

Local Road Safety Plan

Lake Stevens, Washington

2026

Prepared for City of Lake Stevens

Prepared by Toole Design

2026

This report is provided for informational purposes only, and all results, recommendations, preliminary concepts, cost opinions, and commentary contained herein are based on limited data available at the time of preparation. Further engineering analysis and design are necessary prior to implementing any of the recommendations contained herein. Toole Design makes no representations or warranties regarding the accuracy of the underlying source data. Motor vehicle crashes are complex occurrences that often result from multiple contributing factors. The success of these safety recommendations depend on multiple factors outside of Toole Design Group's control.

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Build-Out of 91st Ave SE

Jan 2022



April 2023



July 2025

Introduction

The City of Lake Stevens is committed to the safety of its transportation system for users of all modes and abilities, with a Strategic Plan goal of ending traffic fatalities and serious injuries on City roads by 2030.¹ To achieve this safety vision, the City supports the Safe System Approach as outlined in the Target Zero Washington State Strategic Highway Safety Plan and seeks to reduce the number and severity of crashes in its transportation network. To meet the 2030 goal, the City of Lake Stevens has created a Local Road Safety Plan (LRSP), using a data-based, proactive approach to identifying prioritized risk factors and applying systemic improvements across the City's transportation network. The LRSP allows the City to focus on systemic improvements to the transportation network, in addition to spot improvements, addressing where crashes have happened in the past and proactively address where crashes may happen in the future based on similar roadway characteristics.



The Safe System Approach Wheel from Washington's Target Zero Plan
(Source: Washington Traffic Safety Commission)

Recent Safety Projects

The City of Lake Stevens is dedicated to improving the safety of the City's roadways and active transportation facilities. The following are recent actions the City has taken to address safety:

Current/Ongoing Projects:

- ♦ [The Main Street Roundabout](#)
- ♦ [91st Ave SE Sidepath Phase 2](#)
- ♦ [117th Ave NE Pedestrian Project](#)
- ♦ [131st Avenue Sewer Infrastructure Improvement and Multi Use Path](#)

Completed:

- ♦ [8th St SE and 79th Ave SE Corridor Safety Improvements \(2024\)](#)
- ♦ [91st Ave SE Sidepath Phase 1 \(2024\)](#)
- ♦ [Annual Pavement Preservation and ADA Improvements \(2024\)](#)
- ♦ [Main St Improvements Project \(2025\)](#)

- ♦ All-way stop at S Lake Stevens Rd and Machias Cutoff (2025)
- ♦ Sunnycrest Elementary walking path and delineators on 99th Ave NE (2022)
- ♦ Speed feedback signs and delineators for edgeline enhancements on S Lake Stevens Rd (2024-2025)
- ♦ Speed limit reduction on Lundeen Park Way between Lake Dr and Callow Rd
- ♦ Buffered bike lanes on Market Place from SR 204 to 99th Ave NE

Completed by WSDOT:

- ♦ [SR 9 - SR 204 Intersection Improvements \(2025\)](#)
- ♦ [SR 9 - South Lake Stevens Road Roundabout \(2023\)](#)

¹ Strategic Plan is anticipated to be published in 2026

LRSP Process

The City of Lake Stevens' LRSP follows a process developed by the Federal Highway Administration (FHWA) and promoted by WSDOT to proactively address safety concerns based on crash data. Toole Design, on behalf of the City of Lake Stevens, analyzed crash data reports to identify risk factors, developed a High Injury Network (HIN), and identified appropriate roadway safety countermeasures (countermeasures) for the risk factors and roadway contexts of the HIN. The findings from the data analysis were used to identify a list of prioritized projects, programs, and strategies to address the most common risk factors and crash locations in the city.

Data Sources

Data for the City of Lake Stevens' LRSP comes from WSDOT, coordinated with the Washington State Patrol and the local Lake Stevens Police Department. In order to meet eligibility requirements for WSDOT's City Safety Program, funded via Washington's Highway Safety Improvement Program (HSIP), the crash data must span the latest available set of 5 year crash data, from January 1, 2020 through December 31, 2024. Lake Stevens has chosen to evaluate additional data so the analysis included in this LRSP spans from January 1, 2020 to December 19, 2025. WSDOT verifies and calibrates crash data on a calendar year basis, therefore only data through the end of 2024 has been calibrated at the time this LRSP was developed. Data for 2025 has not yet been calibrated. Calibrated 2025 data should be included in future updates to the plan.

Existing Transportation Infrastructure

The City of Lake Stevens covers a large geographical area and surrounds the lake which is its namesake. State Route 9 bisects the western half of the City beginning at the southern City limits near S Lake Stevens Road to the northern City limits at State Route 92 (Granite Falls Highway). State Route 204 begins at the southwest City limits and terminates at the intersection with State Route 9. State Route 92 (Granite Falls Highway) follows the City's northern border from State Route 9 to 127th Drive NE.

The City's commercial retail centers are located at the intersection of State Route 9 and State Route 204, and along 20th Street SE. In the northeast section of the City, the land use along and near Old Hartford Road is industrial in nature. Major arterials within the City include 20th St SE, Lundeen Park Way, 91st Ave NE/SE, Grade Rd, 20th Street NE, Soper Hill Road, and Machias Rd. Most intersections are stop-controlled for the minor leg, with a few all-way stops. Traffic signals exist at several intersections throughout the City with State Routes such as the intersection of State Route 9 and State Route 92, and State Route 9 and 20th St SE. Traffic signals exist outside of this condition at various locations within the City. Four roundabouts were constructed in 2025 for the intersection of State Route 9 and State Route 204, the intersection of State Route 9, N Davis Road, and Vernon Road, the intersection of N Davies Road and Vernon Road, and the intersection of 91st Ave NE and Vernon Road.

The topography of the City consists of rolling terrain. Therefore the City's roadway network consists of a mixture of both straight and curved roadways. Vertical grade change can be seen around the city. 91st Ave SE is an example of a corridor with changing vertical grade along its length, but a typically straight alignment. The majority of the City consists of residential suburban neighborhoods with subdivisions. Curb gutter, sidewalk, and street lighting exists on some, but not all, of the neighborhood residential roadways. On-street parking is allowed on some neighborhood residential roadways. Dedicated [bicycle facilities](#) are located across the city. Class 1 facilities are off-street paths, like the Bayview Trail and the path adjacent to S Lake Stevens Road. Class 2 facilities are painted bike lanes directly on the road, next to vehicle traffic, like 20th Street SE and Lundeen Park Way. Class 3 facilities are shared roads, like N Davies Road and 30th Street NE.

The 30 mile long Centennial Trail runs through the City along the eastern border. It is a shared use trail including pedestrians and bicyclists that is maintained by the County.

Community Transit services the City with the Lake Stevens Transit Center located on 9414 4th St NE adjacent to State Route 9. Lake Stevens School District services the City and there are 15 schools throughout the City.

Data Analysis

Introduction

Toole Design has prepared a summary of crash statistics and High Injury Network (HIN) maps for the Lake Stevens Local Road Safety Plan (LRSP) Update. The first section of this memo describes some high-level trends in the crash data. The second section outlines the methodology and steps in developing the HIN.

