</p> <p>Revenues from this tax must be used for financing capital projects specified in a capital facilities plan element of a comprehensive plan. Acquisition of land for parks is not a permitted use of REET 2 receipts.</p>	<p>All cities in King County except Skykomish levy a REET 2 tax.</p>



What We Heard

Stakeholder Interview Summary

February 2016

In January and February 2017, a series of stakeholder interviews were conducted as part of the consultant team's initial efforts to learn about challenges and opportunities regarding safety and access on Lake Forest Park streets. These interviews are helping inform the public outreach event on March 21. This document summarizes key ideas raised by multiple interviewees.

Vehicle Conflicts with Pedestrians and Cyclists

All the interviewees gave examples of locations where speeding, cut-through traffic, and/or insufficient pedestrian/bicycle amenities are creating conflicts between street users. Interviewees also noted roadway impediments such as overgrown vegetation and garbage bins, which affect pedestrian/cyclist safety and level of comfort. **NE 178th Street** was discussed by multiple interviewees. The sidewalk does not extend west past 33rd Avenue NE to the city boundary, and speeding is a major issue given grade change and speed limit change from 30 miles per hour on the Shoreline side of 178th to 25 miles per hour on the Lake Forest Park side. It is viewed as one of the key street “spines” through town, and it will likely see more traffic as the region grows.

There were also numerous concerns raised regarding **NE Perkins Way**. Many cyclists use Perkins Way since it is a connection to the Interurban Trail, yet the street does not have a shoulder despite its many blind curves and hidden drives. Cars (and cyclists) speed due to the topography, which creates conflicts and dangerous situations.

40th Place NE was mentioned by a few interviewees due to its lack of sidewalks, vehicular speeding, and conflicts between users. It is a key street spine, and many use it to access Mountlake Terrace. Further, we heard that cars frequently run the stop signs at the intersection of 35th Avenue NE and NE 202nd Street. **NE 197th Street** sees a lot of speeding and lacks safe facilities for walking and cycling, despite its proximity to Horizon View Park and the reservoir. There are also conflicts between street users along **NE 184th Street** and **47th Avenue NE**, as there are no crosswalks or sidewalks despite grade issues and the presence of a school bus stop. Several interviewees noted that speeding is an issue on **55th Avenue NE**, though conflicts with pedestrians and cyclists are generally seen as less of an issue in this location.

Safe Routes to School

Numerous interviewees feel Safe Routes to School are a top priority. Lake Forest Park Elementary and Briarcrest Elementary¹ both have **Walking Wednesdays**, where parent volunteers walk students through the neighborhood to school. Sidewalks are missing for most of these routes, including on NE 195th Street, 35th Avenue NE, 37th Avenue NE, 40th Place NE, NE 155th, 156th, and 163rd Streets, and 30th Avenue NE. Crosswalks would also be helpful at crucial intersections.

Numerous students walk on **37th Avenue NE** to get to Brookside Elementary, but there are no sidewalks (except for a short segment directly across the street from the school). There have been a few “near misses” between cars and pedestrians, and the street gets very congested during drop-off/pick-up

¹ Briarcrest is technically in Shoreline, but it has students who live in Lake Forest Park and is therefore important to consider.



times. Speeding has also been an issue, particularly between NE 156th and 169th Streets, and vehicles roll through stop signs at 165th and 162nd Streets, but there are fewer conflicts with pedestrians in this section because there are sidewalks. There are also concerns on 37th Avenue NE north of SR 104 near Lake Forest Park Elementary. The street gets very congested during drop-off/pick-up times, which results in illegal and unsafe driving behavior in close proximity to students and student crossing guards.

There were also concerns about **NE 160th Street**. While the Police Department does not view speeding as a chronic issue on this street, vehicle speeds are a key concern for many community members, especially after a pedestrian was killed on 160th between 34th and 35th Avenues in 2016. We heard requests for sidewalks, better lighting, traffic calming measures, and a reduced speed limit on 160th.

Accessing the Burke-Gilman Trail, Transit, and Other Amenities

Another top priority for interviewees is providing better pedestrian and cyclist access to popular amenities like the shopping center, Burke-Gilman trail, public transit stops, parks, and more. As one interviewee put it, Lake Forest Park's streets should be "the string connecting the pearls." Lake Forest Park's winding streets and hilly topography make this difficult, but it is critical to have designated routes connecting destinations with adequate lighting, pedestrian amenities (such as sidewalks or trails), and carefully considered crosswalks. Lake Forest Park has many cul-de-sacs and dead end streets, such as 35th Avenue NE, which may provide opportunities for pedestrian and cyclist trail connections paired with quiet residential streets.

When developing potential solutions, it will be essential to consider accessibility for all – cyclists, kids going to school, individuals with disabilities, etc. It is hard for people in wheelchairs and parents pushing strollers to navigate Lake Forest Park streets, and even if there are sidewalks, many are narrow and hard to maneuver. This should be addressed.

Balancing Different Visions for Lake Forest Park

Interviewees pointed out that residents have conflicting visions for Lake Forest Park. Some residents were drawn to Lake Forest Park because of the quiet, residential character of its streets. They do not necessarily want sidewalks and streetlights. Other residents want a safe place to walk their dog, ride a bike, or push a stroller, and are comfortable with some change in character if it accomplishes these goals. It will be important to find common ground among these different, equally valid visions.

Traffic Calming

Most interviewees expressed an interest in implementing traffic calming projects in targeted locations. Some of the ideas mentioned include: reducing speed limits (citywide or in strategic locations), converting two-way streets to one-way streets, chicanes, speed bumps, and blocking off certain streets to through traffic. Further discussion is needed to determine which traffic calming measures are appropriate for specific locations, but traffic calming measures in a general sense were supported.

Respecting the Environment

A few interviewees mentioned the importance of prioritizing eco-friendly projects. Lake Forest Park has numerous creeks, and future projects should respect the creeks and minimize runoff.

MEMORANDUM

Date: March 1, 2017
To: Neil Jensen, City of Lake Forest Park
From: Sarah Saviskas and Kendra Breiland, Fehr & Peers
Subject: **Safe Streets: Existing Conditions, Opportunities, and Challenges**

The Comprehensive Plan identifies the following vision for Lake Forest Park: *“Our neighborhoods are safe and connected to each other and to community gathering places by well-designed paths, sidewalks, and bike lanes.”* In order to realize this vision, it is important to understand challenges with Lake Forest Park’s streets today and opportunities for improving safety and access. Several prior efforts have explored these issues, so Fehr & Peers reviewed existing plans, policies, and research studies to provide context for the Safe Streets public outreach event on March 21, 2017 and final report. The main sources of our research included:

- 2035 Comprehensive Plan (2015)
- Legacy 100-Year Vision Report (2008)
- Metro Connects - King County Metro Long Range Plan (2016)
- Police Department Survey Results (2016)
- Sound Transit 3 (ST3) Project List (2016)
- Strategic Plan (2016)
- Comprehensive Plan Telephone Survey Results (2014)

