



CITY OF LAKE FOREST PARK CLIMATE POLICY ADVISORY TEAM (CPAT) MEETING

Wednesday, March 12, 2025 at 7:00 PM

Meeting Location: In Person and Virtual / Zoom
17425 Ballinger Way NE Lake Forest Park, WA 98155

INSTRUCTIONS FOR ATTENDING THIS MEETING VIRTUALLY:

Join Zoom Webinar: <https://us06web.zoom.us/j/89558074768>
Call into Webinar: 253-215-8782 | Webinar ID: 895 5807 4768

The Climate Action Committee is providing opportunities for public comment by attending in person to provide oral public comment.

HOW TO PARTICIPATE WITH ORAL COMMENTS:

If you are attending in person, there is a sign-in sheet located near the entrance to the room. Fill out the form and the presiding officer will call your name at the appropriate time. Oral comments are limited to 3:00 minutes per speaker. Oral comments are not being accepted via Zoom.

The meeting is being recorded.

For up-to-date information on agendas, please visit the City's website at www.cityofflp.gov.

AGENDA

1. CALL TO ORDER: 7:00 P.M.
2. WELCOME AND INTRODUCTIONS
 - A. Discussion question: What's come up for you since our last meeting?
3. ADOPTION OF AGENDA
4. REVIEW/APPROVE MEETING MINUTES
 - A. February 12, 2025 meeting minutes
5. PUBLIC COMMENTS

The Team is not accepting online public comments. This portion of the agenda is set aside for the public to address the Committee on agenda items. However, the Team may not respond to

*comments from the public. If the comments are of a nature that the Committee does not have influence over, then the Chair or presiding officer may request the speaker suspend their comments. **Comments are limited to a three (3) minute time limit.***

6. NEW BUSINESS

- A. Share out the GHG community inventory results and update on municipal inventory process
- [B.](#) Introduction to the travel market summary and vehicle miles traveled study

7. OLD BUSINESS

- A. Engagement updates and discussion items
- B. Review action items from the February meeting and identify action items from March meeting

8. NEXT MEETING

Tuesday, April 15, 2025

9. ADJOURN

Any person requiring a disability accommodation should contact city hall at 206-368-5440 by 4:00 p.m. on the day of the meeting for more information.

1 City of Lake Forest Park – Climate Policy Advisory Team
2 Regular Meeting Minutes: February 12, 2025; 7:00-9:00pm
3 Hybrid Meeting Held in the Forest Room at City Hall and Virtually via Zoom
4

5 **CPAT members present:** Chair David Kleweno, Miriam Bertram, Sarah Phillips, Janne Kaje,
6 Stacey Spain, and Victoria Kutasz
7

8 **Staff and others present:** Yancey Bagby, Senior Planner; Mark Hofman, Community Development
9 Director (via Zoom); Alexandra Doty, Cascadia (via Zoom); Sebastian Espinosa, Cascadia (via
10 Zoom)
11

12 **Members of the Public present:** none
13

14 **CPAT members absent:** Vice Chair Anne Udaloj, Jessica Côté (alternate)
15

16 **Call to order:** Chair Kleweno called the meeting to order at 7:00 PM
17

18 **Welcome and Introductions:**

19 **Discussion question: What is top of mind since we last met together?**

20 The CPAT members discussed reflections on the community; including the topic of beavers and
21 how they adapt to the climate and their roles in local parks like Grace Cole Park.
22

23 **Adoption of Agenda:** CPAT member Bertram motioned for the agenda to be approved, CPAT
24 member Kutasz seconded. The agenda was approved unanimously.
25

26 **Approval of Meeting Minutes:** CPAT member Phillips made a motion to approve the January 21,
27 2025, Meeting Minutes. CPAT member Spain seconded and the motion to approve the minutes was
28 carried unanimously.
29

30 **Public Comment:** No public comments.
31

32 **New Business:**

33 **Overview of the climate impacts summary and introduction to the vulnerability assessment**
34 **process**

35 Mr. Espinosa reviewed the climate vulnerability assessment findings and the key risks for the city
36 including warming temperatures, wildfire, drought, and precipitation and inland flooding. CPAT
37 members discussed concerns and questions about the findings of the climate data. Mr. Espinosa and
38 the CPAT members also discussed the next steps for the vulnerability assessment.
39

40 **Old Business:**

41 **Engagement updates and discussion items: draft survey and next steps and group interview**
42 **approach**

43 Ms. Doty discussed the revisions that were made to the survey from the CPAT members since the
44 previous meeting. Ms. Doty also discussed the proposed survey questions to the CPAT members
45 and issues of repetition and wording were discussed. The planned survey launch date is March 14th.
46

1 Ms. Doty also discussed the group interview approach. The group discussed possible contacts to
2 reach out to for in-person/virtual interviews.

3
4 **Review action items from the January meeting and identify action items from February**
5 **meeting**

6 Ms. Doty reviewed the action items from the Cascadia team including follow-ups to the interview
7 group contacts, the vulnerability assessment, and survey questions.