Crash Data Sources

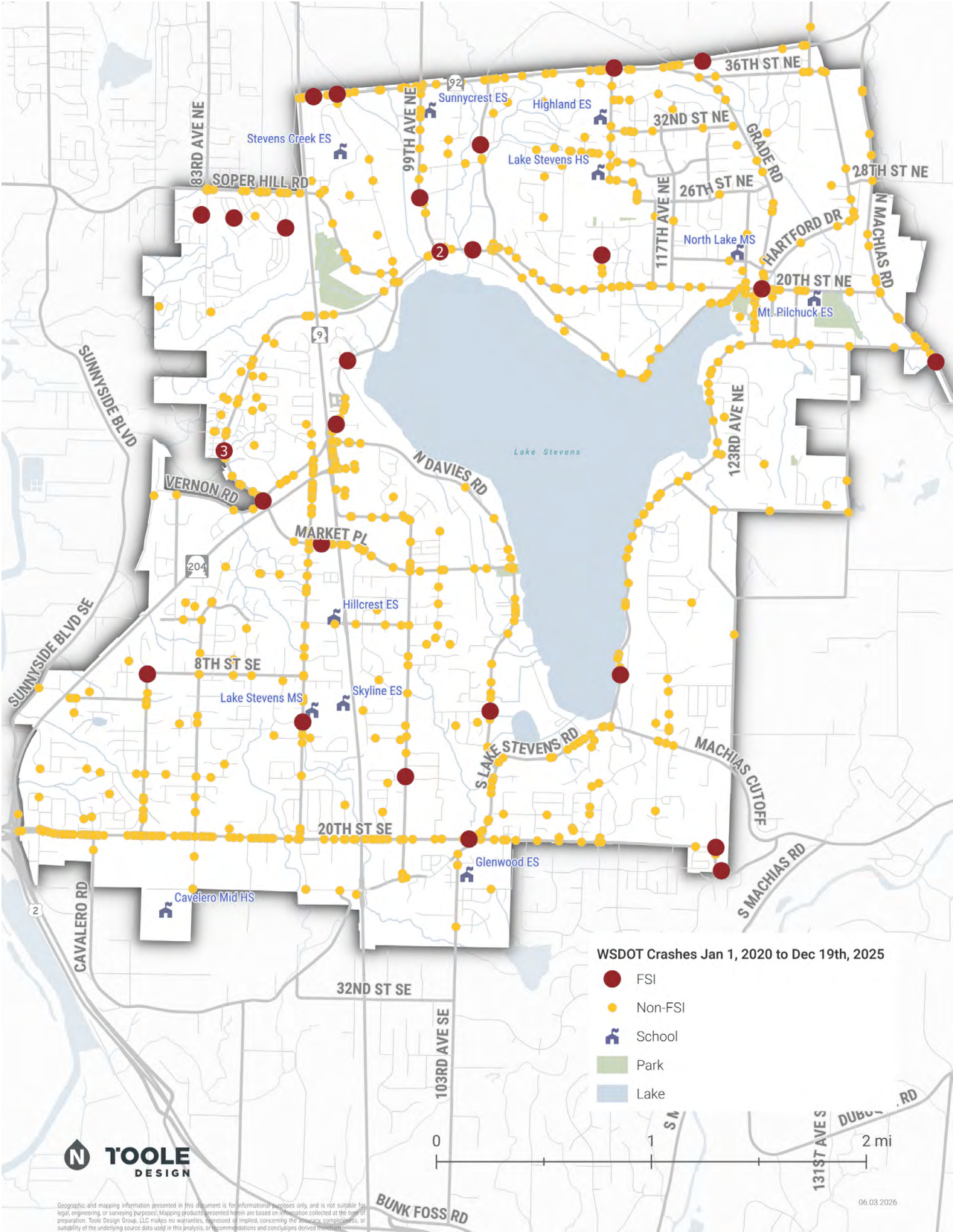
This study analyzes crashes between January 1, 2020 and December 19, 2025. Crash data was received from City staff who submitted a public disclosure request through WSDOT's online portal.² At the time of analysis, crash data through the end of 2025 had not been processed by WSDOT. Thus, the study period ends on December 19, 2025. Crashes that occurred between December 20 and December 31, 2025 are not included in this analysis. In addition, the crash data excludes crashes on limited-access state highways (SR 9 and SR 204). Limited-access state highways fall under WSDOT jurisdiction, and any safety improvements on these highways will be developed in coordination with WSDOT. Non-limited-access state highways (SR 92) are a shared responsibility between the City and WSDOT and therefore are included in this analysis.

The report focuses primarily on Fatal and Serious Injury (FSI) Crashes because a key goal of the LRSP is to eliminate these crash types. These crash types are grouped together because the roadway countermeasures to address them are the same. Often, the factors that differ between a serious and fatal injury crash are factors unrelated to the design of the roadway, like proximity to medical care or types of vehicles involved. In some cases, looking at the share of overall crashes that result in a fatal or serious injury is an effective way to understand the likelihood of a serious crash on a roadway relative to overall volumes.



² [https://wsdot.mycusthelp.com/WEBAPP/_rs/\(S\(gyg5xnhzyyx00ecrxyhlhi1c\)\)/supporthome.aspx](https://wsdot.mycusthelp.com/WEBAPP/_rs/(S(gyg5xnhzyyx00ecrxyhlhi1c))/supporthome.aspx)

MAP 1 FSI and Non-FSI crashes in Lake Stevens



Crash Statistics

The project team conducted a high-level analysis of the crash data displayed in Map 1. This section provides a summary of trends that occurred during the study period.

TABLE 1 Summary of Key Findings (Jan 1, 2020 through Dec 19, 2025)

	Number	Percent of Total
Fatal Crashes	8	0.6%
Serious Injury Crashes	22	1.7%
Fatal and Serious Injury (FSI) Crashes	30	2.4%
Non-Fatal Injury Crashes	280	22.1%
Property Damage Only	917	75.2%
Unknown Severity	38	3.0%
Total Crashes	1,265	100%

FSI Crashes by Year

FSI crashes averaged about 2% of crashes per year in Lake Stevens over the six-year study period. In 2024, the City had the highest FSI crash total (9) (Figure 1), which accounted for 30% of FSI crashes over the study period, and 3.8% of total crashes that year. Figure 2 shows FSI crashes by year over the last 10 years (from 2016 to 2025). This is the only statistic presented in this LRSP that evaluates years beyond the 2020-2025 range, to show how crashes have trended in the City. Figure 2 also shows which of those FSI crashes occur on city streets or State Route 92. The 10 year trend shows a spike in FSI crashes in 2017 then an upward trend between 2021 to 2024 where FSI crashes rose from three to nine.

FIGURE 1 Number of FSI crashes relative to total crashes, by year (Jan 1st, 2020 through Dec 19th, 2025)