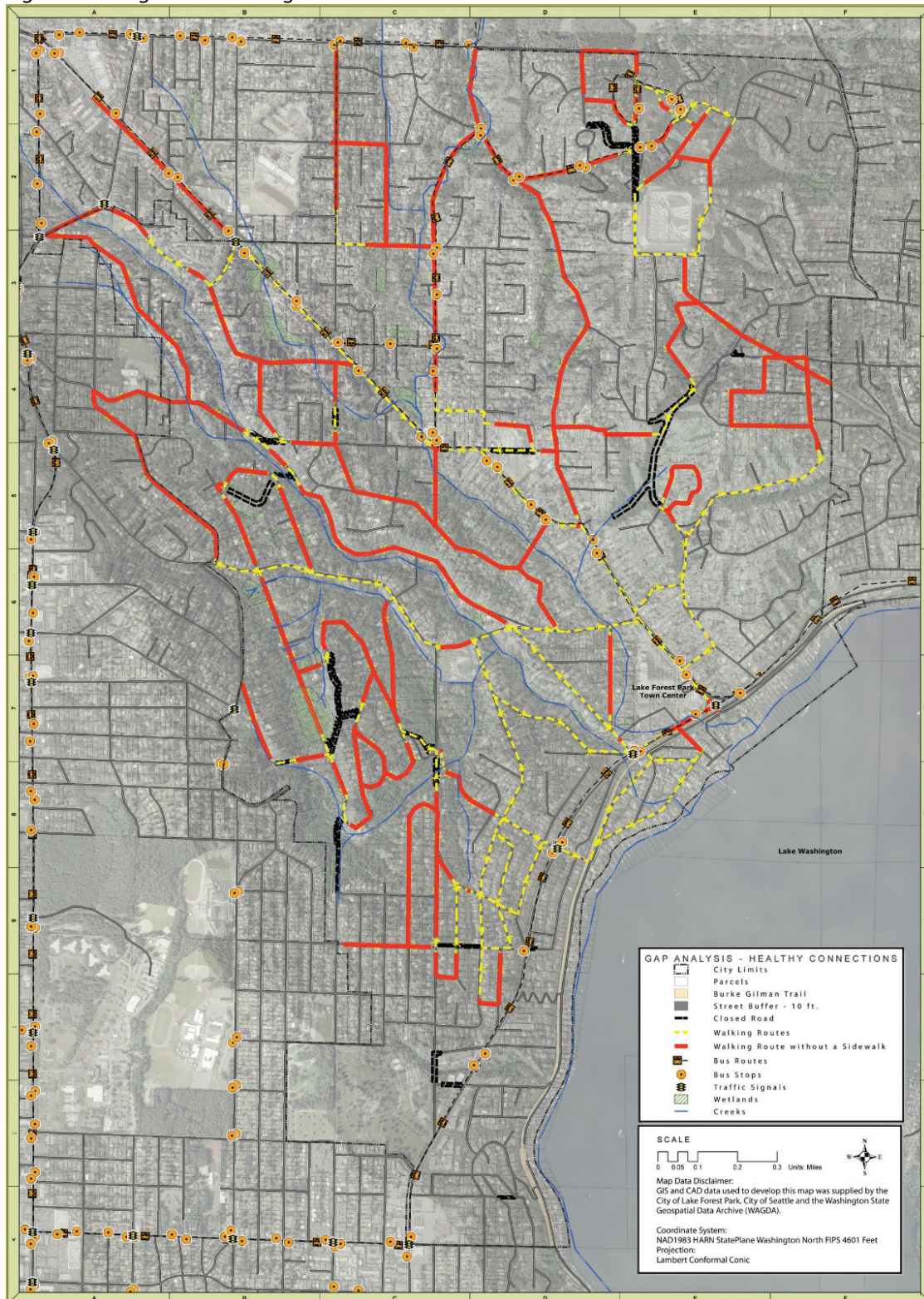
Fehr & Peers also conducted 8 interviews with key stakeholders in early 2017, which informed this memorandum. The following sections describe public realm and transportation conditions in Lake Forest Park, organized by pedestrian, bicycle, auto, and transit transportation modes. A figure at the end of this document summarizes high-level findings from this outreach.

Pedestrian Environment

There are designated walking routes throughout Lake Forest Park, but many routes do not have a completed sidewalk on one or both sides of the street. Pedestrian facilities range from sidewalks with curb ramps to paved roadway shoulders with extruded curbs to dirt paths along roadway shoulders. The 2008 *Legacy 100-year Vision Report* inventoried all walking routes, which is shown in **Figure 1**. All routes without a sidewalk are in red, and all routes with sidewalks on one or both sides of the road are dashed yellow. This map is outdated, but it begins to paint the picture of Lake Forest Park’s pedestrian environment. Gaps in the pedestrian network provide a starting point for discussion about which projects should be prioritized.

The Comprehensive Plan Telephone Survey revealed that residents rated “sidewalks, crosswalks, and pedestrian walkways” as the most important transportation improvement to fund over the next 10 years, with 79 percent of residents rating these facilities as very or somewhat important. In response to an open ended question about services that should be increased or added, a desire for increasing the number of sidewalks and bike lanes was among the most common responses.

Figure 1. Designated Walking Routes



Source: City of Lake Forest Park Legacy 100-Year Vision, 2008.

Appendix B

Interviewees pointed out that residents have conflicting visions for Lake Forest Park's pedestrian environment. Some residents were drawn to Lake Forest Park because of the quiet, residential character of its streets. They do not necessarily want sidewalks and streetlights. Other residents want a safe place to walk their dog, ride a bike, or push a stroller, and are comfortable with some change in character if it accomplishes these goals. For example, many Lake Forest Park streets are not well lit, which many residents view as an asset. However, in certain locations, such as intersections and along pedestrian routes, lighting is a potential safety issue. It will be important to find common ground among these different, equally valid visions.

Safe Routes to School are a priority for many Lake Forest Park residents, yet most of the streets serving Lake Forest Park Elementary, Brookside Elementary, and Briarcrest Elementary lack sidewalks or shoulders with extruded curbs. Speeding has also been reported as an issue on many of these same streets. Another top priority is providing better pedestrian access to popular amenities like the shopping center, Burke-Gilman trail, public transit stops, parks, and more. Lake Forest Park's winding streets and hilly topography make this difficult, but it is critical to have designated routes connecting destinations with adequate lighting, pedestrian amenities (such as sidewalks or trails), and carefully considered crosswalks. Lake Forest Park has many cul-de-sacs and dead end streets, such as 35th Avenue NE, which may provide opportunities for pedestrian and cyclist trail connections paired with quiet residential streets.

When developing potential solutions, it will also be essential to consider accessibility for all, including cyclists, kids going to school, and individuals with disabilities. It is hard for people in wheelchairs and parents pushing strollers to navigate Lake Forest Park streets, and even if there are sidewalks, many are narrow and hard to maneuver. This should be addressed.