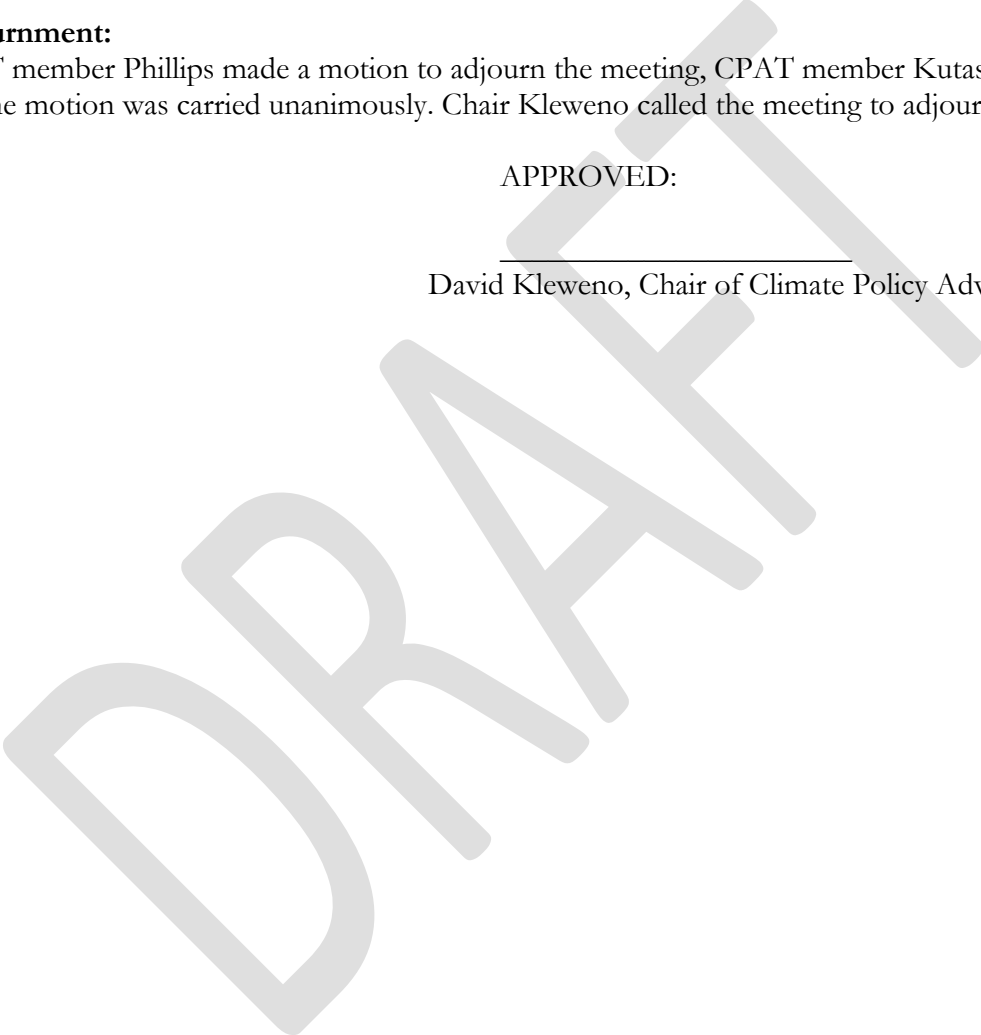
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9 **Next Meeting:** Wednesday, March 12, 2025

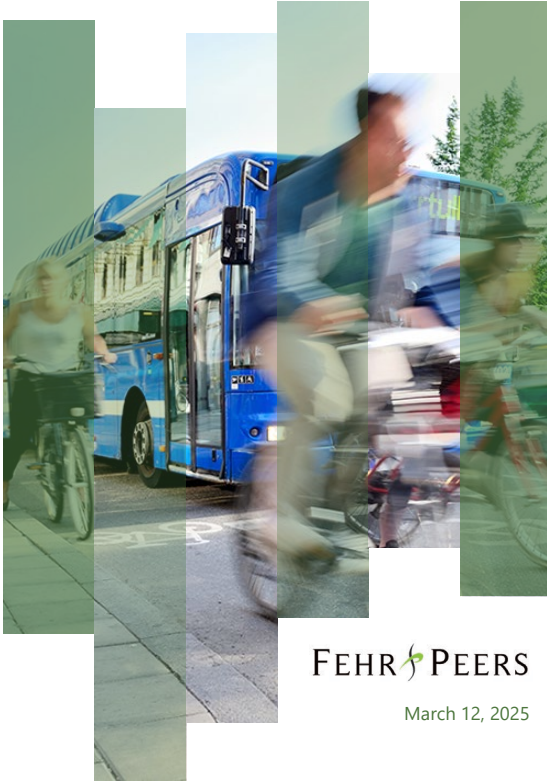
10
11 **Adjournment:**

12 CPAT member Phillips made a motion to adjourn the meeting, CPAT member Kutasz seconded,
13 and the motion was carried unanimously. Chair Kleweno called the meeting to adjourn at 9:00 PM.