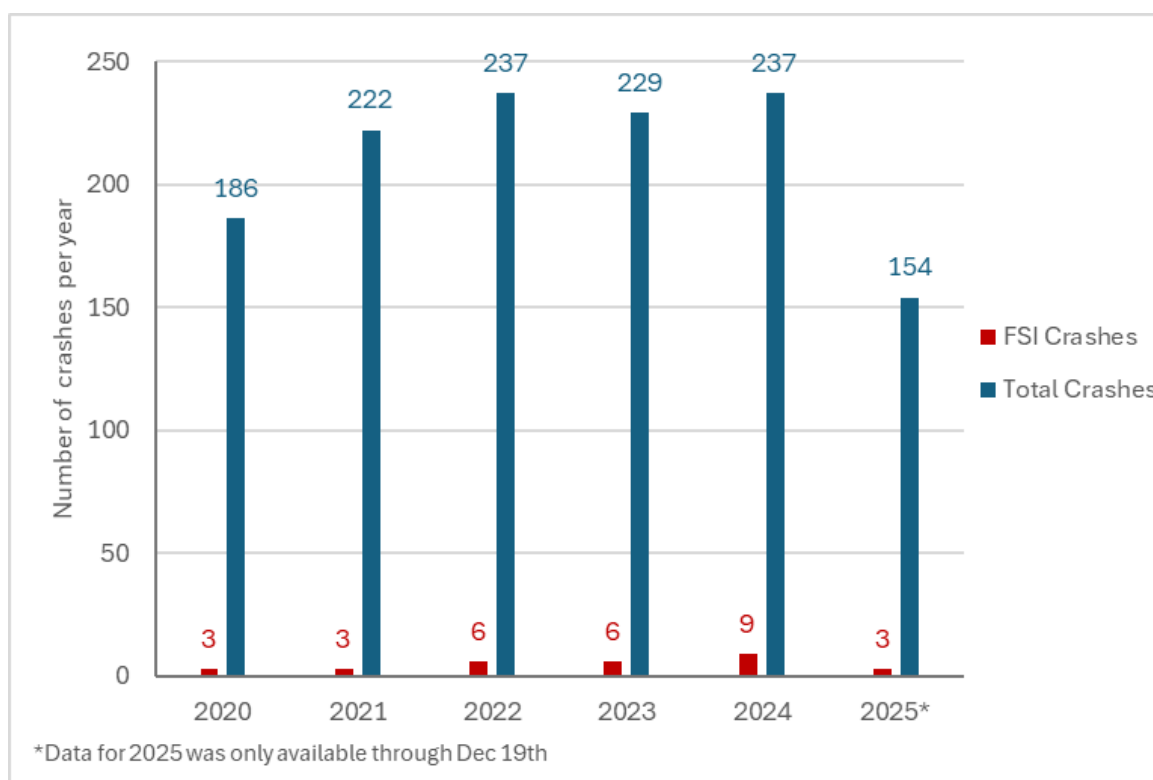
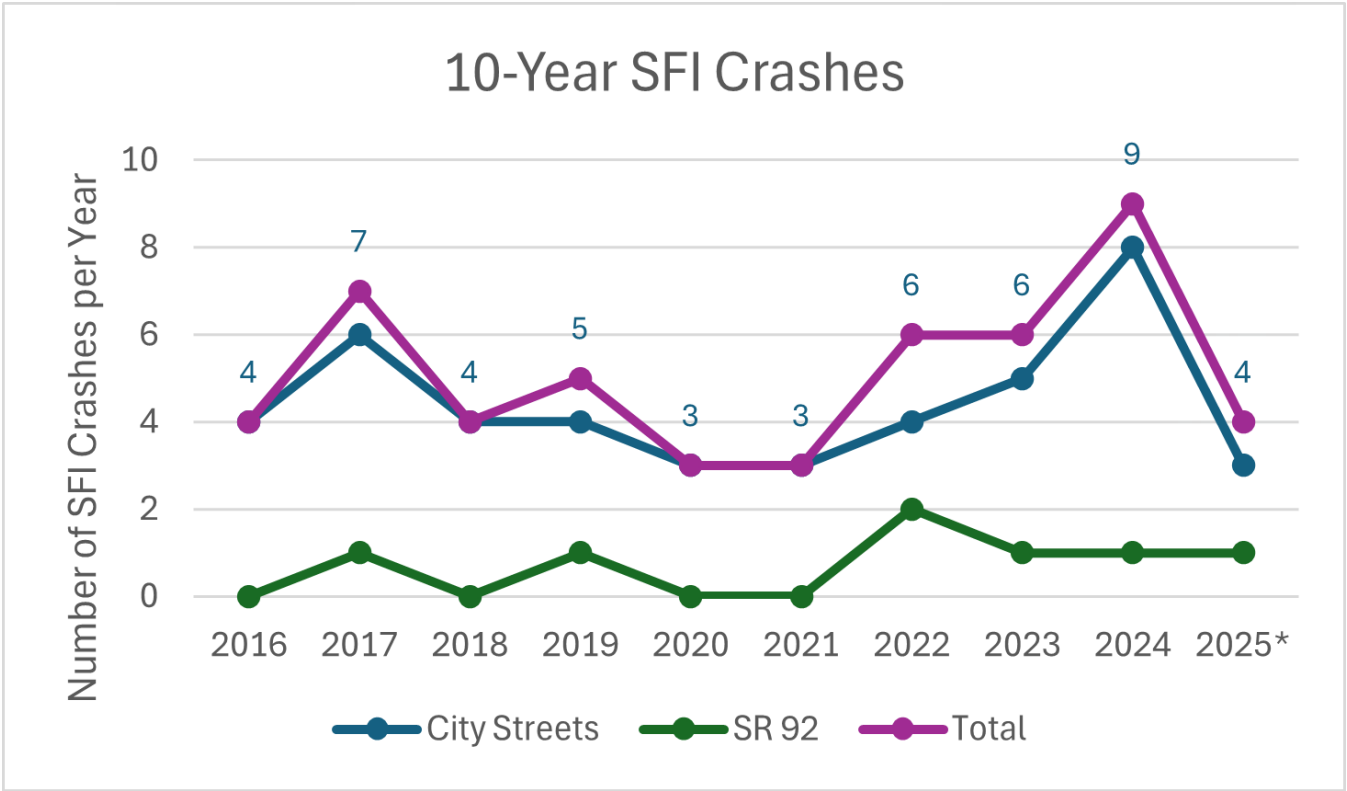


FIGURE 2 Percent of FSI crashes, per year (Jan 1, 2020 through Dec 19, 2025)



*Data for 2025 was only available through Dec 19th.

Crashes by Mode

Vulnerable road users (VRUs) are overrepresented in crash statistics, summarized in Table 2. While they comprise a relatively low share of total crashes, they are disproportionately impacted by fatal and serious injuries.

Pedestrians: There were 22 pedestrian-involved crashes during the six-year study period, which accounted for 1.7% of total crashes, but 20% of FSI crashes. There were no pedestrian fatalities in the years analyzed. There were six serious injury pedestrian crashes, which is 27.7% of pedestrian crashes. In other words, over one in four crashes involving a pedestrian resulted in a serious injury.

Bicyclists: There were 27 bicyclist-involved crashes during the study period, which accounted for 2.1% of total crashes, but 13.3% of FSI crashes. There were four FSI crashes that involved a bicyclist, which is 14.8% of bicycle crashes. In other words, about one in every seven crashes involving a bicyclist resulted in a fatal or serious injury.

Motorcycle: There were 27 motorcycle crashes during the study period, which accounted for only 2.1% of total crashes, but 30% of FSI crashes. There were nine FSI motorcycle crashes, which is 33.3% of all motorcycle crashes. In other words, one in three motorcyclist crashes resulted in a fatal or serious injury.

TABLE 2 Crashes by Mode and Severity (Jan 1, 2020 through Dec 19, 2025)

	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Unknown	Total
Pedestrian	0	6 ³	13	3	0	0	22
Bicycle	1	3	16	6	1	0	27
Motorcycle	2	7	10	4	3	1	27
Vehicle Only	5	6	74	154	913	37	1,189
Total	8	22	113	167	917	38	1,265

Crashes by Type

The most common crash type among FSI crashes involved a VRU, at 33% of FSI crashes. Table 3 defines “VRU Involved” as a crash that involved a pedestrian or bicyclist.⁴ The next most common crash type among FSIs was Fixed Object at 20% of FSI crashes, followed closely by Approach Turn crashes at 17%.

TABLE 3 Crashes by Type (Jan 1, 2020 through Dec 19, 2025)

	FSI Crashes		Non-FSI Crashes	
	Number	% of FSI Crashes	Number	% of Non-FSI Crashes
Fixed Object	6	20%	301	24%
Approach Turn⁵	5	17%	133	11%
Angle	3	10%	299	24%
Other⁶	3	10%	130	11%
Head On	2	7%	12	1%
Sideswipe	1	3%	77	6%
Rear End	0	0%	245	20%
VRU involved	10	33%	38	3%
Total	30	100%	1,235	100%

3 One crash (Report # EA33328) involved a motorcyclist hitting a pedestrian. In order to not double count the crash, it has been qualified here as a pedestrian crash, since pedestrians are more vulnerable than a motorcycle.

4 Although motorcyclists may be considered vulnerable road users, the police reports categorize motorcycles similarly to vehicles in that they are assigned a collision type, object struck, impact location, etc.

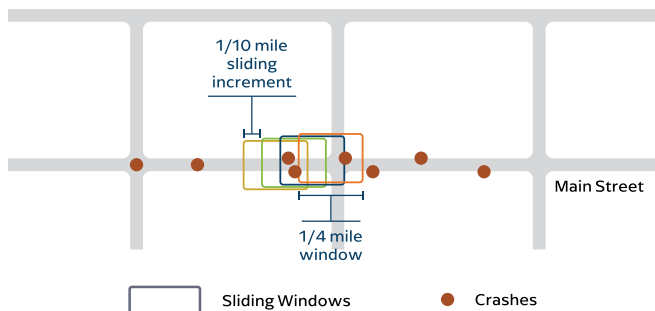
5 Approach Turn includes the following crash types: From opposite direction - all others; From opposite direction one left turn one right turn; From opposite direction one left turn one straight; From same direction - all others; From same direction - one left turn - one straight; From same direction - one right turn - one straight

6 Other includes the following crash types: One car leaving parked position; One parked--one moving; Vehicle overturned; Vehicle Strikes Deer

Sliding Window Analysis Methodology

A sliding window analysis helps us understand crashes throughout a transportation network and identify segments with the highest crash density, weighted by crash severity. For Lake Stevens, the analysis is done by determining the number and severity of crashes in a **half-mile window** on a roadway and shifting that virtual “window” along the roadway **1/10 of a mile** at a time, counting the number of crashes by severity and road user that occurred within each successive half-mile segment. An example of a sliding window analysis is shown in Figure 3. This method is used because it allows for a uniform unit of measurement across roadways of varying lengths.

