

City of Lake Forest Park - Planning Commission
Regular Meeting Notes: March 17, 2015
17425 Ballinger Way NE—Lake Forest Room

Planning Commissioners present: Chair Ray Holmdahl; Vice-chair Jon Lebo; Jean Maixner; Rocky Oliver; Richard Saunders; Semra Riddle; and Doug Gochanour

Staff and others present: Steve Bennett, Planning Director; Ande Flower, Assistant Planner; Mayor Mary Jane Goss; Mark Phillips; and David Hammond, Resident

Planning Commissioners absent: Joel Paisner; and Connie Holloway

Call to order: 7:00PM

Approval of Meeting Agenda: Chair Holmdahl requested to move the Council Comp Plan review to the beginning. Ms. Flower suggested an addition to review the new draft vision statement. Cmr. Gochanour moved to approve the agenda as amended. The motion was seconded by Cmr. Riddle and approved unanimously.

Approval of Meeting Notes:

February 17, 2015 Cmr. Gochanour noted that Commissioners had responded to Mr. Bennett's question about holding a Public Meeting. It was proposed to add that "consensus was that Council should hold the Public Meeting, or Workshop" Cmr. Saunders moved to approve the minutes as amended. The motion was seconded by Cmr. Gochanour and approved unanimously.

Public Comment: Mr. Hammond thanked Commissioners for their service and asked whether the goals within the Comp Plan are prioritized.

Old Business:

Council Committee of the Whole

Chair Holmdahl and Mr. Bennett described the prior night meeting, Council Committee of the Whole. It was recommended to be mindful for how the Legacy Plan relates to the current Comp Plan. Mr. Bennett said that he would be working with Deborah Munkberg, from 3 Square Blocks (formerly Studio 3MW), to draft a report that describes how this Comp Plan update relates to previous planning efforts that have taken effect since the last update in 2005.

Mr. Bennett said that by next meeting, April 7th, he will provide a full draft to the Planning Commission, though there will be holes. Council is hoping to receive a recommended full draft by early summer, if possible. Cmr. Riddle asked to have a longer lead time for review prior to the next meeting. Mr. Bennett said that he would provide the draft on the Tuesday or Wednesday prior to the next Planning Commission meeting. Chair Homdahl mentioned that there may be a need to schedule more or longer meetings in order to keep up with a schedule towards providing a recommended draft to City Council.

Comprehensive Plan Update: Transportation Element Memorandum (see attachment A draft for specific amendments)

- Page 11: Include connectors between major trails with figure 4 map
- Page 11: Formalize and contextualize language for LOS multi-modal policies

Comprehensive Plan Update: Transportation Element Goals and Policies (see attachment B draft for specific amendments)

Goal 2

- (c) Include “appropriate pedestrian facilities” and gather information from Randy (Cap Fac) regarding options for funding such improvements
- Bring back some deleted language in (c) relative to developer responsibility for constructing sidewalks.

Goal 5

- Add policy suggested by WSDOT: “Develop joint improvement plans for state highways with WSDOT and pursue collaborative funding opportunities.

Comprehensive Plan Update: Community Services & Public Safety (see attachment C draft for specific amendments)

- Goal CS1: Add (f) to include language related to embracing diversity as a welcoming community, and integrate all of Goal CS7 into Goal CS1.

Discussion of WSDOT Comments

Some of the suggestions have been incorporated above, and Mr. Bennett offered to review comments against draft to make sure comments are addressed.

Updates from Liaisons to Other Commissions

Cmr. Saunders reported that Alan Merry from CSC wanted to add language to CS1(e): “the City has funding and staff to adequately maintain parks”

Draft Vision Statement Review

Commissioners discussed the revised draft vision statement and made suggestions. Many of the Commissioners shared similar opinions for how to improve the language in order to reflect what has been learned through the visioning process for the Comp Plan update process.

New Business:

Reports/Communications/Announcements:

Reminder of Planning Short Course Offering in Stanwood on April 6th

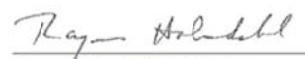
Mr. Bennett reminded Commissioners of this course offering in April.

12 Degrees North Update

Ms. Flower announced that a webpage has been drafted for ongoing construction of the new neighborhood in the Southern Gateway zone, which includes links to regular inspections and a draft construction schedule.

Adjournment: 9:00 PM

APPROVED:


Ray Holmdahl, Chair



MEMORANDUM

Date: March 5, 2015 Update
To: Steve Bennett and Ande Flower, City of Lake Forest Park
Deborah Munkberg, 3 Square Blocks
From: Kendra Breiland and Carmen Kwan, Fehr & Peers
Subject: Transportation Element Update – Existing Conditions

SE14-0339

To support the City of Lake Forest Park's Comprehensive Plan Update, we have reviewed various published documents that report on Lake Forest Park's existing transportation system. This memo summarizes major findings, by mode, and includes an appendix of excerpts from various documents referenced.

OVERALL

The Lake Forest Park (LFP) community is mostly residential with a commercial core located in the Town Center near the intersection of Bothell Way (SR 522) and Ballinger Way (SR 104). The City's transportation network is defined by two heavily travelled state routes that connect with with winding minor arterials and local streets that serve more quiet residential neighborhoods. Transit service is generally good traveling north/south along Bothell Way through the City, while there is more limited transit service available east/west on Ballinger Way. With the future light rail stations in the neighboring city Shoreline, traffic volumes in LFP are likely to increase. LFP may limit regional access to these stations if the connecting roadways to neighboring cities are not up to the same standards.

Walking routes have been identified throughout the City, although many routes do not have a completed sidewalk on one or both sides of the road. The Burke-Gilman Trail is a major bicycle facility parallel to the Lake Washington shoreline. Other bicycle routes have been identified throughout the City, but lack wayfinding signage. In general, most of these bicycle routes are



shared with automobiles, and there are no road markings such as sharrows or painted bicycle lanes.

