

**LAKE FOREST PARK TRANSPORTATION COMMISSION**  
**Projected Impacts of Tolling on SR-520 and I-90, and Suggested Mitigation Measures**  
**July 9, 2008**

Lake Forest Park's adopted comprehensive plan requires keeping our major transportation routes through the City open, to provide access into and out of the city and to reduce cut-through traffic through our neighborhoods. The Transportation Commission feels strongly that tolling on SR-520 will have major impacts on the SR-522 corridor with increased congestion and decreased safety. Mitigating those impacts and acting to reduce the demand on the corridor is critical to maintaining the quality of our city.

Upon completion of traffic studies, it is important that Lake Forest Park be proactive in the development and implementation of multiple mitigation strategies. The most extreme mitigation option may be to toll on SR-522 to balance the SR-520 tolls. The Transportation Commission offers a further review of potential impacts and other options for mitigation and reduction of congestion below.

**Potential Impacts of SR-520 tolling on the SR-522 corridor (Bothell to Seattle):**

1. Increased congestion, increased travel times on SR-522.
2. Increased traffic on residential streets through Lake Forest Park, Kenmore, and Bothell neighborhoods as motorists attempt to avoid congestion.
3. Increased potential for vehicular-pedestrian conflict. Such conflicts may be heightened by frustration due to increased commute time and congestion.
4. Increased duration of peak congestion periods and increase in corridor commute times.
5. Increased congestion on major corridors, backups on connecting arterials and increased difficulty accessing SR-522 and SR-104 from LFP Town Center. This negatively impacts business activity in Lake Forest Park and correspondingly impacts city revenues. Similar effects on businesses in Kenmore and Bothell should be expected.
6. Increased pollution on SR-522 due to idling traffic, negatively impacting environmental health.
7. Increased congestion and longer travel times will prompt more Woodinville, Bothell, Kenmore and Lake Forest Park residents to attempt to use currently limited public transit options. Lack of more frequent all day and weekend service, additional routes and convenient Park-and-Ride facilities will cause residents to abandon this as a long-term option.
8. Increased wear and tear on the SR-522 corridor, requiring more frequent maintenance and repair work, further increasing travel times and maintenance costs.
9. Increased congestion increases impacts of traffic accidents, power outages and occasional flooding at McAleer and Lyon Creeks.

**Potential mitigation measures to offset effects of SR-520 tolling on SR-522 and SR-104 corridors:**

**Offer more options to commuters in an effort to reduce congestion**

1. Provide Bus Rapid Transit-level service along SR-522 during peak commute hours, and increase frequency of non-peak and weekend service.
2. Provide convenient and sufficient Park-and-Ride space throughout the SR-522 corridor, especially in Lake Forest Park.

3. Improve bus shelters and bike lockers for commuters.
4. Relocate Sound Transit single-zone fare boundary from NE 145th Street to Ballinger Way NE or 61<sup>st</sup> Ave. NE. to increase incentive for Lake Forest Park residents to use transit.
5. Complete northbound transit / HOV lane from NE 145<sup>th</sup> Street to Woodinville.
6. Enhance Burke-Gilman Trail and develop new bicycle commuting routes and safety improvements for this increasingly popular commuting method. Emphasize Lake Forest Park non-motorized transportation plan.
7. Facilitate transit participation by lengthening pedestrian crossing time near bus stops on Bothell Way NE.
8. Provide grade-separated pedestrian access from commuter parking areas to high volume bus zones along SR-522 to improve safety and encourage transit use.
9. Provide corridor signal timing to increase throughput along this corridor. Install transit queue-jump signals where appropriate.
10. Provide enhanced traveler information systems (cameras and roadway loops). Use gantries with e-messaging about best routes and current tolls (if variable).
11. Provide increased bus services to interior portions of Lake Forest Park, Kenmore, and Bothell to increase bus usage.
12. Develop and implement traffic safety and movement plans for inevitable traffic accidents and power outage and flooding periods.

#### Options to reduce demand on the corridor

1. Institute tolling on SR-522 to transfer commuters back to other routes. Install tolling station at choke-point between Kenmore and Lake Forest Park. To reduce punitive impact and increase local acceptance, vehicles registered to Kenmore and Lake Forest Park residents would be exempt from the toll on this corridor segment ONLY. Tolls collected via this station could be dedicated to improvements to this segment of the SR-522 corridor in at least a similar percentage to that of SR-520 tolling, if not more.
2. Optimize speed limit on SR-522 to increase traffic movement and enhance safety.
3. Offer subsidized transit passes to residents of Bothell, Kenmore and Lake Forest Park, possibly financed by tolling revenues.