FIGURE 3 Example of the Sliding Window Analysis



The sliding window analysis weights the most severe crashes more heavily than lower severity crashes. The sliding window score is calculated by multiplying the number of Fatal (K) and Suspected Serious Injury (A) crashes by 3, multiplying the number of Suspected Minor Injury (B) and Possible Injury (C) by 1, and No Injury (O) or Unknown (U) crashes by 0. Again, fatal and serious injury crash types are given the same weight because the roadway countermeasures to address them are the same.

This ratio allows for less severe crashes to be included in the analysis while still focusing on corridors with more severe crashes. For instance, with FSI crashes weighted at three times moderate injury crashes, a corridor with two FSI crashes will have the same weighted total as a corridor with six moderate injury crashes. Moderate injury crashes were

included in this analysis since research has found that a significant percentage of pedestrian and bicyclist injuries to be underreported and/or misclassified between injury levels.⁷

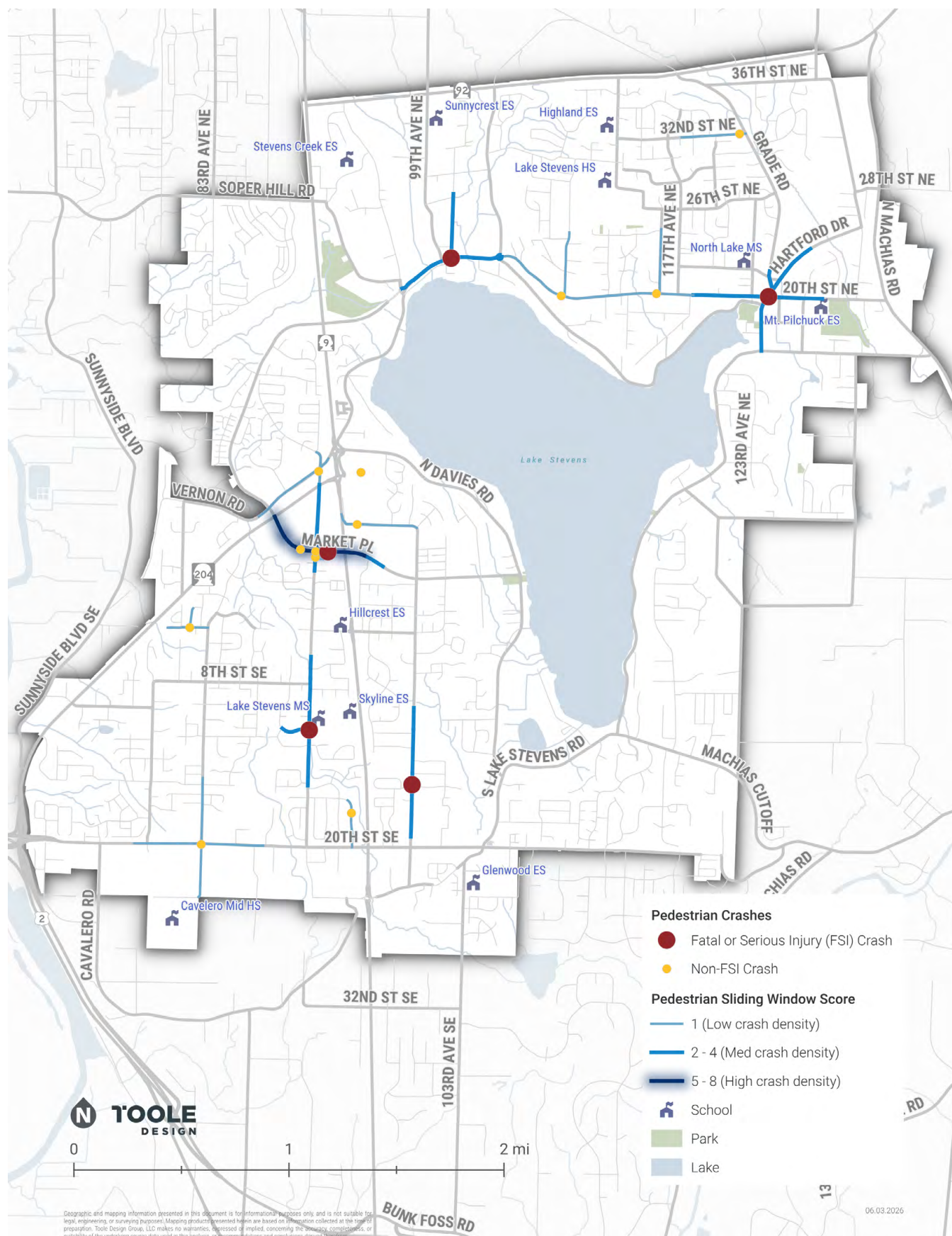
Once the weights are established and applied to the crashes, the total number of crashes are aggregated along a corridor. Each segment receives a score from the sliding window analysis. Those scores are mapped for each mode in the crash density maps in the next section.

Crash Density Maps

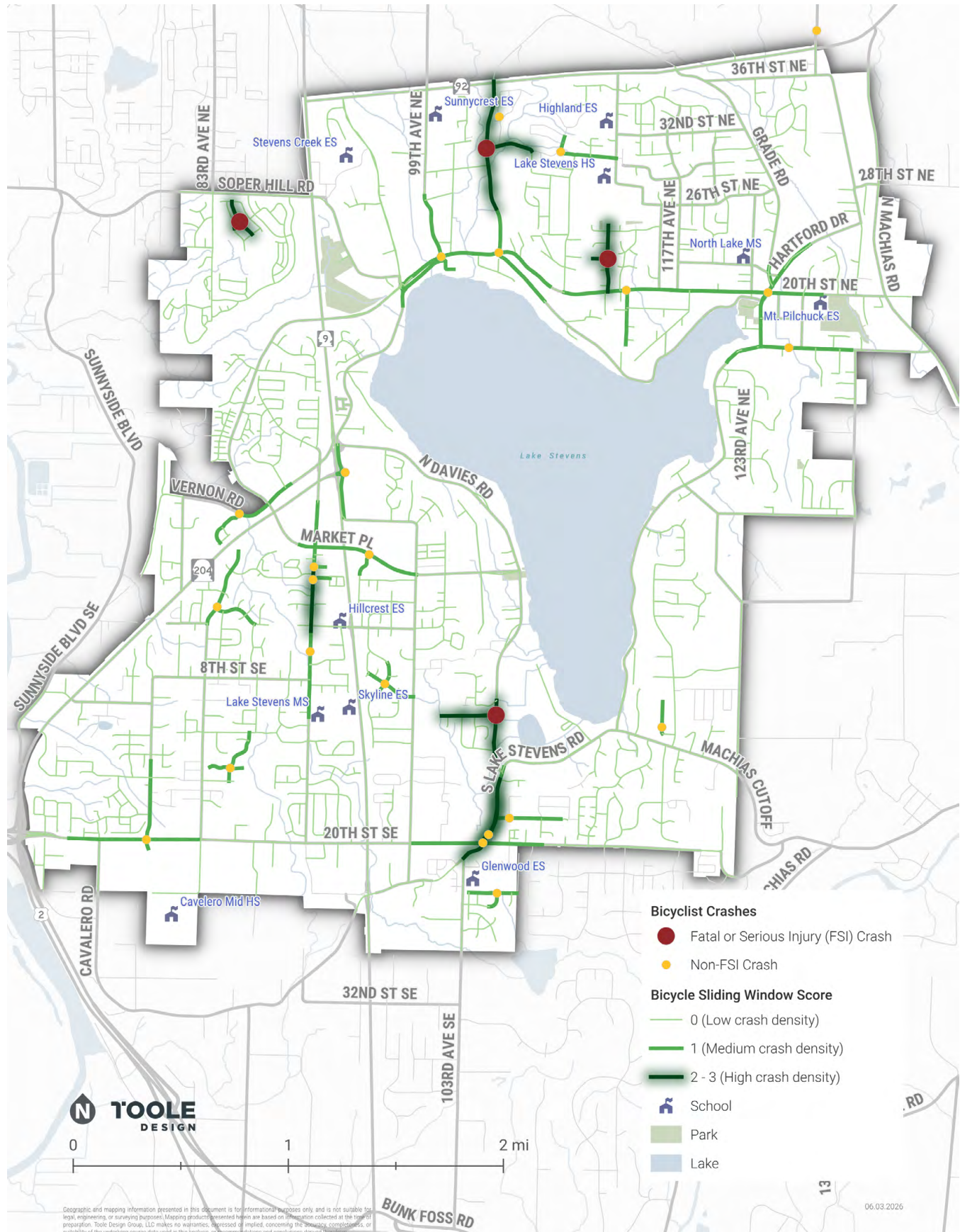
Crash density maps (Map 2 to Map 5) depict the results of the sliding window analysis. The sliding window score for every mode is divided into three categories using natural breaks in the distribution. Each category represents high, medium, or low density of crashes. These crash density maps set the foundation for the HIN based on the methodologies outlined in the Development of the High Injury Network section below.