CONDITIONS FOR DRIVING

The City of Lake Forest Park has two state routes, (SR 522 – Bothell Way and SR 104 – Ballinger Way), that carry a large amount of regional travel and divide the City. These state routes carry 46,000 and 18,000 vehicles a day, respectively, and the vehicle travel demand volumes on these routes are expected to increase in the next 20 years. Most of the City's minor arterials and neighborhood connectors are narrow, tree lined winding roadways. Roadway functional classifications are characterized as the following (Comprehensive Plan – Transportation Element, 2005, & King County Road Services – Arterial Classification):

- **Principal Arterial:** A major highway or through street that connects major community centers and facilities. Frequently, this type of roadway has certain restrictions on access (e.g., partial limitations on access at intersections or from driveways). Principal arterials generally carry the highest amount of traffic volumes and provide the best mobility to serve both urban and rural areas. Major bus routes are usually located on principal arterials. Examples: Bothell Way (SR 522) and Ballinger Way (SR 104).
- **Minor Arterial:** An access street providing connection between local destinations within a community. This type of facility stresses mobility and circulation needs over providing specific access to properties. Minor arterials allow more densely populated areas easy access to principal arterials, adjacent land uses (i.e., shopping, schools, etc.) and have lower traffic volumes than principal arterials. Examples: Brookside Boulevard, 35th Avenue NE, NE 178th Street, and 40th Place NE.
- **Local Access Street:** This category comprises streets that have the sole purpose of providing direct access to specific abutting properties (such as residences). This type of roadway usually connects with a minor arterial and enables access between a place of residence and a commercial business or place of employment. Typically, traffic moves at low speeds (20 to 25 miles per hour) on local access streets and there are numerous turning movements on these streets. Local streets that carry more traffic to connect with arterials have been identified as "Neighborhood Connectors" in **Figure 1**. Examples: (28th Avenue NE, Hamlin Road NE, 41st Avenue NE).

Arterials within the City are listed in the **Table 1** below, and are mapped in **Figure 1**.

**TABLE 1. ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM**

Roadway Functional Classification	Example Roadways*	Average Daily Traffic (ADT) Capacity
Principal Arterials	Bothell Way (SR 522) Ballinger Way (SR 104)	<u>NA – State Facility</u>
Minor Arterial	Brookside Boulevard Forest Park Drive 35th Avenue NE 37th Avenue NE 40th Place NE	<u>11,000**</u>
Local Access Streets	175th Street NE 178th Street NE 193rd Street NE 195th Street NE 196th Street NE	<u>NA – Local residential streets</u>

*This list is not comprehensive.

**Capacity estimated for a signalized, undivided, two-lane, non-state arterial, with no turn pockets in an urban setting.

Source: [Fehr & Peers, 2015](#). City of Lake Forest Park Comprehensive Plan, 2005. [Florida FDOT Quality/LOS Handbook, 2013](#).

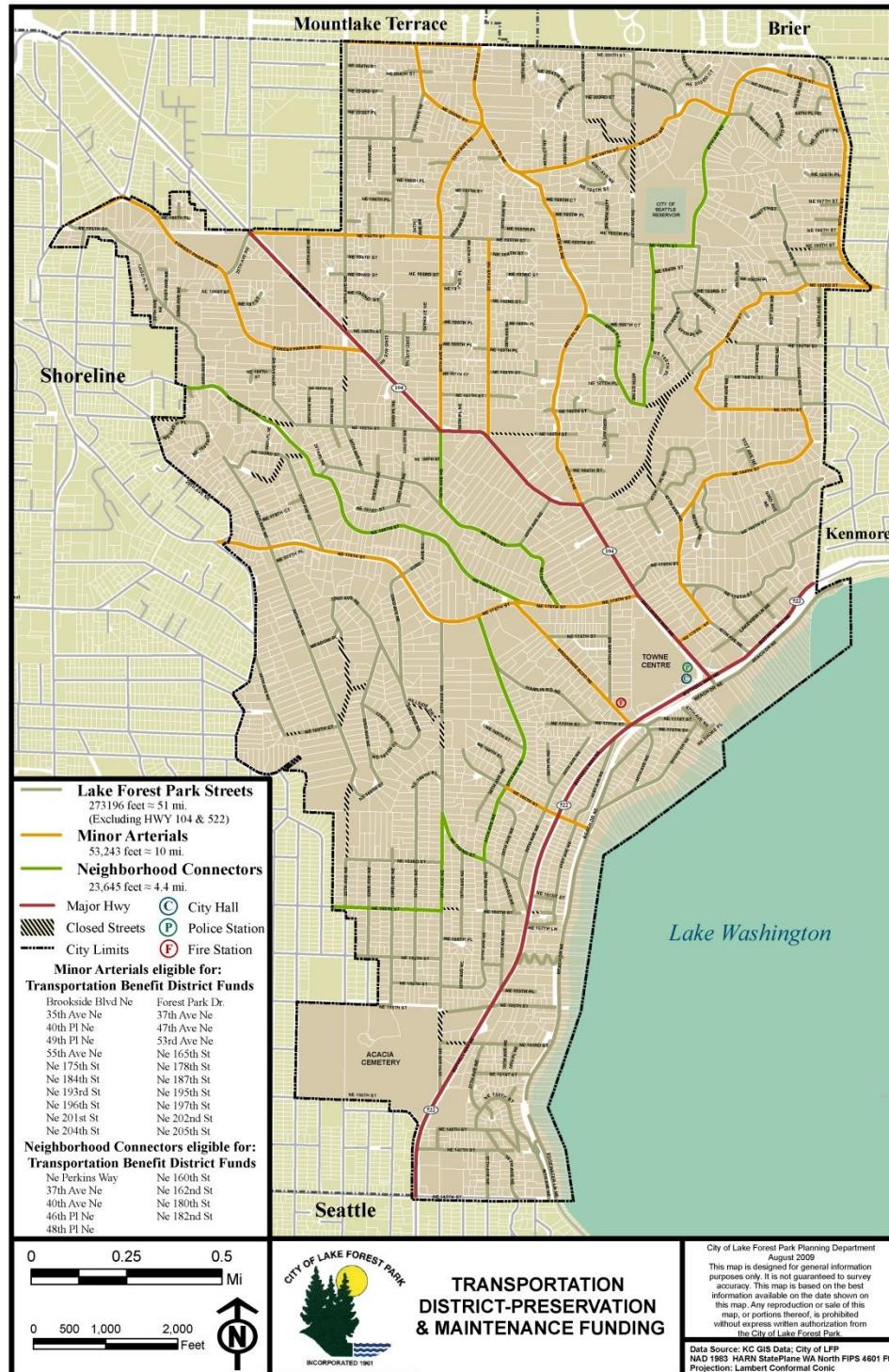


FIGURE 1. ROADWAY FUNCTIONAL CLASSIFICATION MAP



Bothell Way and Ballinger Way are the most heavily travelled arterials in the City. These routes serve large volumes of regional through traffic, and can be very congested during the peak hours. By 2035 it is expected that the average daily traffic will grow from 46,000 to 57,000 daily vehicles on SR 522 near NE 160th Street. Traffic volumes on SR 104 near NE 178th Street are forecast to increase from 18,000 to 22,000 daily vehicles. While the state routes are generally busy, other streets in LFP carry fewer regional trips given their circuitous nature¹. As the City is mostly built out, traffic volumes on non-state routes have remained relatively static compared to the traffic counts reported in the 2005 Comprehensive Plan.