14
15 APPROVED:

16
17 _____
18 David Kleweno, Chair of Climate Policy Advisory Team





FEHR & PEERS

March 12, 2025

Lake Forest Park

Travel Market Summary & Vehicle-Miles-Traveled (VMT) Reduction Strategies

Agenda

Section 6, Item B.

- Commerce guidelines for VMT reduction
- Travel market assessment
- Potential VMT reduction strategies
- Discussion
- Next steps

VMT Reduction Required Steps

Section 6, ItemB.

Step	Status	Notes
1. Determine Geographic Scale	Complete	Citywide
2. Acquire VMT Data	Complete	2019, 2022, and 2023 Big Data purchase, and PSRC travel demand model data
3. Travel Market Analysis	In Progress	
4. Set VMT per Capita Reduction Targets	Next Steps	
5. Develop Strategies and Policies to Achieve Targets	Next Steps	
6. Integrate Measures into Comprehensive Plan	--	City-led after VMT study completion
7. Evaluate Progress	--	City-led after VMT study completion

VMT & GHG Inventory

Section 6, Item B.

	2019	2022	2023
Passenger vehicle	58,551,000	55,761,000	56,142,000
Medium truck	1,809,000	1,851,000	1,866,000
Heavy truck	78,000	81,000	81,000
Total Annual VMT	60,438,000	57,693,000	58,089,000
Total On-Road GHG Emissions (MT CO₂e)	24,930	23,600	23,510

Methodology

- **Passenger vehicle:** From PSRC with post-COVID adjustment factor based on Big Data ([StreetLight Data](#))
- **Medium truck:** From PSRC travel demand model
- **Heavy truck:** From PSRC travel demand model

Setting the Stage: Travel Market Summary

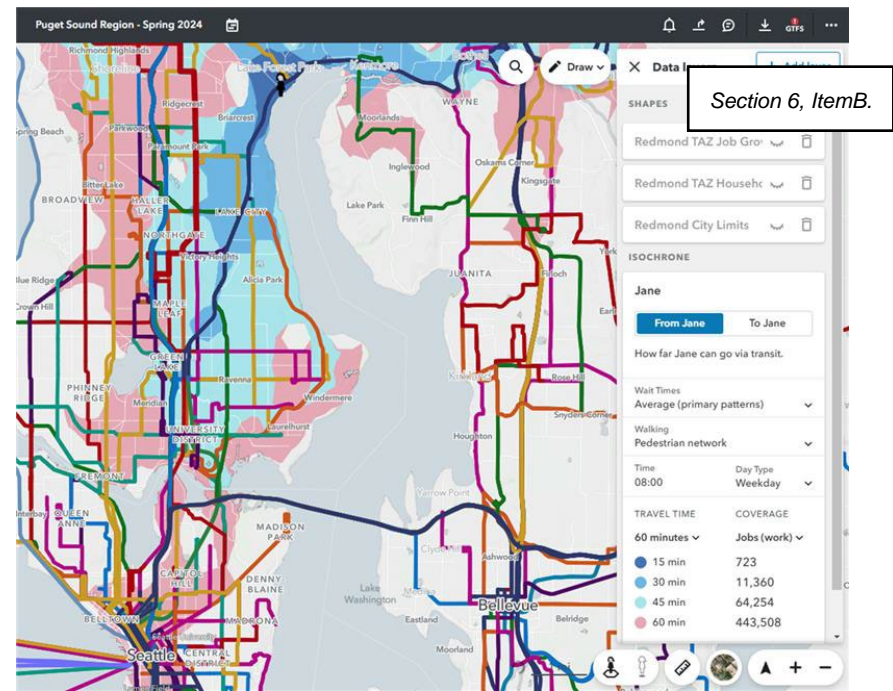
Lake Forest Park Transportation Profile

Section 6, Item B.

Metric	Area	Statistic	Source
Employee Travel Flows	Lake Forest Park	98% of workforce living in LFP works outside of LFP	<i>LEHD 2022</i>
Vehicle Access	Lake Forest Park	98.5% of households have 1 or more vehicles	<i>ACS 2019 - 2023</i>
Vehicle Ownership Estimate	Lake Forest Park	10,400 vehicles	<i>ACS 2019 - 2023</i>
Commute to Work Mode Share	Lake Forest Park	61% by car 6% by transit 2% by walking 1% by bicycle 29% work from home	<i>ACS 2019 - 2023</i>
Daily Vehicle-Miles-Traveled (VMT) per Capita (2019 vs. 2023)	Lake Forest Park	13.7 VMT per capita (2019) 13.4 VMT per capita (2023) ~4% reduction	<i>StreetLight Data</i>
Electric Vehicle Rates (2019 vs. 2023)	King County	1% of all registered vehicles (2019) 4% of all registered vehicles (2023)	<i>King County Vehicle Registration Data</i>

Transit

- Between 2019 and 2024, King County Metro systemwide **ridership decreased ~35%**.
 - Lake Forest Park transit ridership decreased ~50%.
- Since 2019, the number of jobs accessible has remained about the same, even with the change in Route 522 truncating at light rail.