⁷ Doggett, S., Ragland, D. R., & Felschundneff, G. (2018). "Evaluating Research on Data Linkage to Assess Underreporting of Pedestrian and Bicyclist Injury in Police Crash Data." *UC Berkeley: Safe Transportation Research & Education Center*. Retrieved from <https://escholarship.org/uc/item/0jq5h6f5>

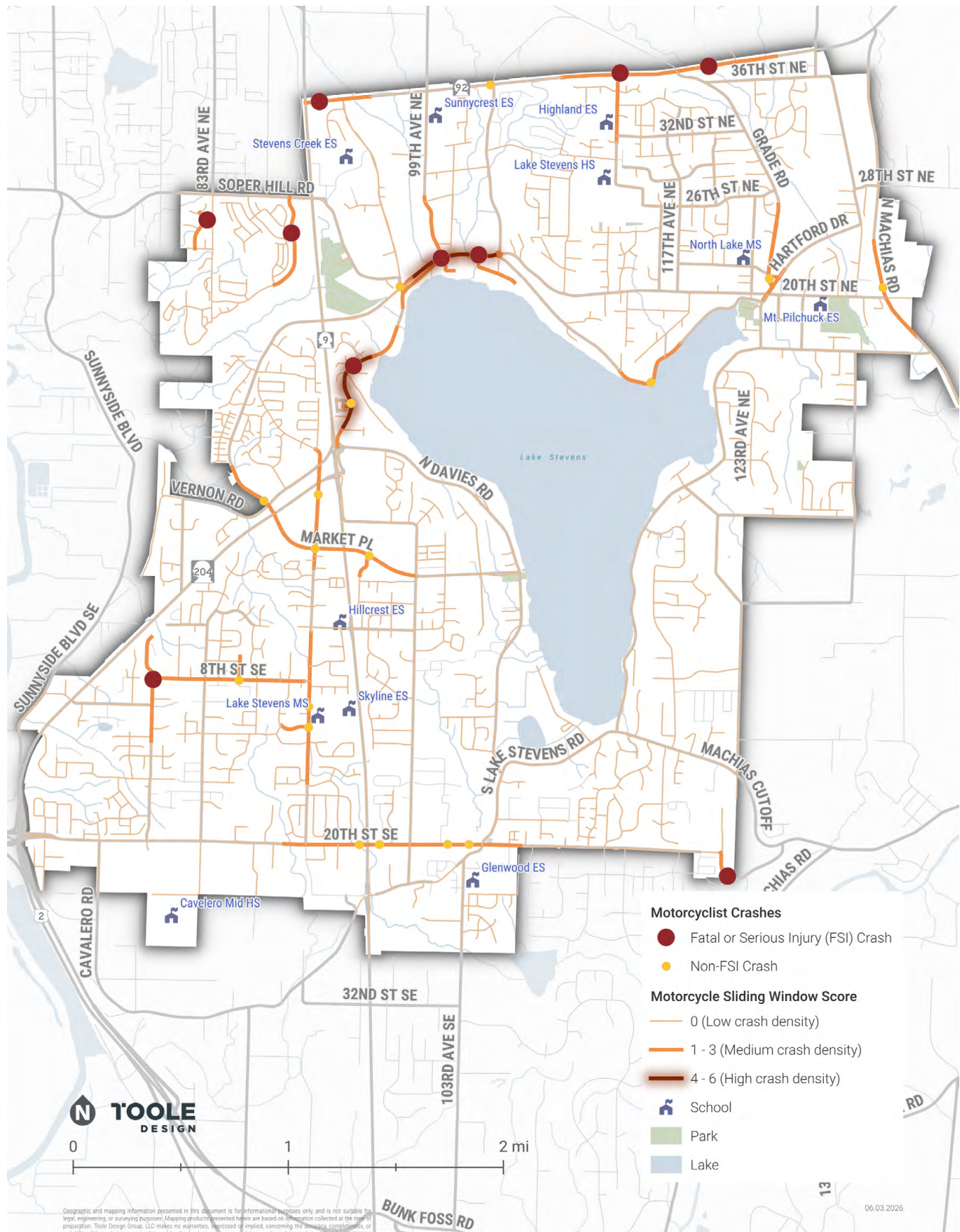
MAP 2 Pedestrian Sliding Window Analysis