[Future plans for two light rail stations in Shoreline are likely to increase traffic volumes through LFP. As the mostly two-lane roadways in LFP may not be up to the same standards as connecting roadways in neighboring cities, LFP may become the "missing link" that limits regional travel and access to and from the new high capacity transit stations.](#)

CONDITIONS FOR TRANSIT

Public transit service is operated by King County Metro and Sound Transit. **Table 2** summarizes the services and routes. Transit routes operate on Bothell Way, Ballinger Way, and 35th Avenue NE/ NE 197th Street north of Ballinger Way. There is generally good transit service north-south from Lake Forest Park to large employment centers such as Downtown Seattle. On Bothell Way there is a continuous Business Access Transit (BAT) lane in the southbound direction. There is a gap in the northbound BAT lane from just north of NE 145th Street to 41st Avenue NE. There is limited transit service that operates east-west through the City. 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. Plans are in place to build a park & ride within the Town Center.

A map of public transit service in the area is in **Figure 2**.

¹ Residents have reported instances of speeding on neighborhood streets by pass through traffic. This issue is being addressed through policies in this Comprehensive Plan to manage cut through traffic.

**TABLE 2. TRANSIT SERVICE IN 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

Source: King County Metro, Fehr & Peers, 2015.

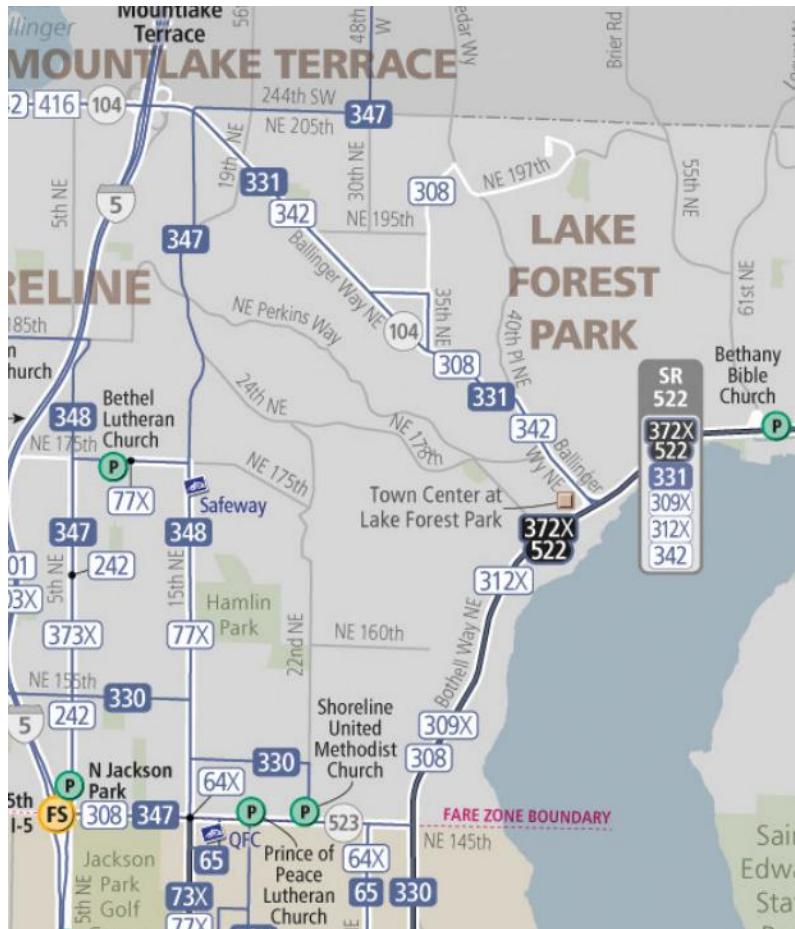


FIGURE 2. MAP OF TRANSIT SERVICE IN LAKE FOREST PARK

Future transit projects include future light rail stations within the vicinity of NE 145th Street and NE 185th Street near I-5 in Shoreline. In addition, the Sound Transit Long-Range Plan calls for a High Capacity Transit (HCT) between Bothell, Lake Forest Park, and Northgate via SR 522.

CONDITIONS FOR WALKING & BIKING

There are designated walking routes throughout Lake Forest Park. However, not all walking routes have sidewalks. Pedestrian facilities range from sidewalks with curb ramps to dirt paths along roadway shoulders. The *Legacy 100-year Vision Report* inventoried all walking routes, and highlighted all routes without a sidewalk in red in the **Figure 3** below. The dashed yellow roadways are locations with sidewalks on one or both sides of the road.