# jobs accessible within travel shed of LFP Town Center	Transit Time (minutes)	Coverage (jobs) 2019	Coverage (jobs) 2024
	15	2,000	1,000
	30	11,000	11,000
	45	59,000	61,000
	60	390,000	404,000

What is a Travel Market Assessment?

Section 6, Item B.

- A study conducted to understand the travel behavior of all people traveling to/from/within a jurisdiction.
- Travel behavior includes number of vehicle trips, trip length, trip purpose, etc.
- Involves collecting and analyzed various data sources such as:
 - Traffic data
 - Census information
 - Household travel surveys
 - Transit ridership
 - Electric vehicle registrations

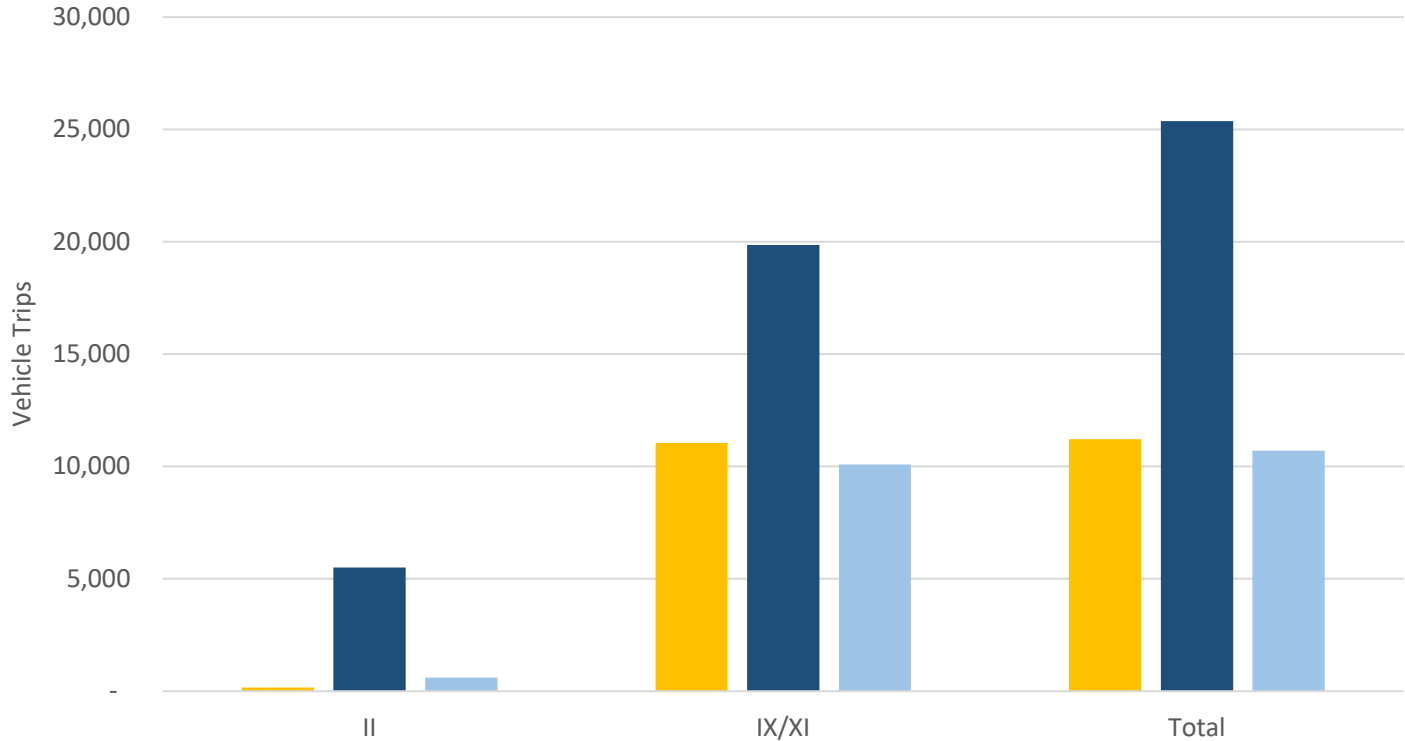
Why a Travel Market Assessment?

Section 6, Item B.

- The travel market assessment breaks down the city's passenger vehicle miles traveled (VMT) into categories:
 - **Work Trips** (work-related trips)
 - **Non-work Resident Trips** (non-work-related trips)
 - **Non-work Visitor Trips** (non-work-related trips)
 - Trips are further broken out by start-end location:
 - II: internal-internal trips (travel within LFP)
 - IX/XI: internal-external or external-internal trips (travel to/from LFP)
- Each category responds to different VMT reduction strategies.
- Understanding these categories will help tailor strategies to **maximize the impact of VMT reduction policies and programs.**

Daily Vehicle Trips by Travel Market

Section 6, Item B.