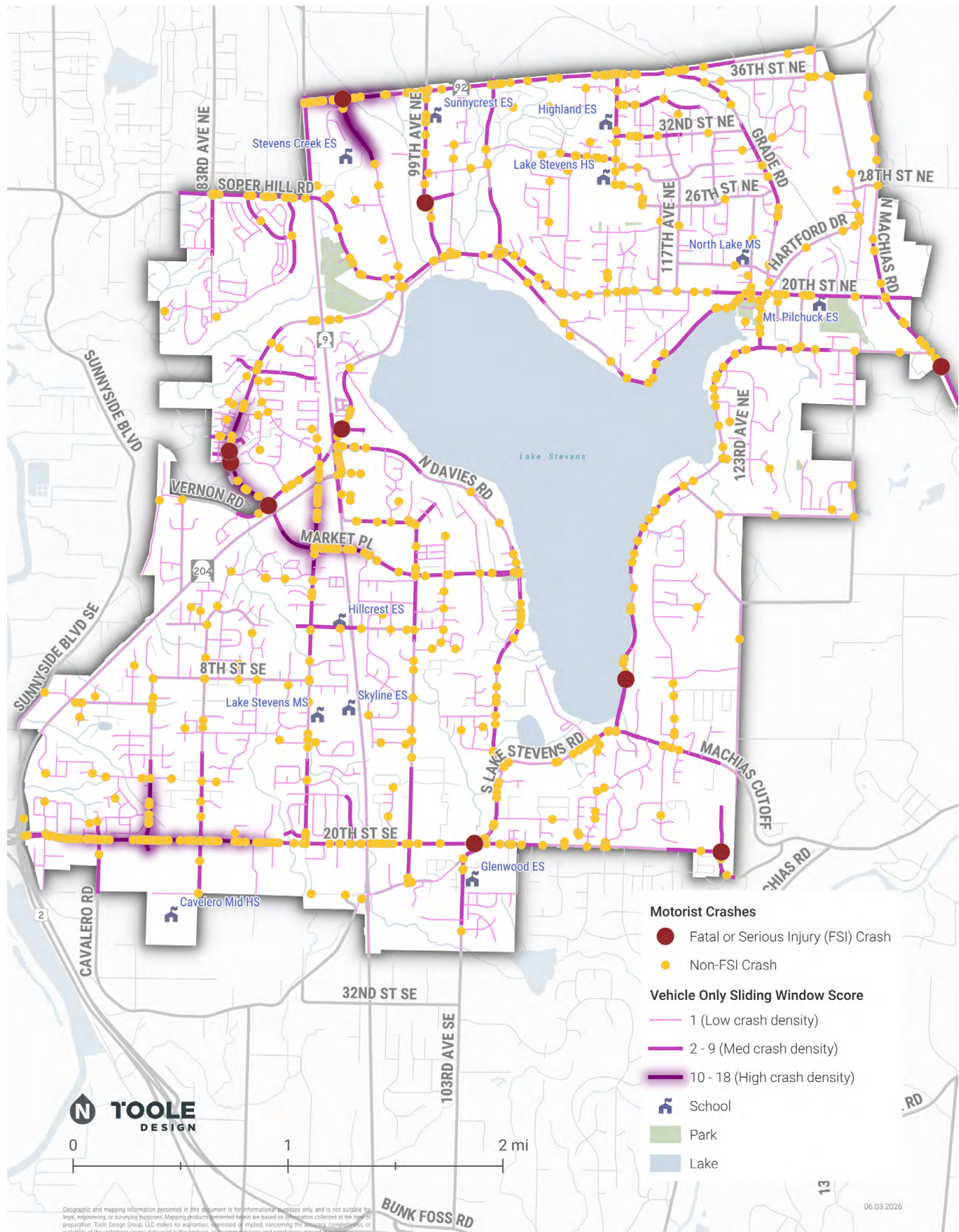
MAP 3 Bicyclist Sliding Window Analysis



MAP 4 Motorcyclist Sliding Window Analysis



MAP 5 Motorists Sliding Window Analysis



Development of the High Injury Network

The HIN is developed based on the results of the sliding window analysis. Both intersection and segment crashes were included in this evaluation, as the focus is on overall corridor conditions. The HIN helps identify corridors that may warrant special attention. Identifying these corridors can help a city prioritize investment in the areas where crash history demonstrates the most serious problems and easily communicate those priorities to the community.

The HIN development process relies on historical crash data, which is imperfect and incomplete because not every crash is reported to the police. As such, this process requires engineering judgment as well as local knowledge. The following process was used to develop the mode-specific HINs and the overall HIN:

1. Map the sliding window analysis results for each road user (pedestrian, bicyclist, motorcyclist, and motorist) individually. See Maps 2 to 5 for sliding window analysis results.
2. For each mode, determine the threshold of the sliding window score required to be included in the HIN. This step eliminates streets that have a lower crash density and prioritizes streets that have higher crash density (i.e., higher crash severities and frequencies).

High Injury Network Thresholds

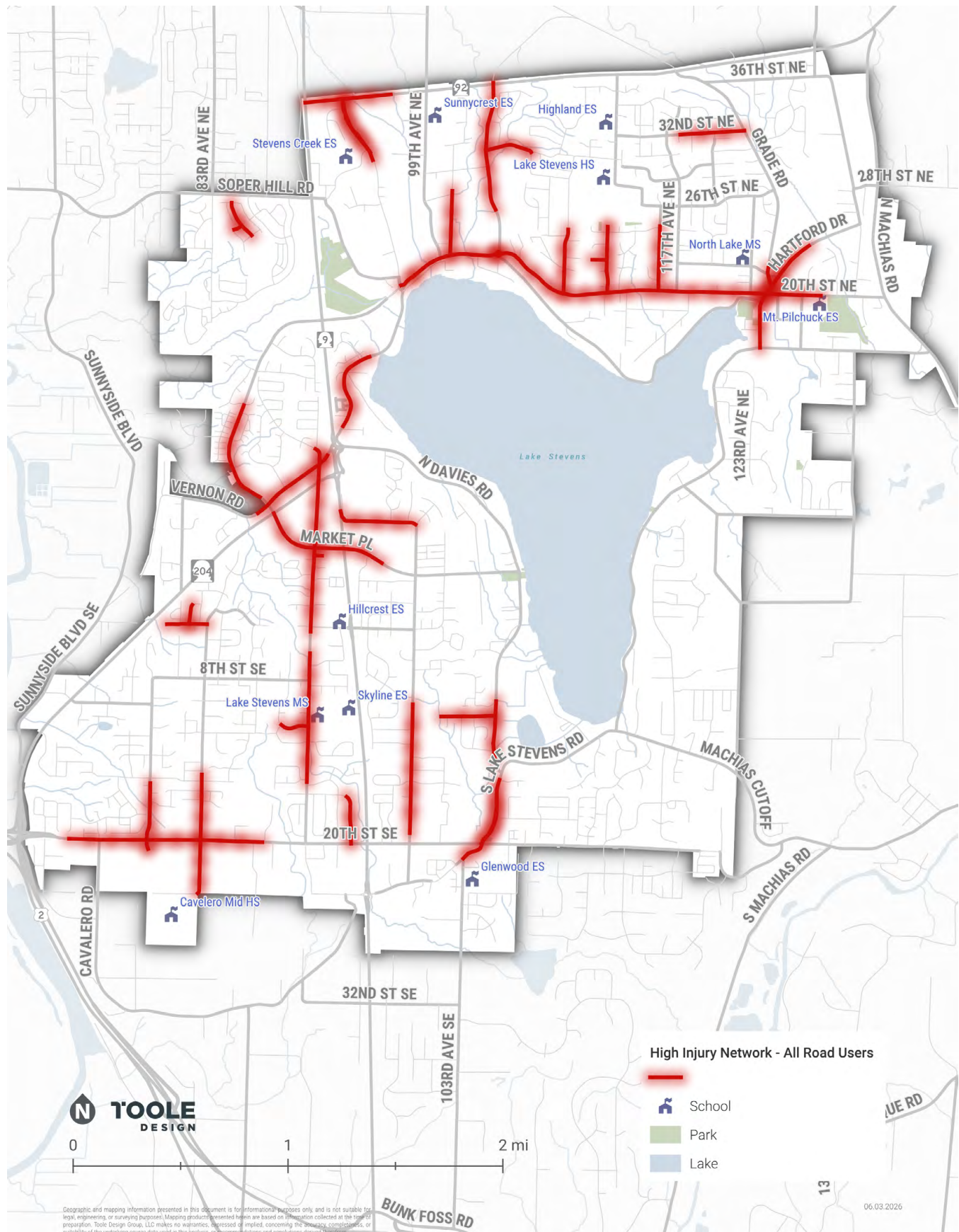
A threshold is defined as the lowest sliding window score for a segment to include on the HIN. A minimum threshold for the sliding window score is set for each road user independently. With such an approach, the HIN covers a selective set of city streets, but a relatively large share of FSI crashes. These thresholds may differ by transportation mode. For example, a sliding window score of 5 may be appropriate to include in the bicyclist HIN, but would be relatively low for a motorist HIN since there are generally more motorist crashes than bicycle crashes.

Thresholds for each road user are listed in Table 4. A segment is included on the HIN if the sliding window score is greater than or equal to the threshold set for that mode. Map 6 shows the overall HIN for all road users based on the sliding window analysis conducted for each mode.

TABLE 4 Thresholds for Minimum Sliding Window Score by Road User

Road User	Threshold
Pedestrian	2
Bicyclist	2
Motorcyclist	4
Motorist	10

MAP 6 All Road User High Injury Network



HIN Summary Statistics

Table 5 provides some summary statistics. The HIN is only about 10% of the whole roadway network in Lake Stevens, yet about 63% of FSI crashes occurred on these roadways. Thus, the HIN represents segments of the roadway network where resources should be concentrated to enact countermeasures that reduce FSI crashes.

TABLE 5 Summary Statistics

	High Injury Network	
Miles of Roadway	14.7	10.7% of total roadway network
FSI Crashes on HIN	19	63.3% of FSI crashes
All Crashes on HIN	558	44% of total crashes

Data Conclusions

Through analysis of the crash data trends and HIN, three key findings emerged. These findings helped to develop the subsequent sections that outline the Engineering Safety Projects, and Future Updates.

Key Findings:

1. **Vulnerable road users (pedestrians, bicyclists, and motorcyclists) represent a disproportionate share of fatal and serious injuries despite representing a relatively low share of total crashes.**
Takeaway: This highlights the importance of roadway design that manages vehicle speeds, provides safe crossing opportunities, and mitigates potential conflicts between vehicles and vulnerable road users.
2. **Over the past decade, FSI crashes have remained relatively low with no sustained upward trend. FSI crashes tend to be geographically distributed across the city.**
Takeaway: Some FSI crashes appear to be isolated incidents, while others are located on a corridor with higher crash densities. The HIN analysis provides a framework to help determine which FSI incidents appear to be part of a trend. This tool can assist with prioritizing city safety initiatives for maximum potential impact.
3. **Over the past decade, total crashes have remained relatively steady, with no sustained upward or downward trend.** Takeaway: The roadway network will continue to evolve over time, especially with the construction of new active transportation facilities, development intensification, and changing trends in travel modes and vehicle design. As the transportation landscape changes, it will become increasingly critical to remain proactive, monitor data for emerging trends, and prioritize safe roadway design on all projects.