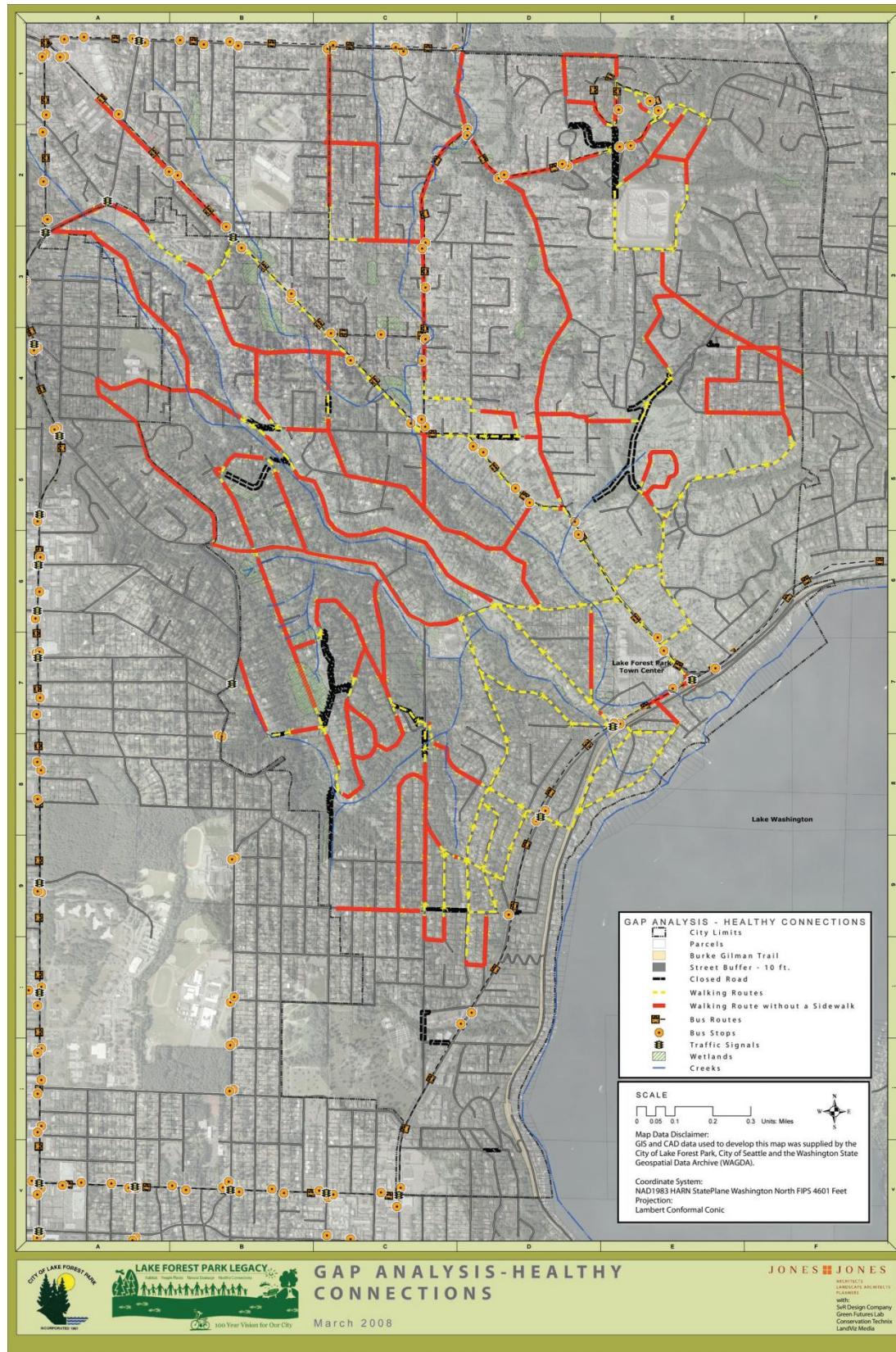




FIGURE 3. DESIGNATED WALKING ROUTES

The Burke-Gilman Trail is a well-travelled multi-use pathway. This separated facility runs parallel to Lake Washington and connects with Seattle to the south and Kenmore to the north. It is often used by cyclists and pedestrians. Aside from the Burke-Gilman Trail, the only other marked designated bicycle routes in the city are the North and South connector routes between the Interurban Trail and the Burke-Gilman Trail. There are no separated bicycle lanes or sharrows within the LFP, however the completion of the NE 178th Street Improvement Project, Phase 2 will add a bicycle lane on NE 178th Street from Brookside Boulevard to 33rd Avenue NE. **Figure 4** outlines the designated bicycle routes within LFP in green.



FIGURE 4. DESIGNATED BICYCLE ROUTES



TRANSPORATION FUNDING

The LFP currently spends approximately \$150,000 per year on an annual street overlay. It is expected that this amount of funding will continue to be available in the future. Additional funding fluctuate year-to-year for various transportation projects depending on how successful LFP is in competing for grants.

LEVEL OF SERVICE POLICIES

PSRC requests a more multi-modal LOS policy. This would be developed in the City's Non-motorized Plan. Below is some guidance of what it will look like.

- Pedestrian LOS

<u>LOS</u>	<u>Description</u>
High Quality	Pedestrian facility where identified in Non-Motorized Plan, with a buffer
Needs Improvement	Pedestrian facility provided on one side of the street
Poor Quality	No pedestrian facility

- Bicycle LOS

<u>LOS</u>	<u>Description</u>
High Quality	Provides minimum treatment* recommendation, as shown in Non-Motorized Plan
Needs Improvement	Provides a lower-level facility* than recommended in the Non-Motorized Plan
Poor Quality	No Facility

Bicycle facilities – lowest-level to highest-level of treatment: shared; bike lanes; buffered bike facility; separated trail.



- Transit LOS

<u>LOS</u>	<u>Transit Stop Amenities</u>	<u>Pedestrian Access</u>	<u>Frequency of Service</u>
<u>High Quality</u>	<u>High level</u>	<u>Sidewalks and marked crosswalks serving stops</u>	<u>All day service. Peak service 15 minutes or less, midday 30 minutes or less</u>
<u>Needs Improvement</u>	<u>Some amenities</u>	<u>Sidewalks and marked crosswalks serving some stops</u>	<u>All day service. Peak services 30 minutes or less, midday service 60 minutes or less</u>
<u>Poor Quality</u>	<u>Little or no amenities</u>	<u>General lack of sidewalks and marked crosswalks</u>	<u>Low level of service</u>

Attachments:

Traffic volume tables (2005 Comprehensive Plan)

Legacy Plan

LFP 2015 Comprehensive Plan: Transportation Element – Goals and Policies

(Transportation Commission Draft 3/5/2015 update)

Introduction

The citizens of Lake Forest Park have long made it clear to local government that they place a high priority on preserving the existing character of the city. The most often cited examples of “character” include the natural look and feel of many of the city’s neighborhoods, and the winding and organic street design. While the winding street design also creates a challenge to residents as it limits short and direct trips, and LFP has the “small town” ease of meeting neighbors who are also outdoors, walking or biking through the neighborhoods. -Residents also value living in this green and peaceful oasis without sacrificing a quickand, direct, and convenient commute out of LFP to Seattle and eastside employment centers. These characteristics, considered together as the “character” of Lake Forest Park and codified in the city’s Legacy 100-Year Plan, define, for most citizens, the motivation for residing here. The Transportation Element of the Comprehensive Plan plays an essential role in the preservation of this desirable character.

Lake Forest Park faces a struggle whose nature is largely determined by regional forces. The city itself is, for all intents and purposes, built out and considered “mature”. However, the region surrounding it – especially to the northeast – is growing substantially and significantly increasing the volume of traffic transecting the city. While direct transit service to employment centers like Seattle and the Eastside is available (46% of residents work in Seattle and 16% in the Eastside) it is necessary to maintain and enhance this service as peak hour buses are at capacity. The transit demand is so high that a much desired park-and-ride should be built to increase transit ridership and reduce some of the vehicle traffic. Furthermore, the initiation of tolling on SR 520 has greatly increased “diversion” traffic through the city. Looking ahead, the development of light rail along the I-5 corridor will benefit the City by adding another transportation mode option; however this can lead to further increase LFP of traffic volumes in LFP as people drive to the stations. These forces are already changing the character of Lake Forest Park, and they will continue to do so, whether we respond to them or not.