II: Internal-Internal Trips

XI/IX: Internal-External/External-Internal Trips

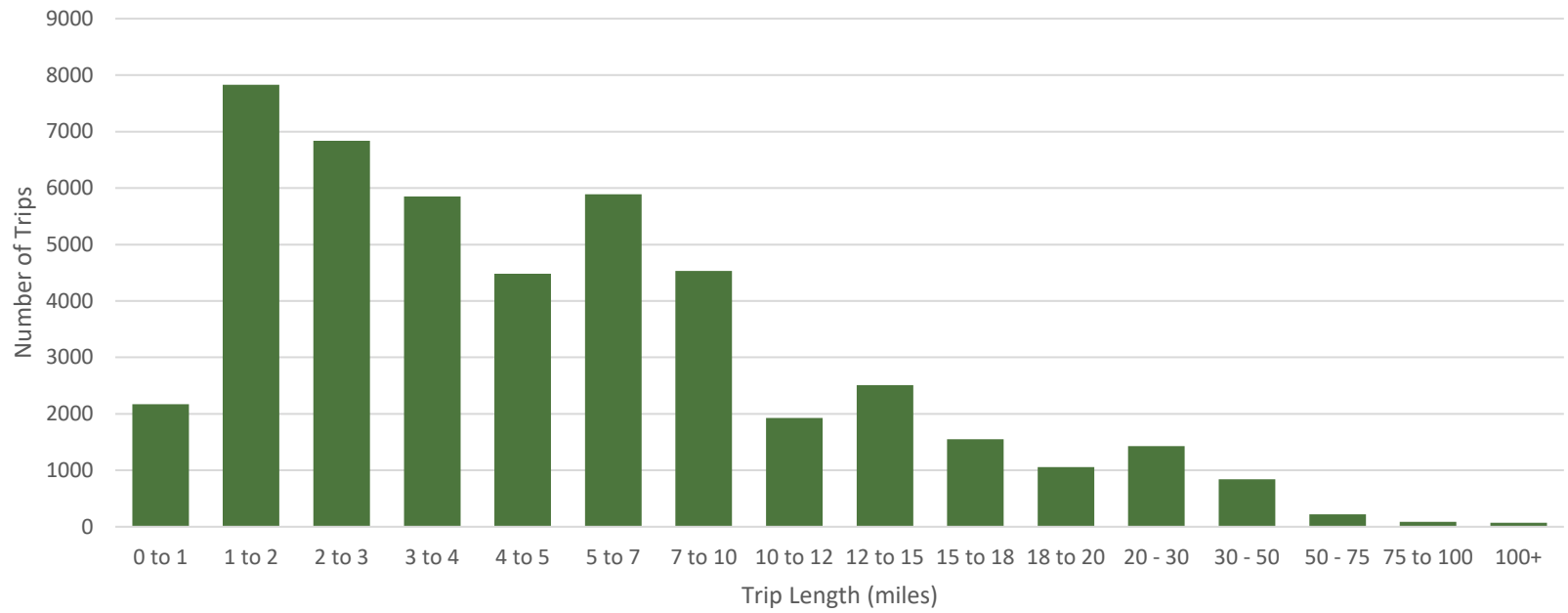
■ Work Trips

■ Non-Work Resident Trips

■ Non-Work Visitor Trips

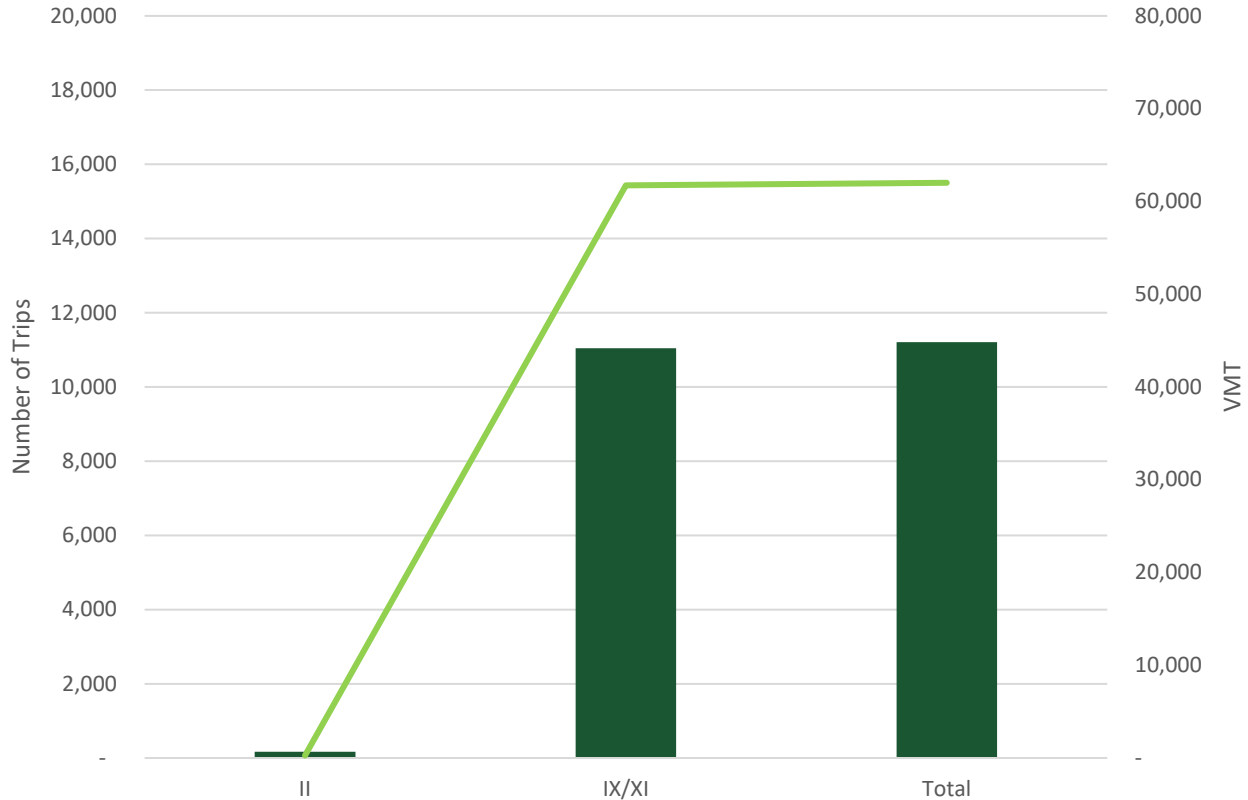
Average Daily Vehicle Trips