While crash data is meaningful, it is worth noting that data is imperfect, and the numbers do not tell a complete story. Generally, there are both systemic and site-specific factors that contribute to crashes at any given location. To account for this, it is important to consider the context of each location as well as the broader network when planning safety initiatives. This is consistent with the six elements of Washington's Target Zero Safe System Approach: Safer Road Users, Safer Land Use, Safer Vehicles, Safer Speeds, Safer Roads, and Post-Crash Care (see page 5).

The LRSP includes both systemic and spot safety projects, as well as goals that outline simple process improvements and other safety initiatives for implementation by Public Works, in partnership with other departments and external agencies, over the next two years. Several planned transportation projects from the city's 6-year Capital Improvement Plan already align with areas of concern on the HIN*, and have been included in the LRSP as engineering safety projects, with an emphasis on projects that improve pedestrian and bicyclist facilities and/or are on high traffic volume roadways.

To best leverage limited city resources, Public Works plans to review and optimize existing project delivery pathways, other systemic initiatives, and city programs (e.g., updating design standards and the new Traffic Calming Program). Planned Capital Improvement Plan projects will be reviewed to identify specific crash types, appropriate roadway safety countermeasures, roadway geometry, and intended function, based on findings from this data analysis. This plan seeks to outline a proactive, efficient, and proportionate approach to transportation safety throughout the network.

*The city reviews crash history, including FSI crashes, when prioritizing Capital Project delivery schedules.

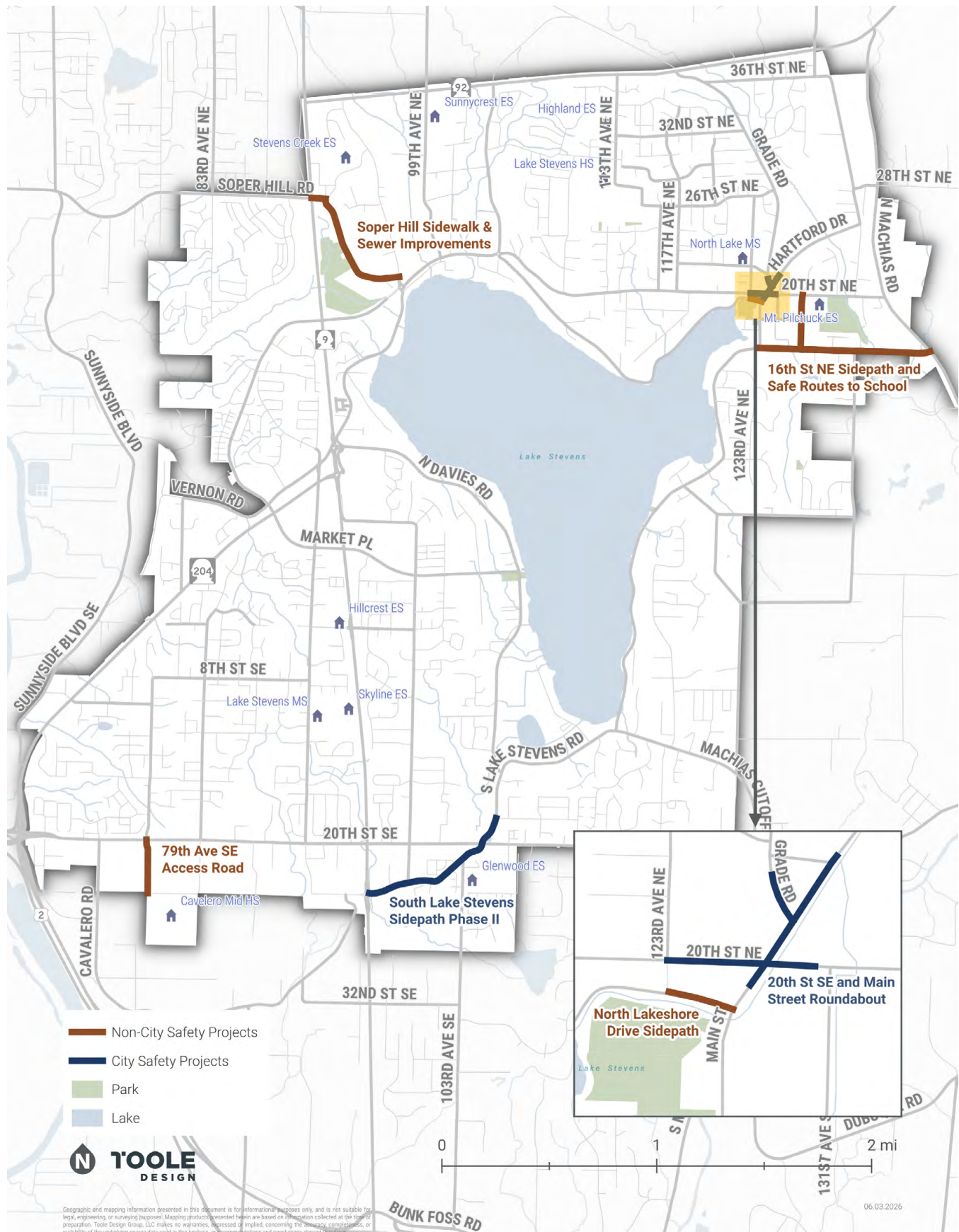


Main St Improvements Project, completed in 2025

Engineering Safety Projects

Funding Opportunity: There are four types of funding opportunities flagged in the following sections. The first is WSDOT's City Safety Program, funded through the Federal Highway Safety Implementation Program (HSIP). The second and third are WSDOT's Ped/Bike Program and Safe Routes to School Program. The fourth is Lake Stevens' Traffic Calming Program, which will be launched in 2026. Figure 4 below shows where the City Safety (blue) and Non-City Safety projects (red) are located in the city.

FIGURE 4 Vicinity Map of Lake Stevens Planned Safety Projects



City Safety Projects

Proposed Countermeasures: Countermeasures were selected for the following City Safety projects after an evaluation of each project's context to determine the tools that would be most effective at reducing most common FSI crash types. Effectiveness is presented as a crash reduction factor (CRF), which is the estimated percent reduction in crashes. Countermeasures are design tools known to reduce crashes involving people driving, bicycling, walking, or rolling.

Implementation Guidance: Roadways throughout the city have different characteristics based on the number of lanes, vehicles per day, travel speeds, adjacent land use, and other factors. Therefore, different safety tools may be appropriate on different roadways.

Citywide Speed Limit Standardization

- ♦ **Extents:** Citywide
- ♦ **Project Description:** This is a systemic safety project to implement standardized posted speed limits within the city based on classification, geometry, and land use context. The project will include a citywide reduction of posted speeds on residential Local Access streets to 20 mph, as well as identification of corridors that are candidates for design review and modification through the city's adopted traffic calming program, especially those identified as Priority Corridors within the LRSP High Risk Network.
- ♦ **Crash Patterns:** Within the city, there were 1,265 total crashes, 30 of which were FSI crashes, between 2020-2025.⁸ Of the 1,265 total crashes, 120 (9.5%) had a contributing circumstance noted as "exceeding reasonable safe speed" or "exceeding stated speed limit." Of the 30 FSI crashes, five had a contributing circumstance related to speeding (16.6%). The number of crashes with speeding identified as a contributing factor is historically underrepresented because it is difficult for police officers, who often arrive after the crash, to determine whether speeding was involved unless they witnessed the crash, or the involved parties admit to speeding.

Cost Estimate

- ♦ **Preliminary Engineering:** \$75,000
 - ♦ **Note:** This effort would include development of conceptual signage plans, identification of locations for new sign installations, and assessment of existing signage to determine where replacement or updates are warranted based on available data.
- ♦ **ROW:** \$0
- ♦ **Construction:** \$250,000

⁸ Crash data is available from January 1, 2020 through December 19, 2025.