In consideration of the desire to preserve Lake Forest Park’s unique character, and as informed by the directives presented in Washington State’s Growth Management Act, the WSDOT Strategic Plan, relevant Puget Sound Regional Council documents (Vision 2040, Transportation 2040), and King County’s countywide planning documents, the following goals and policies of the Transportation Element are recommended to create an adaptive transportation system in Lake Forest Park.

Goals and policies:

1) GOAL: Expand valid and efficient intermodal transportation connections, including walking, bicycling, driving/park & rides, and transit.

POLICIES:

- a) Develop a centrally located “park & ride” facility in LFP, and work with neighboring communities to develop additional regional “upstream” park-and-ride facilities.
- b) Build bicycle rack, and especially locker capacity, at appropriate transit stops and park and rides.
- c) Identify and implement measures to accommodate the anticipated increase in the number of people accessing light rail via motorized and non-motorized transportation, including but not limited to designing bus routes/BRT which interface with rail stations.
- d) Provide safe, efficient, and direct pedestrian and bicycle access to transit stops and LRT stations.
- e) Improve bus stop comfort and safety by providing shelters and safe access for pedestrians and bicyclists.
- f) Coordinate with state and regional entities to ensure continued mobility on state owned routes (SR 522 and SR 104), including efforts to achieve the stated level of service standards for these facilities.
- g) Include emergency service providers in review of roadway designs to ensure emergency vehicle passage.
- h) Off of the state system, work to create a connected and complete transportation network, which is planned to achieve the following level of service (LOS) metrics:
 - Autos LOS C/D on local arterials, which allows for moderate congestion throughout the day.
- h)i) Use LOS to measure modes beyond autos (pedestrians, bicyclists, and transit).

What is Transportation Level of Service?

Level of service (LOS) is a qualitative measure used to evaluate the quality of public infrastructure. Cities have historically measured transportation LOS based on the experience of drivers, in terms of vehicle speed, traffic density, or how long vehicles wait at an intersection. Lake Forest Park has an auto-based LOS policy that measures traffic densities on arterials throughout the day. As shown the figure below from Planning Urban Roadway Systems (Institute of Transportation Engineers, 2011), transportation LOS does not have to be limited to the experience of just vehicles. This Transportation Element expresses the intent to measure transportation LOS to also evaluate the experience of walking, biking, and taking transit in Lake Forest Park.



- i) Review and update roadway and sidewalk standards to ensure they meet the multimodal transportation needs.
- j) Reduce the need for roadway expansions by encouraging the use of alternative modes of transportation and non-peak use of regional arterials ([Travel Demand Management – encouraging options such as telecommuting](#), employers [free bus passes, working flex hours, etc...](#)).
- k) On major arterials, encourage developing shared driveways to reduce right-of-way needs and to minimize turning movement conflicts.
- m) Construct transportation facilities concurrent with growth to ensure the transportation system continues to meet the needs of LFP residents.
- n) [Plan a transportation system that accommodates users of all abilities, including consideration of drivers for the elderly, shut-ins, special needs, etc...](#)

2) GOAL: Improve safety for non-motorized transportation, and expand non-motorized transportation access to LFP neighborhoods and destinations (parks, schools, Town Center, transit, Burke-Gilman Trail) and for recreation.

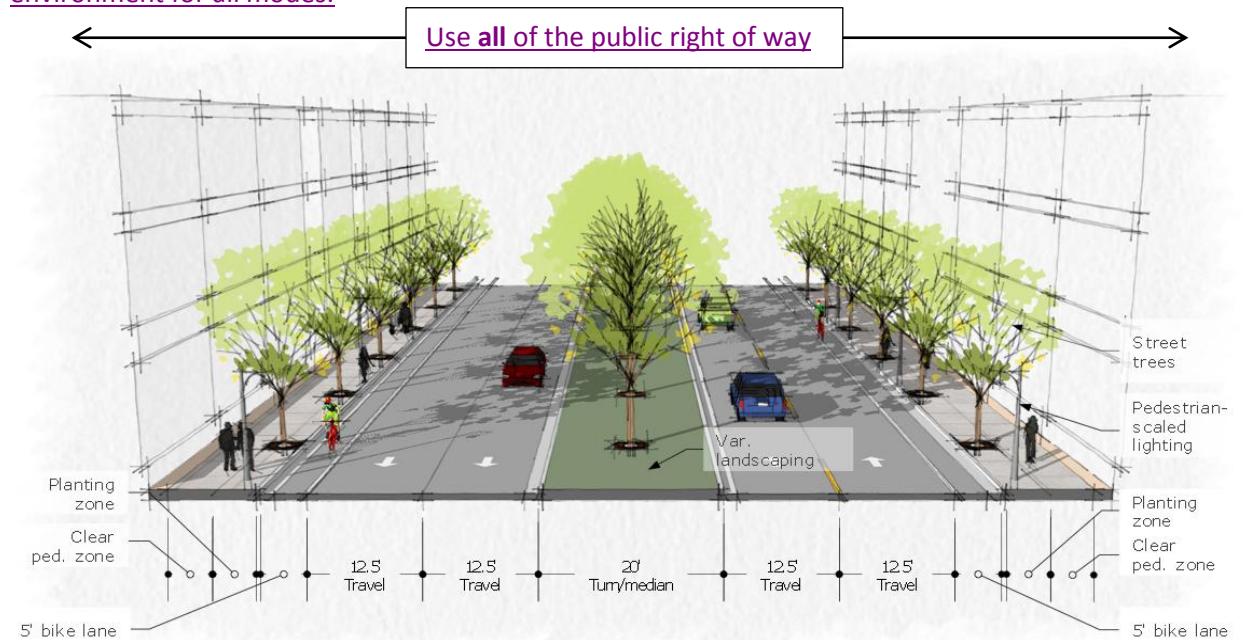
POLICIES:

- a) [Develop a detailed inventory of existing non-motorized facilities, on and off-street, in support of the development of the Non-motorized Plan.](#)
- a) Create a Non-motorized Plan which identifies:
 - Designation of signed bike routes to LFP destinations and provide linkages with neighboring cities' bike routes.
 - Expansion of pedestrian trail network to link neighborhoods and destinations [to create healthy recreation options](#).
 - Construction of sidewalks or separated walkways along streets that link LFP destinations.
 - Opening up city rights-of-ways, including along appropriate streets, to provide safe pedestrian and bicycle access to LFP destinations, including the [LRT stations](#), Burke-Gilman Trail, [etc...](#)
- b) [Require all development \(residential and commercial\) to include construction of sidewalks, or contribute to a city transportation fund that benefits non-motorized transportation options.](#)
- c) Improve signage and safe walkways, including pedestrian sidewalks, to LFP trails such as the Burke-Gilman and between the Burke-Gilman and Interurban Trail.
- d) Install and improve [appropriate streetlights at intersections and along pedestrian routes as appropriate](#).