Appendix B

Bicycle Environment

The Burke-Gilman Trail and Interurban Trail are two key amenities that Lake Forest Park cyclists access. As noted in the *Comprehensive Plan*, the Burke-Gilman Trail is a well-traveled, separated bicycle and pedestrian facility that runs parallel to the Lake Washington shoreline in Lake Forest Park. The trail connects Seattle with North Shore and Eastside communities (including Lake Forest Park, Kenmore, and Bothell). The North Interurban Trail is a north-south bicycle route that starts in Downtown Seattle, passes through Shoreline, and continues to Everett. From Lake Forest Park, cyclists often access the North Interurban Trail via NE 180th Street/NE Perkins Way as well as NE 155th and 156th Streets to the south.

Several bicycle routes have been identified to help connect cyclists to these trails and other key amenities from Lake Forest Park's residential streets. **Figure 2** shows the designated bicycle routes within the City in green. However, there are no painted bicycle lanes, and cyclists must share the road with automobiles. (Note: Phase 2 of the NE 178th Street Improvement Project is adding a bicycle lane on NE 178th Street from Brookside Boulevard to 33rd Avenue NE.) Further, the bicycle routes also lack wayfinding signage.

The Comprehensive Plan Telephone Survey revealed that 60 percent of residents rated “bike lanes and bike paths” as very important or somewhat important to fund over the next 10 years. Additionally, the Comprehensive Plan has an explicit goal to “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.”

It is particularly challenging for cyclists (and pedestrians) to cross Bothell Way NE to access the Burke-Gilman Trail, so this is a crucial area for improvement. Also, NE Perkins Way is frequently used by cyclists because it is the north connection street to the Interurban Trail. However, it does not have a shoulder despite its many blind curves and hidden drives. Cars (and cyclists) often speed due to the topography, creating a potentially dangerous condition.



Appendix B

Figure 2. Designated Bicycle Routes.



Appendix B

Auto

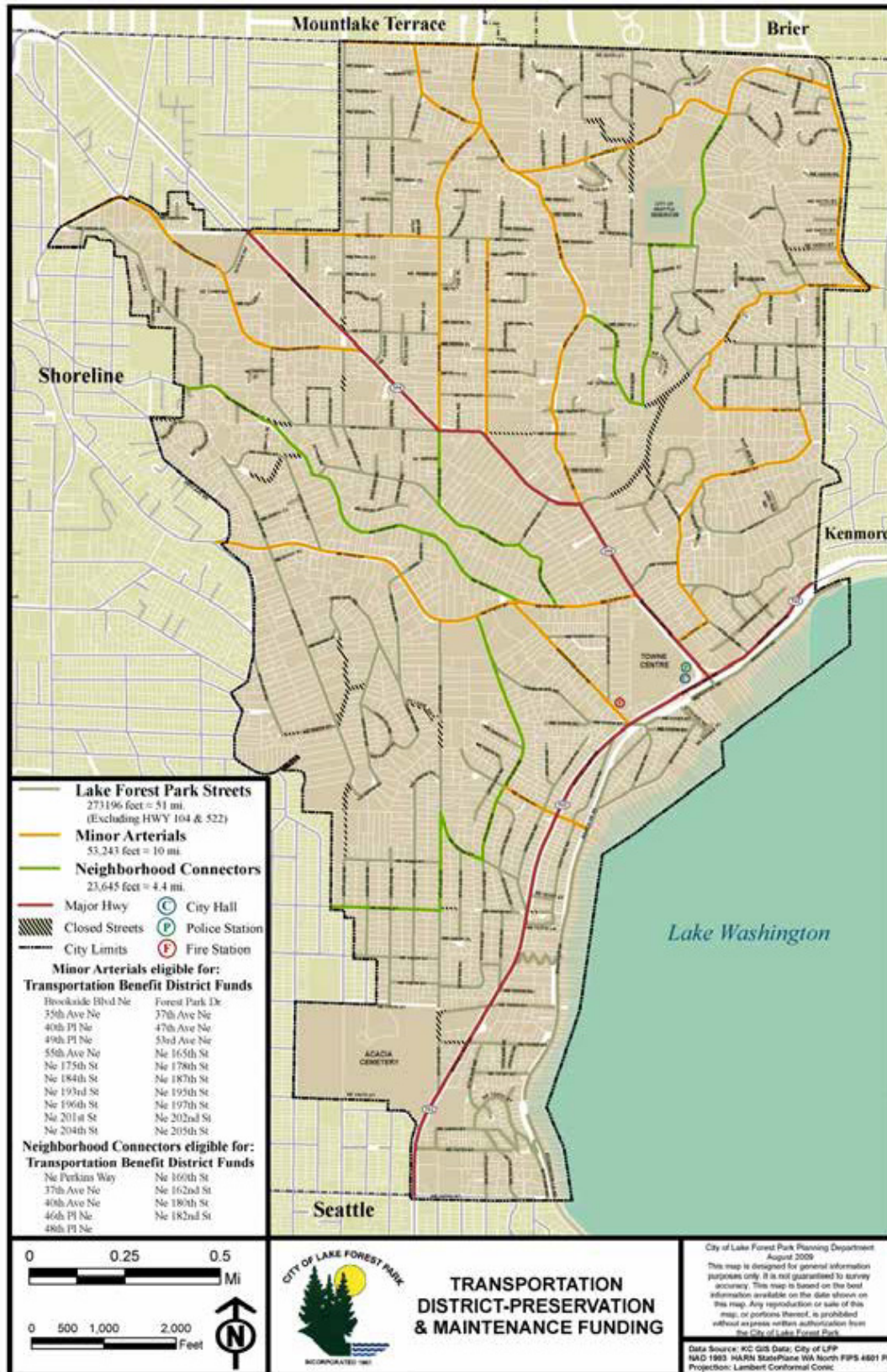
As the Puget Sound region continues to grow, traffic passing through Lake Forest Park will increase. Therefore, speeding, cut through traffic, and traffic enforcement are primary concerns for Lake Forest Park citizens, mainly on the arterial roads and neighborhood connector streets. See **Figure 3** for an overview of Lake Forest Park's street classifications.

Speeding is currently a key issue on NE 178th Street, Perkins Way NE, NE 197th Street, 40th Place NE, 55th Avenue NE, and the southern portion of 37th Avenue NE. While the Police Department does not view speeding as a chronic issue on NE 160th Street, vehicle speeds are a key concern for many community members, especially after a pedestrian was killed on 160th between 34th and 35th Avenues in 2016. One challenge is that the Police Department is understaffed. Their traffic enforcement officer serves as a general patrol officer, which takes away from the time he can devote to his traffic enforcement duties.

Most interviewees expressed an interest in implementing traffic calming projects in targeted locations. Some of the ideas mentioned include: reducing speed limits (citywide or in strategic locations), converting two-way streets to one-way streets, chicanes, speed bumps, and blocking off certain streets to through traffic. Further discussion is needed to determine which traffic calming measures are appropriate for specific locations.



