

**City of Lake Forest Park - Planning Commission**  
**Regular Meeting Notes: December 16, 2014**  
**17425 Ballinger Way NE—EOC Room**

**Planning Commissioners present:** Chair Ray Holmdahl; Vice-chair Jon Lebo; Connie Holloway; Richard Saunders; Jean Maixner; Joel Paisner; and Doug Gochanour

**Transportation Commissioners present:** Chair Jon Skamser; Andrew Reay-Ellers; Kim Thomas; Dale Sanderson; Jennifer King; Gary Bass; John Yarnish

**Staff and others present:** Steve Bennett, Planning Director; Neil Jensen, City Engineer; Ande Flower, Assistant Planner; Mayor Mary Jane Goss; Deborah Munkberg, Studio 3MW; Kendra Breiland and Carmen Kwan, Transportation Engineers from Fehr & PEERS (sub-consultants to Studio 3MW); Mike Veteransneck, CSC; Gary Bass; Brett Miller; Janice Barker

**Planning Commissioners absent:** Semra Riddle and Rocky Oliver

**Call to order:** 7:00 PM

**Approval of Meeting Agenda:** It was noted that the agenda lacked a number 7. Cmr Gochanour moved to approve the agenda as amended. The motion was seconded by Cmr. Holloway and approved unanimously.

**Approval of Meeting Notes:**

October 7, 2014 Cmr. Paisner moved to approve the minutes as submitted. The motion was seconded by Cmr. Gochanour and approved unanimously.

October 21, 2014 Cmr. Saunders moved to approve the minutes as submitted. The motion was seconded by Cmr. Holloway and approved unanimously.

**Public Comment:**

Jean Barker said that she would like for speed limits to be addressed with this element, given the increased cut-through traffic on streets such as Beach Drive at 41<sup>st</sup> Avenue NE.

**New Business:**

Comprehensive Plan Update: Transportation element

Kendra Breiland indicated that she would like to encourage questions and discussion during her presentation on the proposed amendments to the Transportation Commission initial draft transportation element. One of the objectives of the changes, she stated, was to demonstrate the City's partnership with WSDOT (WA State Department of Transportation) and PSRC (Puget Sound Regional Council) in coordinating long range plans.

Following issues and actions were discussed for next draft consideration:

- Goal 1: source data was requested for the projected number of drivers that might be traveling through LFP to reach future light rail stations at 145<sup>th</sup> and 185<sup>th</sup> in Shoreline.
- Goal 2: change the phrase to safe pedestrian access, when possible, should meet ADA standards
- Combine Goal 4 with 2 so that preserve access can be added to connection with bus
- Goal 3: Add the word Manage to the term minimize regarding cut-through traffic and illegal Park and Ride activity (AKA. hide & ride)
- Integrate goals and philosophy of the Legacy Plan where possible
- Goal 5: add the phrase Assure adequate maintenance and Maintenance and preservation for new construction.

There was a question about decreasing speed limits as a strategy for traffic calming (Goal 3). Ms. Breiland explained that changing speed limits does not necessarily result in a reduction in speeding. She added that physical barriers are what changes speeding behavior. She also shared a statistic regarding

pedestrian-vehicle accidents. When the vehicles involved are traveling at speeds above 25 MPH, then there is a 90% chance that collision will result in a pedestrian fatality. When the speed of the vehicle is less than 25 MPH, 8 times out of 10, the pedestrian will survive.

There was discussion about developing a lid across Bothell Way NE and that the cost of that construction could be a barrier. Other mitigation considered for state roads included improved pedestrian access and noise mitigation. Cmr. Paisner suggested that barriers like costs should not preclude asking for new kinds of solutions. Ms. Breiland agreed and used Bellevue as an example of a city that was able to demand funding for multi-modal lid projects to bridge across Highway 405 because they were bold enough to ask for it.

There was discussion about where future increases in LFP traffic might occur. It was suggested that added volumes of traffic will naturally curb the motivation for residents to drive, so it is recommended to focus efforts on providing alternative modes of travel, or multi-modal options. Ms. Breiland recommended creating a non-motorized plan and adding a policy calling for the preparation and adopting of one.

Ms. Breiland suggested that Sound Transit and Metro are putting together plans right now and this is an ideal time to make them aware of the City's goals and concerns.

She went on to state that the Comp Plan update must include the following to be compliant with the GMA:

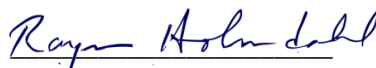
- Six year plan with clear identification for sources of public funds
- Twenty year plan with goals that are reasonably likely to attain
- Non-motorized plan (Commerce has interpretation in guidebook)

#### Visioning Report

Commissioners chose to table their review of the Visioning Report until the next meeting in order to allow more time to reflect on and discuss their experiences with community outreach and the report.

**Adjournment:** 9:00 PM

APPROVED:

  
Ray Holmdahl, Chair