- e) Aim for “complete streets” designs for the safety of all modes. Install separators for bikes/pedestrians/cars in appropriate locations.

What are Complete Streets?

Complete streets think beyond the curb-to-curb and consider how the entire public right of way can support the transportation needs of all users. Complete streets do not prescribe a certain type of infrastructure be put in place, but that communities are striving to create a safe and comfortable travel environment for all modes.



Source: Studio Cascade, 2014

- f) Enforce homeowner maintenance of property along pedestrian and bicycle facilities.
- g) Expand LFP’s “Safe Routes to School Program” participation, including an “education and encouragement” component, and continue to apply for local, state, and federal grants to enhance safe routes to school.
- h) Support education and outreach measures for all users -- motorized and non-motorized;
- i) Design/improve crosswalks for maximum safety.
- j) Strive to improve the accessibility of the transportation system for all.
- k) Establish urban streetscape design criteria that are oriented towards non-motorized use.
- l) Provide safe pedestrian crossings at bus stops on arterial roadways.
- m) Work with WSDOT and other regional authorities to consider pedestrian overpass/underpass crossings of major transportation corridors to improve access and safety.
- n) Promote motor vehicle driver awareness of the need to honor the space of pedestrians, joggers, and bicyclists.

3) GOAL: Minimize and manage “cut-through” traffic on local streets ~~for public safety~~ through regional cooperation, as well as through implementation of local measures (transportation demand management and traffic calming).

POLICIES:

- a) Implement appropriate local traffic calming devices/designs throughout LFP neighborhoods.
- b) Monitor east-west routes that connect with future light rail stations, and coordinate with regional partners on needed enhancements.
- c) Work ~~with neighborhoods~~ to find ways to reduce cut-through traffic, including working with neighborhoods, or to confine/direct cut-through traffic to neighborhood arterials.
- d) ~~Promote the education of current and future commuters about the benefits of~~ Actively encourage commuting by bicycle and transit, or by car/vanpooling with others.
- e) ~~Encourage increased automobile occupancy. Promote carpooling through the City's media outlets.~~
- f) Develop clean transportation programs and facilities, including actions to reduce pollution and greenhouse gas emissions from transportation.
- g) Accommodate local deliveries and other goods movement that is necessary to serve LFP residents and businesses.
- h) Support the efficient movement of goods in LFP's commercial area to assist the local economy.

4) GOAL: Create a sustainable funding plan for constructing and maintaining ~~truly an adaptive~~ multi-modal transportation systeminfrastructure.

POLICIES:

- a) Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services.
- a) Look for opportunities for funding safety projects.
- b) Fund “complete streets” and pathways, while also maintaining existing infrastructure.
- c) Supplement, but not replace, sustainable funding plan with grants for larger projects.
- d) ~~Explore options to develop a creative funding structure for compensating drivers for elderly, shut ins, special needs, etc., to minimize the risk of depending only upon volunteers.~~
- e) Explore options to fund sidewalks and walkways, that are consistent with priorities expressed in the Non-motorized Planincluding contributions from development/permit fees (residential and commercial).
- f) Develop joint improvement plans for state highways with WSDOT, and pursue collaborative funding opportunities.
- f) Develop joint improvement plans to maintain and increase transit ridership and service.
- g) City streets should be designed with the minimum pavement area required for motor vehicles.
- h) Incorporate environmental factors into transportation decision-making, including attention to human health and safety as described in the Environmental Element.

5) GOAL: Minimize the impact of state highways on quality of life in LFP.

POLICIES:

- a) As traffic levels on state routes increase, coordinate with regional partners, including WSDOT, to ensure quality of life and mobility of LFP residents are preserved through the following measures:
 - Look to WSDOT's "State Highways as Main Streets" programs for policies, potential funding, and potential design treatments of state routes heading through LFP.
 - Work with WSDOT and other regional entities to identify and implement safety improvements for property owners directly exposed to highway-speed traffic, whenever possible.
 - Work with WSDOT and other regional entities to identify and implement aesthetically pleasing and appropriate noise-mitigation opportunities, whenever possible. These barriers should not interfere with appropriate pedestrian or bicycle travel.
 - Work with WSDOT and other regional entities to identify and implement measures to improve access to traffic flow for residents along state routes, whenever possible.
 - Maintain lobbying effort to encourage WSDOT to continue to improve state transportation infrastructure within city limits and prevent LFP from becoming more of a 'choke point' for traffic congestion.
- b) Support implementation of expanded smart signal/traffic management to optimize arterial through-put, while also considering arterial-neighborhood access interface.
- c) Coordinate with state and regional entities on implementation of regional tolling, per PSRC's Transportation 2040, to rebalance SR 520 and SR 522 traffic volumes.
- d) Ensure that the "Southern Gateway" any major development has ease of access to arterials.

6) GOAL: Work with transit agencies to provide transit service that meets the community's needs.

POLICIES:

- a) Coordinate with regional transit entities to expand east-west transit options in LFP.
- b) Coordinate with regional transit entities to increase bus capacity/frequency, including development of BRT on SR 522.
- c) Coordinate with regional transit entities to explore construction of a north-bound transit-only lane along SR 522 through LFP, with associated improvements such as widening SR 522, with better lighting, underground utilities, sidewalks, and bike lanes.
- d) Support Sound Transit's Long Range Plan for high capacity transit through LFP from Bothell to Northgate via SR 522 and downtown Seattle.
- e) Work with transit agencies to minimize transit access time and travel time (e.g., establish vanpool services, neighborhood pickup vans, or provide park-and-ride lots closer to Lake Forest Park).
- f) Optimize transit links to pedestrian and bicycle paths.
- g) Preserve north-south direct transit to Downtown Seattle (no transfer at Northgate).
- h) Maintain and enhance existing transit service to the University of Washington.
- f) i) Increase transit service to the Eastside.