Figure 3. Roadway Functional Classification System



Appendix B

Transit

As noted in the *Comprehensive Plan*, public transit service in Lake Forest Park is operated by King County Metro and Sound Transit. Transit service operates on Bothell Way, Ballinger Way, and 35th Avenue NE/NE 197th Street north of Ballinger Way. There is generally frequent transit service north-south from Lake Forest Park to large employment and shopping centers such as Downtown Seattle, University of Washington, and Northgate. On Bothell Way, there is a continuous Business Access Transit (BAT) lane in the southbound direction, but there is a gap in the northbound BAT lane from just north of NE 145th Street to 41st Avenue NE. Transit service also operates along SR 104, 35th Avenue NE, NE 190th Street, and NE 197th Street through the city, though service is more limited. **Figure 4** shows public transit currently serving Lake Forest Park, and **Table 1** shows the transit service area and service hours.

The *Comprehensive Plan* points out that transit demand is high in Lake Forest Park. Many residents commute via bus to employment centers in Seattle and the Eastside, and peak hour buses operate at capacity. Community members have called for expanded transit service and Park & Ride facilities to serve future high capacity transit along SR 522. The Comprehensive Plan Telephone Survey revealed that 73 percent of residents think that increased access to public transportation is very important or somewhat important. Residents in South Lake Forest Park were more likely to feel that increased access to public transportation is “very” important than those in North Lake Forest Park (55 percent compared to 28 percent). Lake Forest Park residents want to see direct, safe bicycle/pedestrian access to transit stops. There is also a need to improve bus stop comfort and safety by providing shelters.

The Town Center transit stops see the city’s highest daily transit boardings (390 boardings, based on the average spring 2014 transit data). Many transit riders use the Town Center parking lot as an unofficial Park & Ride. A 300 space Park & Ride is planned for the Town Center and is anticipated by 2024.

Given current demand and projected growth in the region, significant transit changes are planned that will impact Lake Forest Park:

- New Link Light Rail stations will open at NE 145th Street and NE 185th Street near I-5 in Shoreline by 2023.
- By 2024, Bus Rapid Transit (BRT) service will operate between the NE 145th Street station to UW Bothell, with service continuing at lower frequencies to Woodinville. This will include completion of BAT lanes along SR 522.
- A Rapid Ride will operate on SR 522 from Woodinville to the U District by 2025.
- An Express Bus from Woodinville to the Roosevelt Light Rail Station, South Lake Union, and First Hill in Seattle is planned for the 2025 network.
- Frequent bus service from Kenmore to the NE 185th Street Light Rail Station via SR 522 and SR 104 is planned for the 2025 network.
- By 2024, BRT service will operate from the Lynnwood Transit Center to the Burien Transit Center via I-405 and SR 518. While this project will not run through Lake Forest Park directly, it will influence travel patterns.