Total Trips by Length



Work Trips

Section 6, Item B.

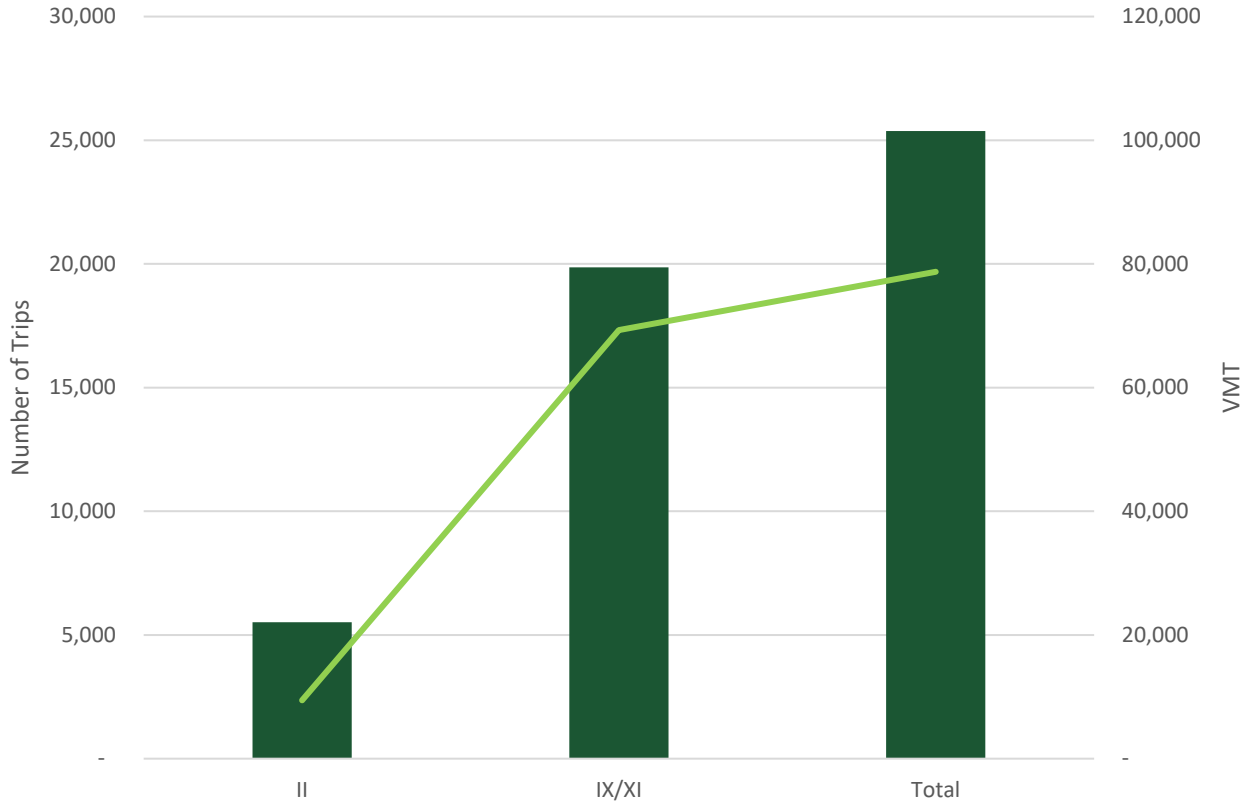


II: Internal-Internal Trips
XI/IX: Internal-External/External-Internal Trips

Trips VMT

Non-Work Resident Trips

Section 6, Item B.