Community Services and Public Safety

GOALS and POLICIES

Goal CS1: Community Service Vision

The City of Lake Forest Park is a sustainably vibrant community in which to live, work, and play. Lake Forest Park enhances and enlivens the quality of life for all members of the community.

- a. Lake Forest Park and its citizens have well-utilized means to communicate with each other.
- b. Lake Forest Park encourages arts, cultural, and other active recreational activities to promote health and social interaction.
- c. Lake Forest Park ensures that all residents have adequate access to appropriate mental health support.
- d. Lake Forest Park promotes adequate housing opportunities for low and moderate income residents, seniors, and special needs populations.
- e. Lake Forest Park has professional staff to oversee and successfully implement human service, parks and recreation programs.

Goal CS2: Quality of Life

Enhance and enliven the quality of life for all members of the community, and ensure a sustainably vibrant community in which to live, work and play, while meeting basic physical, economic and social needs.

- a. Promote a continuum of human services that supports human development and the quality of life for all families and individuals.
- b. Support the provision of a continuum of human services which meet immediate, preventive and on-going needs.
- c. Strive to ensure that equitable human services are available to Lake Forest Park citizens regardless of race, ethnicity, cultural or religious background, national origin, sex, age, family status, sexual orientation or sensory, mental or physical handicap.
- d. Work to create and promote a coherent, culturally relevant program of human services that protects the vulnerable and invests in human development.
- e. Encourage services that are accessible to all in the community by removing physical, cultural, language, communication, accessibility, affordability and other barriers.

Goal CS3: Youth

Help young people grow up healthy, caring and responsible.

- a. Establish opportunities for youth to plan an active and useful role in the community.
- b. Work with other commissions to develop opportunities for youth to develop leadership skills that lead to positive outcomes in the community.

- c. Promote opportunities for youth to share their needs and ideas concerning the community.
- d. Continue to create positive, enriching activities after school for youth
- e. Help youth avoid the use of drugs, alcohol and other dangerous substances, and deal with mental challenges such as depression and anger.
- f. Support the schools in increasing academic achievement
- g. Facilitate opportunities for positive interaction between youth and police and other public authorities.

Goal CS4: Seniors

Help maintain the physical and emotional well-being of seniors.

- a. Support services and activities for seniors that encourage physical exercise, social interactions and healthy lifestyles.
- b. Support services that enable seniors to remain in their homes.

Goal CS5: Families

Encourage the health, self-sufficiency and safety of families.

- a. Support culturally appropriate services that enhance parenting skills and family life.
- b. Advocate for quality childcare that is affordable and accessible to all income levels.
- c. Advocate for quality early-childhood education.
- d. Continue to provide and support domestic violence prevention and intervention services.

Goal CS6: Residents

Encourage the participation of all residents in community activities, identification of community needs, and in developing ideas for resources and programs.

- a. Work with other commissions in creating community activities and events that encourage the participation of all residents.
- b. Involve residents by creating and promoting opportunities to provide input on community needs and ways to meet those needs.
- c. Encourage active recreational activities that promote health and social interaction.
- d. Assess emergency, transitional housing and basic needs of diverse populations and advocate for affordable and accessible housing opportunities.

Goal CS7: Ongoing Concerns, Priorities and Resources

Identify and represent the concerns and priorities of Lake Forest Park residents and pursue human service actions that are consistent with these priorities, using City resources most effectively.

- a. Initiate and/or participate in regional partnerships in leveraging resources, coordinating and delivering human services.
- b. Promote a full range of accessible and appropriate human service programs including the arts and other cultural opportunities.
- c. Strive to create a widely supported, coordinated, comprehensive human services system.
- d. Examine ways to collaborate with other commissions to use City resources effectively.

Goal CS8: Public Safety Vision

Build a safer future for residents of LFP through effective partnerships between the community and first responders to improve security, public safety and reduce the impact of disasters.

- a. Take a proactive approach in supporting and encouraging the participation in programs to aid in crime prevention and reduction by building partnerships between: neighborhoods; first responders; the community; and youth and the police.
- b. Work with other commissions, the community and law enforcement to improve public safety through: safer streets; walkways and neighborhoods; block watch; lighting; and Crime Prevention through Environmental Design (CPTED).
- c. Promote education of the community to address safety concerns and reduce the impact of disasters through: neighbor helping neighbor through the implementation King County Regional Hazard Mitigation Plan [LFP's agreement with ESCA is not being renewed]; monthly safety tips via LFP website; Public Safety and Emergency Prep Fair in September; Community Emergency Response Teams (Cert) training; and Radio Amateur Civil Emergency Services (RACES) training

1 **Community Services and Public Safety Supporting Information**

2 **Community Services Background**

3

4 Community Services encompass a broad range of services including basic service for people in
5 immediate need as well as preventive and ongoing support which range from emergency shelters
6 and food banks to scouting and recreational programs. Lake Forest Park works closely with its
7 neighboring cities, the School District, United Way, the Commons, Senior Center and Arts Council as
8 well as other human and cultural community service agencies in combining resources to encourage
9 a continuum of services.

10

11 Lake Forest Park has a great deal of community strengths and assets. A county library located in
12 the Lake Forest Park Town Center provides family literacy programs. The Shoreline-Lake Forest
13 Park Arts Council provides free family engagement opportunities and arts education though schools
14 and other venues. Third Place Commons offers a forum for community activities and events. It
15 serves as a community center providing multigenerational cultural, recreational and educational
16 activities. It also produces the Farmers Market that includes programs offering low-income seniors
17 and families better access to fresh, healthy produce.

18

19 The Shoreline/Lake Forest Park Senior Center located in Shoreline and the Northshore Senior
20 Center in Bothell serve Lake Forest Park's seniors. The Center for Human Services in Shoreline and
21 Northshore Family Services in Bothell provide drug and alcohol treatment, family support and
22 family counseling. The area's food banks include Hopelink in Shoreline and the North HelpLine in
23 Lake City. Hopelink also provides other emergency services to the area's residents such as energy
24 and rent assistance and shelter. Of the more than one hundred agencies reporting that they provide
25 services to residents in North King County with United Way funding, approximately twelve have
26 local sites or regularly deliver services out of a site in this area. Many residents travel to
27 neighboring cities to obtain services.