Appendix B

Figure 4. Public Transit Currently Serving Lake Forest Park

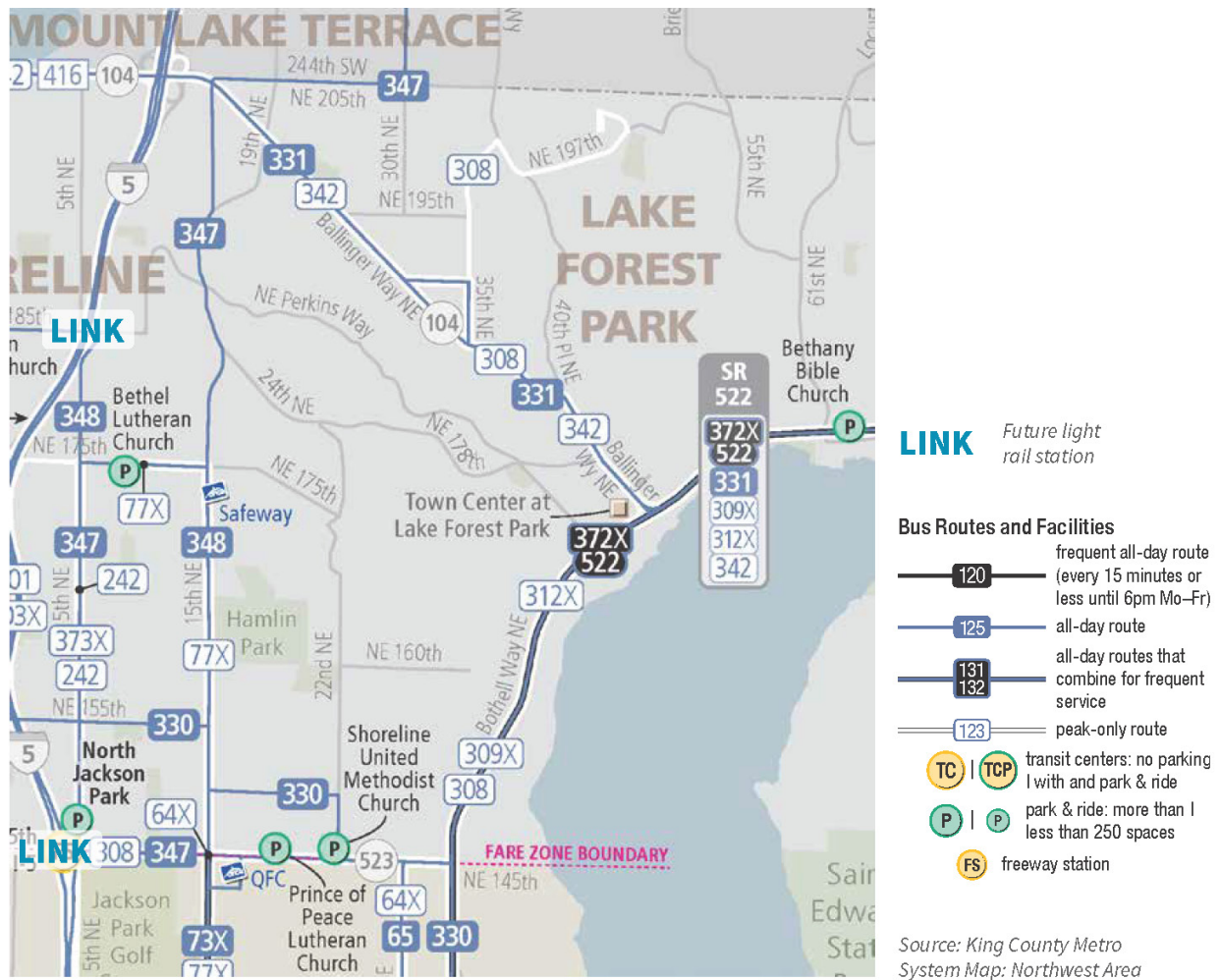


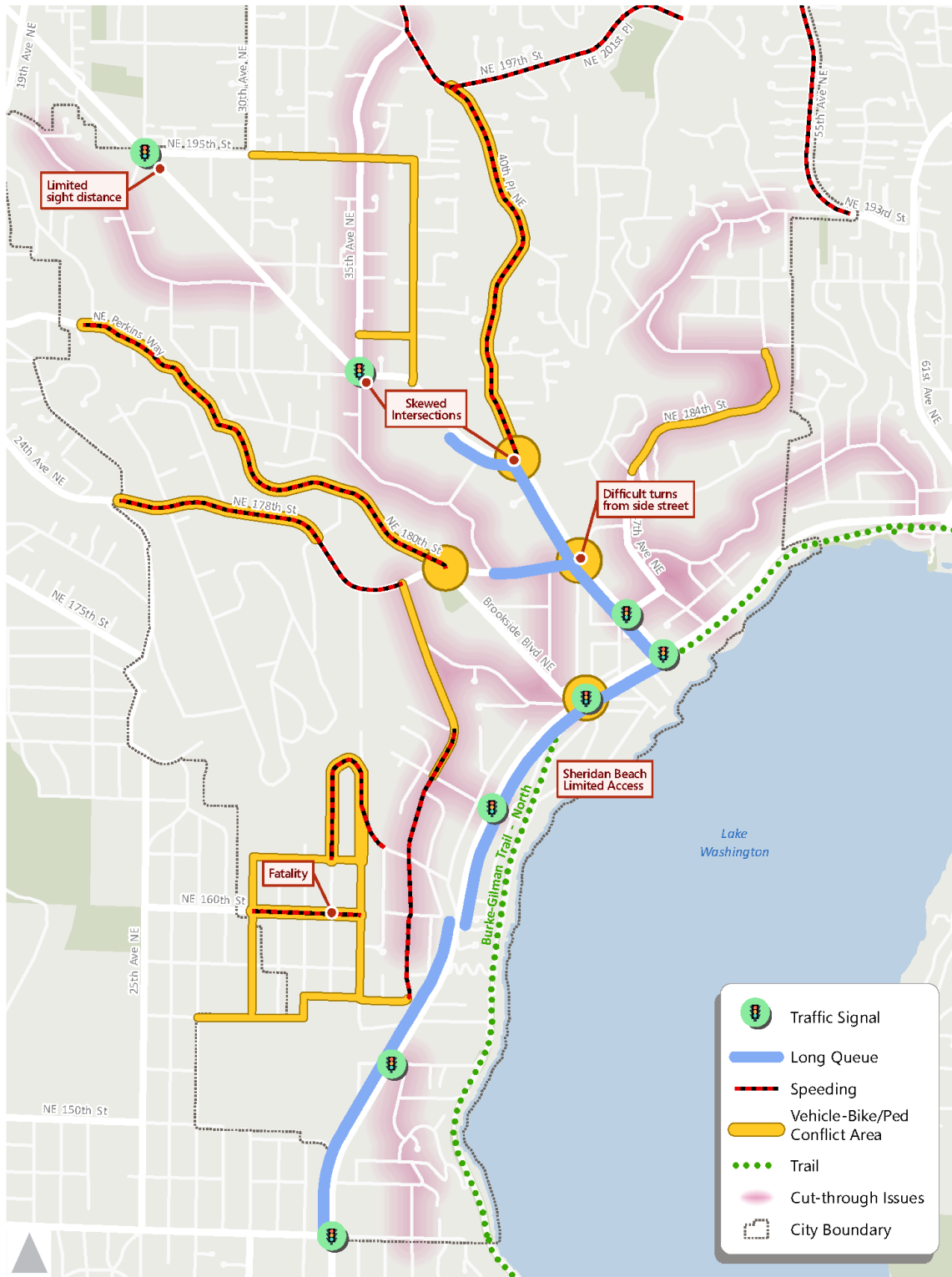
Table 1. Transit Routes Currently Serving Lake Forest Park

Route	Service Area	Service Hours
308	Downtown Seattle–Horizon View	Weekdays, Peak hour/direction only
309	Downtown Seattle–Kenmore	Weekdays, Peak hour/direction only
312	Downtown Seattle–Cascadia Community College	Weekdays, Peak hour/direction only
331	Shoreline Community College–Kenmore P&R	Weekday & weekends, all day
342	Shoreline P&R–Bothell–Renton	Weekdays, Peak hour/direction only
372	University District–Woodinville P & R	Weekday, all day
522	Downtown Seattle–Woodinville P&R	Weekday and weekends, all day

Overall Findings

Figure 5 provides a high-level overview of major stakeholder input, as they relate to providing safe streets in Lake Forest Park.

Figure 5. Overview of Initial Safe Streets Concerns



Public Engagement Summary

April 2017



Introduction

Safe Streets Project

The City of Lake Forest Park is leading an effort called “Safe Streets” to make its streets safer for all users and to improve connections to transit and amenities like the Burke-Gilman Trail, Interurban Trail, parks, and schools. Through this process, we hope to accomplish four goals:

- Address key conflicts between pedestrians, cyclists, and motorists.
- Develop an enhanced Capital Improvements Program (CIP) that includes specific projects ranked according to priority.
- Conduct a robust public engagement process to ensure the community has ownership in the solutions identified.
- Increase safe connections to transit and amenities.

There is a concurrent project happening, called “Safe Highways,” which is looking at the two state highways (SR 522 and SR 104) and how to make them safer, more accommodating to transit, and more walkable and bikeable. The Safe Streets project is separate and is looking at all the other local streets in Lake Forest Park. The Safe Streets project was initiated by City staff in the fall of 2016 and is being led by a project team of City and consultant staff. The project builds on past City planning efforts including the Strategic Plan, Comprehensive Plan, and Legacy 100-Year Vision.

Outreach to Community Members

The project team conducted a series of stakeholder interviews in January and February 2017 to learn about challenges and opportunities regarding safety and access on Lake Forest Park streets. Interviewees included City Councilmembers, the Mayor, Police Department staff, Public Works staff, and three school principals. The stakeholder interviews helped inform the public engagement efforts and initial project ideas. A summary of the stakeholder interviews is available on the project website: www.lfpsafestreets.com.

This led to a public outreach process in February and March 2017 to identify community priorities. Community members had the opportunity to share their ideas at an open house, at a meeting with Block Watch leaders, through an online comment form on the project website, and by contacting Neil Jensen, the City's project manager. Through this process, participants provided information on the types and locations of transportation safety issues that currently exist and helped identify high priority transportation improvement projects. A summary of public engagement efforts and what we heard is provided in the following section.

Public Engagement Activities

Open House

The City held an open house on March 21, 2017 to hear community members' ideas for how to make its streets safer and improve connections. In order to encourage broad attendance and participation, the City spread the word about the open house in a number of ways, which included:

- Sharing event information on the project and City websites, the City's newsletter, Facebook, Twitter, the City's web newflash, Next Door, and the Shoreline Area News;
- Contacting Brookside, Lake Forest Park, and Briarcrest Elementary Schools and asking them to share event information with student families and staff;
- Contacting over 15 community organizations and asking them to share event information with their members;

Approximately 70 people participated in the lively open house. The event began with people informally viewing posters and sharing initial thoughts on projects needed to improve street safety. City and consultant staff then gave a presentation on the project and 21 draft transportation improvement projects that could be used for capital project planning. Following the presentation, participants worked in small groups to prioritize their top five projects, coming to consensus on the best way for the City to



use limited resources. Groups placed dots on table maps, using a green dot for their top priority project and red dots for their remaining top four priorities. At the end of the exercise, each small group reported out to the larger group, and the facilitator created a composite map capturing the results.