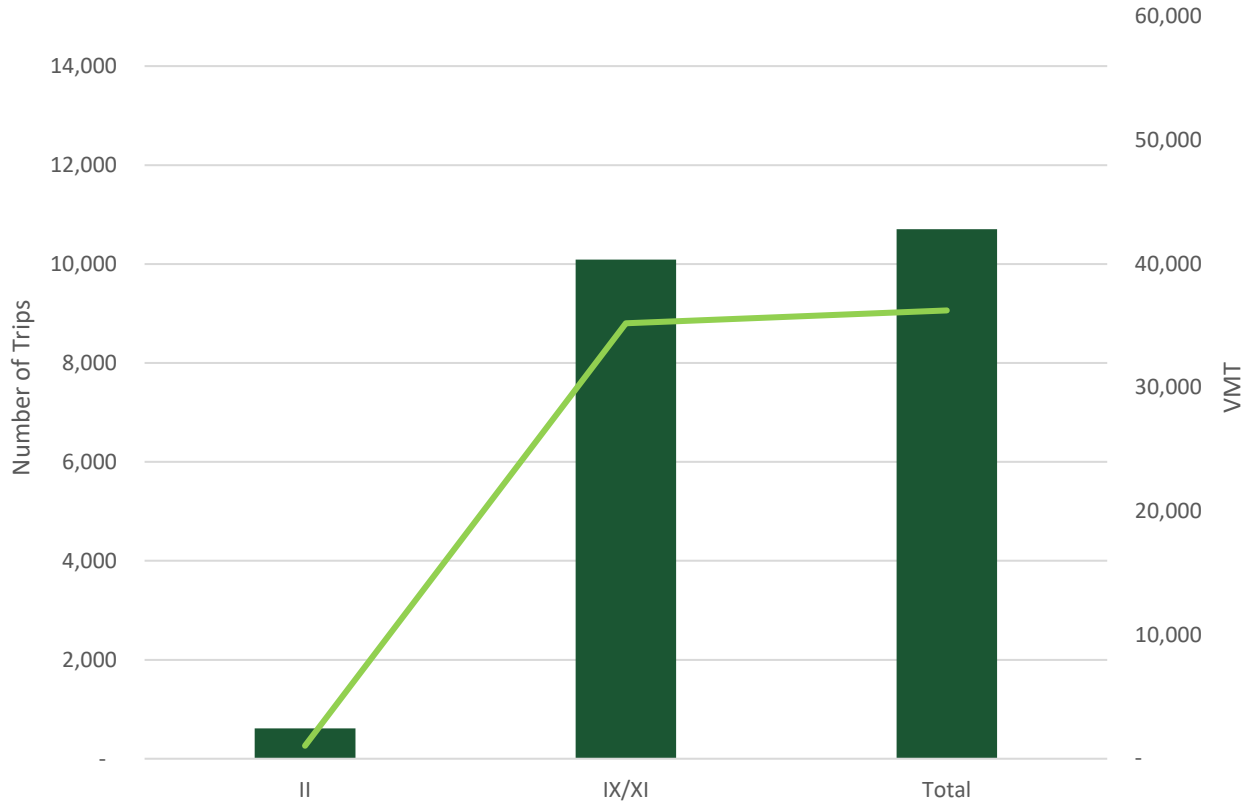


II: Internal-Internal Trips
XI/IX: Internal-External/External-Internal Trips

Trips VMT

Non-Work Visitor Trips

Section 6, Item B.



II: Internal-Internal Trips
XI/IX: Internal-External/External-Internal Trips

Trips VMT

Connecting the Dots: Travel Market Assessment & Climate Action Plan (CAP) Strategies

Connecting the Dots

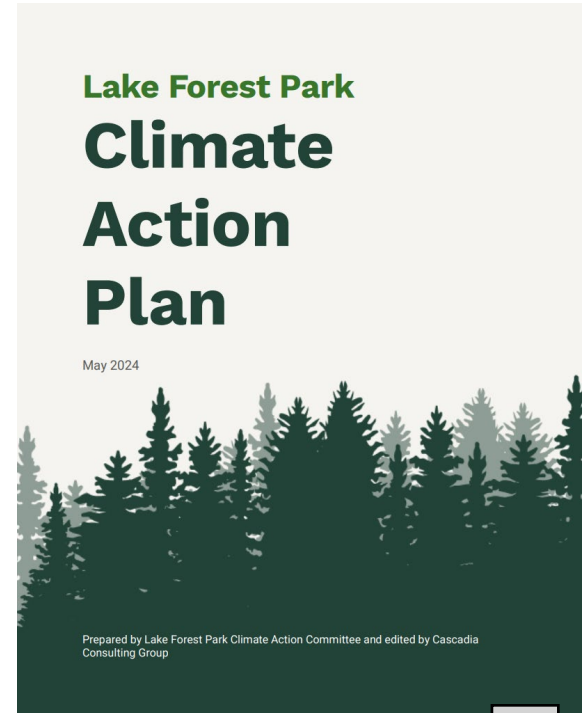
Travel market results will be used to:

- Understand alignment of the CAP strategies to effective VMT reduction
- Quantify the expected VMT reduction from the CAP strategies
- Inform the VMT per capita reduction targets
- Develop additional VMT reduction strategies to support the targets

What VMT reduction strategies have already been adopted?