28

29 Public transportation is improving but still inadequate in north King County. Some seniors use the
30 Shoreline/Lake Forest Park Senior Center shuttle to transport them to the Center and Metro
31 provides Access vans for qualified residents. Some residents who are eligible to receive services
32 also use private transportation to access services.

33

34

35 **TARGET POPULATIONS**

36

37 **Domestic Violence Victims**

38

39 Domestic violence continues to be a concern in the City, however, the number of calls responded to
40 by police has dropped. In 2009, the police responded to 107 domestic violence-related calls. There
41 are few shelters for women and their families fleeing an abusive environment. Often women are
42 forced to remain with an abusive partner for lack of options.

Domestic Violence	2009	2010	2011	2012	2013
<i>Verbal</i>	46	33	26	32	33
<i>Assault</i>	33	22	30	26	28
<i>Order Violations</i>	16	9	13	12	6
<i>Harassment</i>	7	5	4	5	3
<i>Rape</i>	2	2	0	1	0
<i>Malicious Mischief</i>	13	8	8	9	7
<i>Burglary</i>	4	1	2	1	0
<i>Trespass</i>	2	2	1	0	0

Children and Youth

There are many activities and programs for children and youth in the City and within a 5-mile radius. The Shoreline Children's Center operates after school programs in Lake Forest Park, Brookside and Briarcrest elementary schools. There is a teen center located at The Rec in Shoreline, and the City of Shoreline and the YMCA facilitate Hang Time, an after-school program at Kellogg Middle School. There are hundreds of programs and classes available through the City of Shoreline's recreation program at the Spartan Recreation Center and Shoreline Pool, most low-cost and /or available with "resident" discounts. In the summer there are also day-camps ranging from sports to arts to nature run by Shoreline, the Y, the Arts Council, the Kruckeberg Botanic Garden and others. Transportation is sometimes cited as a problem for youth in accessing these programs since they rely on adults with cars to transport them. Carpooling can often mitigate this issue.

The Search Institute in Minneapolis has identified forty Developmental Assets that are the building blocks for helping youth grow up to be healthy. The Community Services Commission recommends support of organizations that address developmental assets of youth. The City supports after school youth programs, day camps and creative activities for youth. A Teen Court helps instill positive values and enables youth to serve others in their community. Youth are recruited to serve on commissions and to participate in community service activities.

Seniors

The population of Lake Forest Park is getting older. According to the 2000 census, the median age has increased from 35.8 stated in a 1996 King County Growth Report to 42.1 years of age. Those 65 years of age and older have increased to 13% from 11% since the 1990 census.

Both the Shoreline/LFP and Northshore Senior Centers offer engaging and supportive services to local seniors. In 2014 the Shoreline/LFP Senior Center offered ??? programs weekly or monthly that engage seniors in intellectual, physical and emotional stimulation. The Shoreline/Lake Forest Park Senior Center also offers home chore services and Meals on Wheels for frail and disabled residents. In addition the City of Shoreline provides recreation activities for active seniors particularly through a new, free Shoreline Walks program.

The need for affordable and market rate senior housing and assisted living ranks high among seniors and geriatric professionals. There are limited housing options or areas in the City that are suitable for building housing for seniors. When seniors are no longer able to drive, the hilly terrain

1 and limited public transportation options may present challenges for getting around the City.
2 Senior housing in a transportation and services-friendly area are ideal.
3
4 City established a Gateway Senior Housing Overlay Zone in 2003. There were a couple of
5 serious efforts by developers to create a project for the area but neither made it to the
6 point of submitting an application. It was repealed with the adoption of the Southern
7 Gateway Subarea Plan which includes the area covered by the Senior Housing Overlay.
8 **Policy 10c of the subarea plan states** “Ensure adequate housing for senior population to allow
9 continued residence in LFP.” At this time ...114 units under construction.

10
11
12
13 **Public Safety Background**

14
15 Police Department

16 There are 22 full time employees assigned to the Lake Forest Park Police Department. A majority of
17 the officers are in the patrol division; additionally we have a traffic unit, criminal investigation
18 detectives, canine unit, professional support staff, sergeants, a captain and police chief.

19
20 In 2013, the average response time to calls for service for Lake Forest Park Police was 2:17
21 minutes; the national standard is over five minutes. The Lake Forest Park Police Department
22 partners with the King County Sheriff's Office and the Coalition of Small Police Agencies (CSPA) for
23 specialized services, homicide/robbery investigations, SWAT, K9, air support, bomb technicians,
24 other services, and training.

25
26 Burglaries decreased from 91 in 2012, to 80 in 2013, thefts from vehicles remained the same, and
27 vehicle prowls were down. DUI's were up 36% from the previous year. In 2014, the Lake Forest
28 Park Police Department will focus efforts on reducing burglary and other property crimes; our
29 mission is to prevent crime and create an environment where people feel safe.

30
31 The police department will be making several changes to focus on crime prevention, and identifying
32 and apprehending high impact offenders. Five areas the police will set clear direction and goals are:

- 33 • Reduce Crime and Collision Loss in our Community
- 34 • Provide Quality Services and Innovative Police Strategies Delivered Through Excellent
35 Customer Service
- 36 • Provide appropriate resources to employees that foster a safe, ethical, innovative,
37 knowledgeable, and diverse workforce
- 38 • Provide Emergency Management Oversight for City Infrastructure and the Community

39
40 Hazard Mitigation Plan

41 The City currently has a draft Lake Forest Park Hazard Mitigation Plan. A partnership of local
42 governments and regional stakeholders in King County is working together to update the King
43 County Regional Hazard Mitigation Plan. The purpose of this plan is to help local governments
44 reduce the exposure of residents to risks from natural hazards, such as earthquakes and floods.

1 This plan was first created in 2004 and was updated in 2009. The Federal law provides that these
2 plans be updated every five years.

3 A Hazard Mitigation Plan is prepared by local governments in response to the Disaster Mitigation
4 Act of 2000 (Public Law 106-390). These plans allow access to federal funding afforded under the
5 Robert T. Stafford Act. These plans meet statutory requirements that include:

- 6 • Organizing resources
- 7 • Assessing risk
- 8 • Engaging the public
- 9 • Identifying goals and objectives
- 10 • Identifying actions
- 11 • Developing plan maintenance and implementation strategies

12
13 The Federal Disaster Mitigation Act (DMA) requires state and local governments to develop such
14 plans as a condition of federal grant assistance, and mandates updating these plans every five years.
15 The DMA improves upon the planning process to emphasize the importance of mitigation,
16 encouraging communities to plan for disasters before they occur.