The composite map revealed projects that the majority of open house participants considered high priority (i.e. projects that received a green or red dot), as well as new projects for the City to consider. The results of the mapping exercise from the open house are provided in Table 1.

Open house participants were enthusiastic about the possibility of addressing some of their street safety issues. As one woman expressed at the end of the event, the method of shared identification of priority projects was extremely effective and successfully highlighted where the city should target its resources.



Block Watch Meeting

The project team met with Block Watch “Captains” on Monday, March 27 following the open house. Approximately 20 community members participated. After a brief presentation by the project team, the Block Watch Captains participated in the same mapping exercise from the open house. The results of the mapping exercise were similar to those from the open house, though a few new project ideas were proposed. The results of the mapping exercise from the Block Watch meeting are provided in Table 1.

Online Comment Form

An online comment form was available on the project website from February 13th through April 1st for community members to provide feedback on the Safe Streets project. The comment form posed the following questions:

- What are some of the challenges with Lake Forest Park’s streets today? Are there specific locations that feel unsafe?
- What specific locations/safety improvement projects should the City prioritize?

Over 100 submittals were received. Input received through the comment form is captured in the public comment summary at the end of this document.

Mapping Exercise Results

The combined results of the mapping exercise from the open house and Block Watch meeting are provided in Table 1 on the following page. The top ranked projects in the table are those considered highest priority by the greatest number of event participants. Feedback from the online comment form and stakeholder interviews also supported several of these projects.



Projects are ranked in order of number of dots received, with green dots listed first because they represent participants' top priority projects. Red dots indicate other high priority projects identified by participants. The projects are keyed to the identification numbers in the draft list of transportation safety improvement projects, which is attached at the end of this summary. Project ideas generated by participants that are not on the draft list are marked as "NEW" in the table.

It is important to note that the project ideas listed in Table 1 are still subject to City vetting and engineering feasibility. The public input we received will play a crucial role as the City and project consultants evaluate the projects in April 2017, but not all ideas discussed during the outreach process will be feasible. The project consultants will present their professional recommendations to City Council in May or June 2017.

Table 1. Combined mapping exercise results

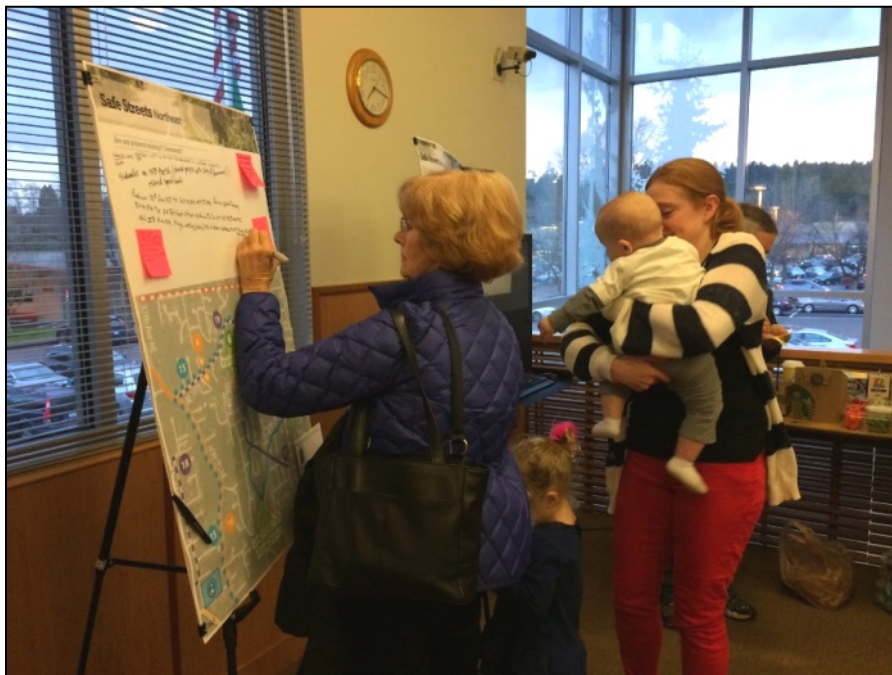
Rank	ID #	Description	Green Dots	Red Dots
1	6	Safe routes to school near Brookside Elementary (sidewalk/path on 37th Ave NE)	5	4
2	9	Improvements at intersection of NE 178th St, NE 180th St, Brookside Blvd NE	3	6
3	11	Bike/pedestrian improvements on NE Perkins Way. Participants generally favored widening the street rather than converting to a 1-way street.	1	5
3	18	Safe routes to school near Lake Forest Park Elementary (sidewalk/path on Walking Wednesday routes)	1	5
5	7	Sidewalk/path on NE 178th St from 33rd Ave NE to City border	1	1
5	21	Sidewalk/path on 55th Ave NE to improve Linwood Park access	1	1
5	NEW	Traffic calming on 37th Ave NE from NE 178th St to NE 156th St and on NE 156th St	1	1
8	16	Sidewalk/path on 40th PI NE from NE 185th St to NE 197th St	1	0
9	4	Speed warning signs at five locations that experience frequent speeding (with additional location requests on NE Perkins Way and NE 187th St)	0	8
10	5	Bike/pedestrian improvements to connect dead ends on 35th Ave NE	0	3
11	2	Safe routes to school near Briarcrest Elementary (sidewalk/path on Walking Wednesday routes)	0	2
11	8	Traffic calming on NE 178th St from Brookside Blvd NE to City border	0	2
11	14	Sidewalk/path on NE 187th and NE 184th St from NE 187th St to NE 178th St	0	2
11	NEW	Combination of projects 15 and 16	0	2
11	NEW	General 37th Ave NE speed control/traffic calming	0	2
16	3	Safe routes to school near 3 schools - Briarcrest, Shorecrest, Kellogg (sidewalk/path and traffic calming)	0	1
16	12	Bicycle improvements on 40th PI NE, 35th Avenue NE, NE 182nd Street, and Brookside Boulevard NE	0	1
16	13	Improve pedestrian safety on 35th Ave NE and NE 182nd St	0	1
16	15	Bicycle access improvements on NE 197th St and 40th PI NE to Burke-Gilman	0	1
16	NEW	Combination of projects 2 and 3 (both Safe Routes to School)	0	1
16	NEW	Combination of projects 15, 16 and 19 (pedestrian improvements on NE 197th St)	0	1
16	NEW	Reengineer intersection of 37th Ave NE and NE 165th St to help ensure motor vehicles stop	0	1
16	NEW	Traffic calming on Lago PI NE from 15th Ave NE to NE 185th St Sound Transit Station	0	1
16	NEW	Reduce cut through traffic on 39th Ave NE	0	1
16	NEW	Sidewalks in the street gap near Project 12 just west of SR 522	0	1
16	NEW	Forest Park Dr traffic calming and pedestrian improvements	0	1
16	NEW	McKinnon Creek Trail connection	0	1

Public Comment Summary

The following is a summary of public comments heard during the open house, the Block Watch meeting, via the online comment form, and via email. Comments are not listed in any particular order.