Section 6, ItemB.

- **Strategy: Reduce Community Wide Driving**
 - Encourage transit-oriented development
 - Develop a pedestrian and bicycle network
 - Secure bike storage
 - Expand capacity of the LFP Town Center to act as a mobility hub
 - Collaborate with the cities of Shoreline and Kenmore as they adopt shared-use electric bicycle or scooter programs



How do existing VMT reduction strategies align with the travel market assessment?

1 in every 5 trips in LFP is less than 2 miles, therefore:

- ✓ Promoting active transportation, such as walking and biking, can reduce vehicle trips of 2 miles or less (*develop ped/bike network*)
- ✓ Since many of these short trips in LFP start or end outside the city, collaboration with neighboring cities to expand micromobility options like e-scooters and bike-sharing is essential (*collaborate on micromobility with Shoreline/Kenmore*)

Over 80% of vehicle trips start or end outside the city, therefore:

- ✓ Promoting transit-oriented development shortens trip lengths, encourages shared mobility, and enhances transit and active transportation use (*encourage transit-oriented development*)
- ✓ Strengthening transit, micromobility, and multimodal connections makes car-free trips in LFP more feasible (*ensure the Town Center becomes a mobility hub*)

Discussion

Section 6, Item B.

- Has there been any progress on strategy implementation from the Climate Action Plan?

Best Practices: Additional VMT Reduction Strategies to Consider

VMT Reduction Strategies

Building on Existing CAP Policies

- Implement multimodal transportation infrastructure
 - Develop an all-ages-and-abilities spine network for non-motorized travel.
 - Implement previously identified projects to improve access to the Town Center.
 - Switch to a multimodal transportation concurrency program.
 - Pursue funding strategies, such as impact fees, to support buildout of multimodal network.
- Encourage transit-oriented development
 - Prioritize permitting for transit-oriented development (TOD) proposals.
 - Allow higher-density residential, commercial, and mixed-use development within a quarter- to half-mile of transit stations.
 - Incentivize businesses to locate near transit hubs to create employment centers accessible by transit.
- Establish micromobility centers wherever plausible
 - In addition to a micromobility hub at the Town Center, establish other throughout LFP at key destinations to build out micromobility network and reduce need for vehicles to travel within LFP.

VMT Reduction Strategies

Additional Recommendations

Local Action Strategies

- Encourage missing commercial development
 - Incentivize the development of employment opportunities that serve the current workforce residing in LFP to reduce **work trips**.
 - Identify key external destinations for **non-work resident trips** and encourage development of comparable destinations within LFP that are well connected to the transit network and bike and pedestrian network.
- Develop Safe Routes to School Programs
 - Encourage walking and biking to school through incentive programs, bike skills and safety education programs, and walking school buses and bike trains to reduce **non-work resident trips** to and from schools.

VMT Reduction Strategies

Additional Recommendations

Local Action Strategies cont.

- Reduce parking requirements
 - Eliminate parking minimums within a half-mile of any transit stop to encourage sustainable transportation choices and multi-mobility, reduce development costs, improve housing affordability.
- Prioritize targeted strategies to implement housing goals in the 2024 Comprehensive Plan [Housing Element](#).
 - Increasing affordable housing in LFP would reduce VMT by allowing more employees who work in LFP to live locally, rather than commuting from outside the area due to high housing costs.

VMT Reduction Strategies

Additional Recommendations

Regional Transit & Transportation Agency Strategies

- Improve transit access, frequency, coverage, and reliability
 - Advocate for frequent transit routes to connect people to key destinations outside of LFP (i.e. Seattle, Shoreline, Bellevue, Lynnwood and Edmonds).
 - Ensure safe access to transit stops in LFP.
- Coordinate with WSDOT to implement Safe Highways projects

Regional Strategies

- Advocate for statewide road usage charge (RUC).
 - Support a mileage-based VMT tax as a long-term replacement for the gas tax.

Discussion

Section 6, Item B.

- Do any of these additional strategies resonate with you?
- Are we missing any strategies?
- Has there been previous discussion around VMT reduction targets?

What's Next?

Next Steps	Timeline	Notes
Quantify expected VMT reduction from adopted strategies using travel markets.	March	Will report back at April CPAT meeting.
Refine list of additional strategies and policies to support VMT reduction.	March – April	Your Feedback Requested!
Meet with PSRC to discuss VMT per capita reduction targets.	March	Will report back at April CPAT meeting.
Set near- and long-term VMT per capita reduction targets.	April	Your Feedback Requested!
Finalize VMT strategies, policies, reduction targets, and documentation.	May	Integrate into GHG Sub-Element.