General Comments

- Speeding, cut-through traffic, and/or insufficient pedestrian and bicycle amenities are creating conflicts between street users.
- The City needs safer, better pedestrian and cyclist access to popular amenities like the shopping center, Burke-Gilman trail, public transit stops, parks, and more.
- The City is evolving and growing, and where some roads were once quiet enough to walk the shoulder, they now need safer separation for pedestrians and cyclists.
- Students need safe routes to school. Traffic calming, sidewalks/pedestrian paths, and safe crossings are needed in key locations.
- There is an interest in implementing traffic calming projects in targeted locations.
- Roadway impediments, such as overgrown vegetation and garbage bins, affect pedestrian/cyclist safety and level of comfort.
- Transportation improvements should be done in a manner that respects the environment.
- Use resources wisely, making improvements in the highest hazard areas in the most cost-efficient manner possible.





Sidewalks

- Sidewalks are most needed along roads used by children walking to school, including schools not located within Lake Forest Park.
- Sidewalks are needed (or should be extended) in the following locations:
 - At the intersection of 25th Ave NE and Forest Park Dr NE, where there is a school bus stop
 - Along 30th Ave NE, north of NE 195th St
 - Along 34th Ave NE from NE 165th St to NE 160th St
 - Along 35th north of Ballinger Way NE, particularly north of NE 195th St where the road turns into 37th Ave NE and leads into Mountlake Terrace
 - Along 35th Ave NE from NE 160th St to NE 156th St
 - Along 36th Ave NE where the road curves and turns into NE 158th Pl heading to Briarcrest, where there is currently a blind turn for both pedestrians and drivers
 - Along 37th Ave NE next to Lake Forest Park Elementary, from NE 165th St to NE 178th St, from NE 189th Pl to NE 192nd St, from NE 188th St to NE 195th St, from NE 165th St to Brookside Blvd NE
 - On the sharp corner at 37th Ave NE and NE 156th St due to lack of visibility caused by trees and a blind curve
 - At the intersection of 37th Ave NE and NE 156th St, where there is a blind turn
 - Along 40th Pl NE from Ballinger Way NE to NE 197th St
 - Along 44th Ave NE toward Town Center
 - Along 53rd Ave NE between NE 187th St and NE 184th St
 - Along 55th Ave NE, including from Briar to Linwood Park
 - Along NE 160th St from 35th Ave NE to 25th Ave NE
 - Along NE 162nd St from 35th Ave NE to 37th Ave NE
 - Along NE 175th St from 47th Ave NE toward Town Center
 - Along NE 178th St
 - Along NE 180th St/NE Perkins Way
 - Along NE 182nd St
 - Along NE 184th St
 - Along NE 187th St
 - Along NE 188th St between 37th Ave NE to NE 195th St
 - Along NE 197th St toward Horizon View Park, and around Horizon View Park in general
 - Along SR 104
 - Along SR 522 from NE 165th St to Ballinger Way NE
 - Along Ballinger Way NE, including between Town Center and Lake Forest Park Elementary
 - Along Forest Park Dr NE, where sidewalk is not continuous
 - Along at least one side of every neighborhood street



- On either side of Grace Cole Nature Park
- Install a railing separating the walkway from cars on 37th Ave NE because children might not be visible to drivers.
- Last year, there was a traffic fatality on NE 160th St, and we lost an amazing young woman. Many people do not feel safe walking around this neighborhood and would feel safer if there was a sidewalk on at least one side of the street.
- Consider installing a curb to protect the walking path on 37th Ave NE between NE 165th St and NE 178th St.
- If cost is an issue, it would be preferable to have many pedestrian paths rather than just a handful of sidewalks.
- Consider installing speed limit signs in the middle of the road on 37th Ave NE near Lake Forest Park Elementary (like the ones installed on 35th Ave NE south of Ballinger Way NE) as an interim solution until sidewalks can be built.

Pedestrian Crossings

- The biggest pedestrian-vehicle conflict area in the City is crossing SR 522 at Brookside Blvd NE. This is a major transit transfer area. One solution could be to construct a pedestrian sky bridge across SR 522. This would also increase connectivity with the Burke-Gilman Trail.
- Crossings are needed at/on:
 - 29th Ave NE and NE 178th St
 - 39th Ave NE and NE 165th St for children walking to school
 - Ballinger Way NE & 35th Ave NE
 - Ballinger Way NE & NE 178th Street
 - Ballinger Way NE between the north driveway entrance to the Town Center and NE 178th St
 - The north driveway entrance to the Town Center on Ballinger Way NE near the Windermere Building and Lake Forest Park Bar & Grill.
- Crossings should be improved at:
 - The intersection of 40th PI NE, Ballinger Way NE, and NE 184th St
 - NE 170th St and Brookside Blvd NE
 - Bothell Way NE at NE 165th St (consider blinking yellow caution lights a block before the intersection, or a pedestrian overpass to link the neighborhoods with the Burke-Gilman Trail)
 - Bothell Way NE and Beach Dr NE, where drivers in the bus-only lane making right turns do not make a full stop at crosswalk
 - Town Center and access to Burke-Gilman Trail (consider a pedestrian overpass)

Traffic Signals and Signage

- Install signage to:
 - Reduce non-local traffic cutting through at 35th Ave NE and NE 182nd St
 - Restrict left turns at 39th Ave NE and Bothell Way NE from 6am-10am on weekdays
 - Replace the light-up “actual speed” sign that was removed from NE 160th St and 35th Ave NE
 - Provide drivers with speed warnings along NE 197th St toward Horizon View Park
 - Restrict turns for drivers and give pedestrians priority
 - Create more and better-marked crosswalks on Ballinger Way NE
- Install four-way stops at:
 - NE 178th St and 28th Ave NE
 - NE 178th St and Brookside Blvd NE
- Install stop lights:
 - On 25th Ave NE at the boundary with Shoreline
 - For people trying to get on Ballinger Way NE from 40th PI NE
 - At NE 178th St and Ballinger Way NE to make it safer to cross for pedestrians and reduce congestion for drivers
- Install stop sign/traffic circle:
 - At 34th Ave NE and NE 163rd St
 - Near NE 160th St, 33rd Ave NE and 34th Ave NE
 - At the hairpin turn on NE 162nd St and 35th Ave NE
 - At the east end of the alley behind Albertsons
 - At the intersection of Beach Dr NE and Shore Dr NE
- Drivers ignore stop signs at/on:
 - The intersection of 25th Ave NE and Forest Park Dr
 - NE 178th St at triangle with 47th Ave NE (“do not enter private road” sign might be confusing drivers)
 - 37th Ave NE (particularly at NE 162nd St and NE 165th St)
 - 35th Ave NE
 - NE 180th St, NE 178th St, and Brookside Blvd NE
- At the end of 49th PI NE / NE 187th St where it meets the intersection of NE 187th PI / NE 193rd St, install a center line curb for 50 feet or so before the stop sign to compel drivers to slow enough to make a safer left turn onto 49th PI NE.
- Prohibit left turns from NE 178th St onto Ballinger Way west bound. This should be a right turn only (at least during commuting hours).

Traffic Calming

- Traffic calming is needed at/on:
 - 33rd Avenue NE near the cemetery entrance
 - 34th Avenue NE
 - Cedar Way/37th Ave NE entering Lake Forest Park
 - 37th Ave NE, particularly next to the high school
 - 38th Ave NE and SR 522
 - 44th Ave NE
 - 47th Ave NE, coming down the hill from NE 184th St
 - NE 156th St from 37th Ave NE and 35th Ave NE to 33rd Ave NE and NE 155th St, due to high volume of cut-through traffic from Bothell Way
 - NE 160th St, where children walk to and from school
 - NE 165th St and 41st Ave NE
 - NE 167th St and 33rd Ave NE
 - NE 170th St and the intersection with 45th Ave NE
 - NE 178th St west of Ballinger Way NE
 - NE 178th St east of Ballinger Way NE from 47th Ave NE to the Kenmore border
 - NE 180th St between the intersection of Brookside Blvd NE and NE 178th St and the first bend in NE 180th St west of the intersection
 - NE 182nd St to 35th Ave NE, due to high volume of cut-through traffic
 - NE 187th St on top of the hill
 - NE 197th St going to Horizon View Park (install permanent pylons separating the road from the shoulder on north side of NE 197th St)
 - Lago Pl NE
 - Forest Park Dr, including the intersection with 25th Ave NE
 - Uphill from Brookside Elementary School
 - The Briarcrest/Sheridan Heights border (drivers speed on NE 160th St, NE 158th St, 35th Ave NE and 34th Ave NE)
 - Zone 7, due to the high number of blind turns
 - In the Town Center itself. There has been a large increase of vehicles speeding through the Town Center at unsafe speeds to avoid a signal.
- Consider employing:
 - Traffic circles/roundabouts
 - A planter at First Park Dr and 25th Ave NE (offset it toward 25th Ave NE)
 - Speed enforcement cameras at Ballinger Way NE and Bothell Way NE and on SR 104 and WA 522
 - Warning lights embedded in the street
- Adjust speed limits by:
 - Reducing the speed limit on 55th Ave NE



- Standardizing arterial street speeds
 - Adopting the Vision Zero speed limits that Seattle recently established (20 mph for residential streets)
 - Increasing the speed limit on Bothell Way NE to 45mph
- Make sure the City's traffic calming program is available to residents.
- Speed bumps and stop signs seem more efficient than roundabouts.

Cyclists

- Install a bike lane:
 - Along 35th Ave NE north of Ballinger Way NE, and from there south along Ballinger Way NE to the lake
 - Along NE 180th St/NE Perkins Way
 - Along Ballinger Way NE
- Install a curb to separate the bike lane from sidewalk on NE 195th St (where it curves north to 30th Ave NE).
- Install a sign on NE Perkins Way to indicate to motorists that the road is a scenic bicycle route and bicyclists should be given priority.
- Install bike parking in the lower level of the Lake Forest Park Center.
- Install sharrows on 40th Pl NE.
- Mark all streets with sharrows.
- All drainage grates should have the slots perpendicular to the flow of bicycle traffic.
- Cyclists run red lights and stop signs at Ballinger Way NE and Bothell Way NE and NE 165th St.
- Storm debris that accumulates on Ballinger Way NE is dangerous for cyclists.
- 55th Ave NE is narrow and harrowing for cyclists.
- Keep motorized bicycles off the Burke-Gilman Trail.
- Enforce speed limits and stop signs on Burke-Gilman Trail. Numerous pedestrians have been hit by cyclists.
- Sponsor events to help make Lake Forest Park the bicycle capital of the Puget Sound.
- There aren't many conflicts between pedestrians/bicycles and motor vehicles on SR 104.

Lighting

- LED street lights are needed around Horizon View Park.
- Consider LED lights like those in Edmonds.
- Do not use LED street lights on 37th Ave NE.
- Use bulbs with low lumens and warm coloring on dark sections of the Burke-Gilman Trail (e.g. between Town Center and NE 165th St).
- If unable to provide pedestrian lighting, dim street lighting.
- Street lights are needed:
 - At 25th Ave NE and 26th Ave NE (because the turn on to 26th Ave NE is blind)



- Along 35th Ave NE (north of Ballinger Way NE) for both drivers and pedestrians
- Along 40th PI NE
- Along NE 160th St from 35th Ave NE to 25th Ave NE for pedestrians
- At corners at the Ballinger Way NE and NE 175th St intersection (to make pedestrians more visible to drivers)

Trails

- McKinnon trail is an essential connection between Horizon View Park, Town Center, and bus service on SR 522.
- A trail is needed to replace the downhill lane on NE 180th St along the creek so that pedestrians, kids, and cyclists can safely connect between Interurban and Burke-Gilman Trails.
- A pedestrian path is needed from the walkway that connects 39th Ave NE to Bothell Way NE and connection with bridge (through/around Chevron station).
- Add a connection between the public easement at the north end of 39th Ave NE and Town Center.

Landscaping

- Sidewalks should be permeable where possible.
- Incorporate stormwater improvements into upgrades when possible.
- Vegetation along NE 160th St is overgrown and forces pedestrians and cyclists to walk in the street.
- Clear all vegetation that impedes visibility and lighting.

Parking

- At Brookside Elementary School, cars park on the east side of 37th Ave NE, causing parents and children to walk in the street.
- Put car parking in the new park at NE 178th St and 37th Ave NE, across the street from Brookside Blvd NE.
- Consider the interrelationship between demand for parking and traffic safety.
- Parking for commuters and those connecting to bus and light rail is insufficient in the Lake Forest Park mall area.



Other

- At Ballinger Way NE and Bothell Way NE, make changes to the intersection geometry to reduce conflicts between users.
- Redesign the intersection of NE 187th Pl and 49th Pl NE and NE 193rd St where there is a hairpin turn.
- Distracted drivers migrate over the white line at NE 178th St between 28th Ave NE and 33rd Ave NE.
- Ballinger Way NE, Bothell Way NE, and NE 145th St should be targeted for increased vehicular movement, rather than local or arterial streets.
- Reconsider restricting access from Bothell Way NE onto 47th Ave NE; recent improvements at this intersection have helped immensely and residents know how to safely use this street.
- Don't cut off traffic from side streets, which will have a negative impact on locals. A better solution is to ensure cars maintain safe speeds.
- The intersection of Brookside Blvd NE and SR 522 is confusing and extremely dangerous.
- Neighbors from Sheridan Terrace and Sheridan Heights are concerned about safe access to buses on SR 522.
- Bicycle and pedestrian improvements should occur simultaneously.
- Don't lose the character of streets.
- Consider using reflective shoulder striping.
- Conduct a study to determine which roads are most used by pedestrians to focus improvements.
- Increase police presence, speed monitoring, and ticketing to slow driving speeds.
- An educational campaign is needed to help reduce speeds. Widely distribute waterproof yard signs saying "20 is plenty" like they have in Seattle.