20th St NE and Main Street Roundabout

- ♦ **Extents:** 20th St NE from 123rd Ave NE to 125th Ave NE, Main St from the intersection to approx. 200' south of the intersection, Hartford Dr from the intersection to 21st St NE, and approx. 200' of Grade Rd from the intersection with Hartford Dr
- ♦ **Project Description:** Install a roundabout at the intersection of 20th St NE and Main Street with enhanced crosswalks and a sidepath on the northwest corner that connects to existing sidepaths along Main Street to the south, and Hartford Drive to the north.

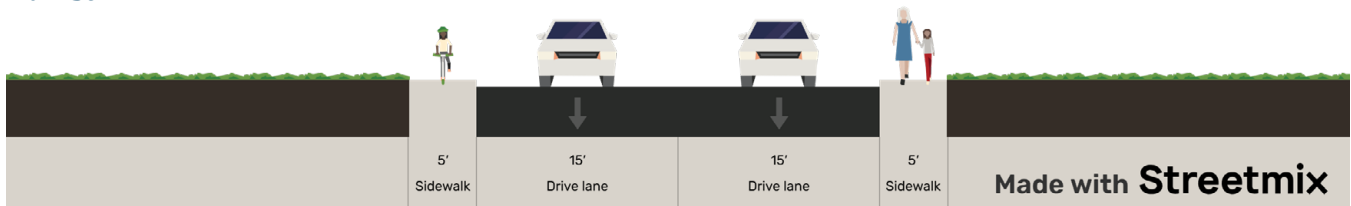
♦ Cross Sections:

♦ Existing condition (shown below):

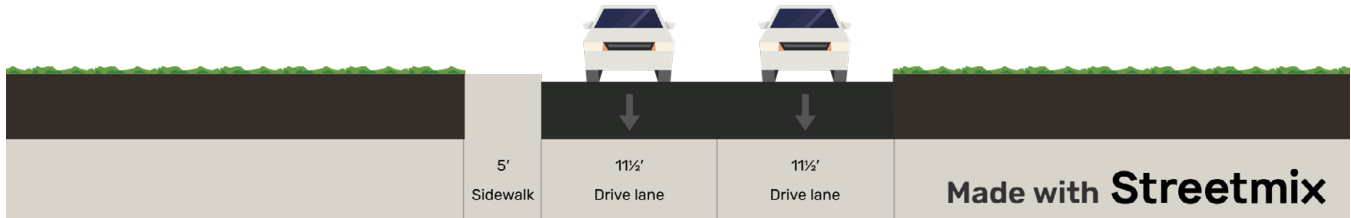
- ♦ **Main St:** 5' sidewalk, two 15' travel lanes, 5' sidewalk
- ♦ **Hartford Dr:** 5' shoulder, two 11.5' travel lanes
- ♦ **20th St NE:** 5' sidewalk, two 15' travel lanes, 5' sidewalk

- ♦ **Final condition:** See Appendix A.

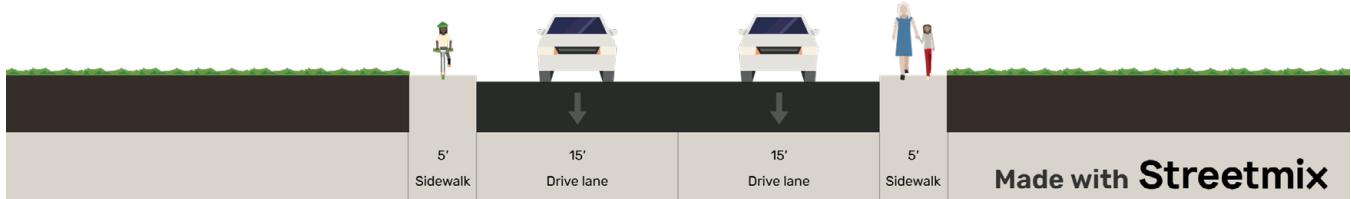
Main St



Hartford Dr



20th St NE



20th St NE and Main Street Roundabout

- ♦ **Crash Patterns:** Within the project area, there were 30 total crashes between 2020-2025⁹, one of which was an FSI crash. The FSI crash was a serious injury crash in 2023 that involved a pedestrian. The pedestrian was struck by a vehicle turning left from 20th St NE onto Main St. Of the 30 total crashes, crash patterns include:
 - ♦ **Angle:** 18 angle crashes. Angle crashes involve a driver hitting another driver at an angle, or the “Angle (T)” WSDOT crash classification.¹⁰
 - ♦ **Rear End:** four rear end crashes. Rear end crashes involve at least two drivers traveling in the same direction.
 - ♦ **VRU-Involved:** three VRU crashes, two involving pedestrians, and one involving a bicyclist. Both pedestrians were crossing at the intersection and the bicyclist was riding in the travel lane. All three instances involved being struck by motorists turning left.
 - ♦ **Did Not Grant R/W:** 10 crashes had contributing factors where the driver did not grant right of way to a motorist or non-motorist.
 - ♦ **Distraction:** six crashes had contributing factors related to distraction.
- ♦ **Implementation Guidance:**
 - ♦ None

Cost Estimate

- ♦ **Preliminary Engineering:** \$80,000
- ♦ **ROW:** \$0
- ♦ **Construction:** \$2,700,000

Table 6 lists the recommended countermeasures for the project. These countermeasures will be vetted and further designed during the 90% and 100% design phases.

TABLE 6 Summary of Proposed Countermeasures for 20th St NE and Main Street Roundabout

Proposed Countermeasure	Effectiveness
Active Mode Facilities	
Bicycle Boulevard/Shared Streets	63%
Sidewalks	65-89%
Crossings and Signals	
Daylighting/Parking Restrictions at Crossings	30%
High Visibility Crosswalks	40%
Raised Intersections/Crossings	46%
Raised Refuge Islands	46-56%
Rectangular Rapid Flashing Beacons (RRFBs)	47-73%
Speed Management	
Appropriate Speed Limits for All Road Users	N/A
Edge Lines (Lane Diet)	22-37%
Roundabout	78-82%
Other Road Design	
Lighting	28-38%
Wet-Reflective Pavement Markings	3-46%

⁹ Crash data is available from January 1, 2020 through December 19, 2025.

¹⁰ <https://wsdot.wa.gov/sites/default/files/2022-01/NHFP-crash-data-dictionary.pdf>

South Lake Stevens Sidepath Path Phase II

- ♦ **Extents:** S Lake Stevens Rd from State Route 9 to 18th St SE
- ♦ **Project Description:** Construct a multimodal sidepath adjacent to S Lake Stevens Rd that connects from SR 9 to the existing sidepath that starts at 100th Dr SE and ends at 103rd Ave NE, and continue the sidepath to 18th St NE, where it connects to another existing sidepath. The sidepath will be on the north side of S Lake Stevens Rd from State Route 9 to 103rd Ave NE, then will shift to the south/east side of the road to 18th St SE. The project includes a landscaped swale to buffer the active transportation modes from the vehicle travel lanes, narrowed travel lanes on S Lake Stevens Rd for traffic calming, enhanced crossings at 103rd Ave NE, and signal reprogramming to improve pedestrian and bicyclist safety at the 20th St SE intersection.

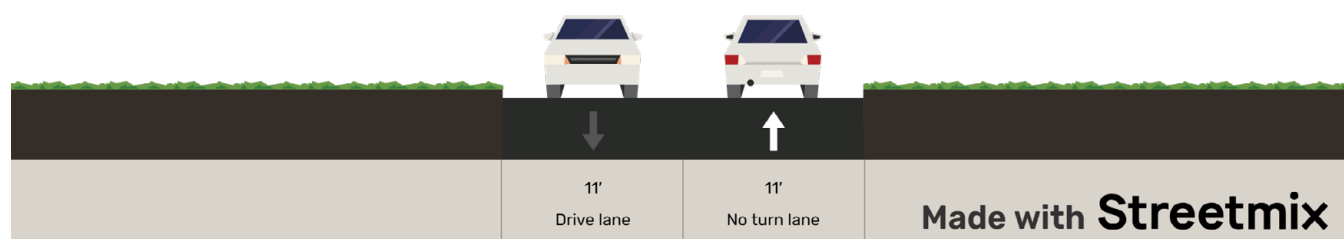
♦ Cross Sections:

♦ Existing condition (shown below):

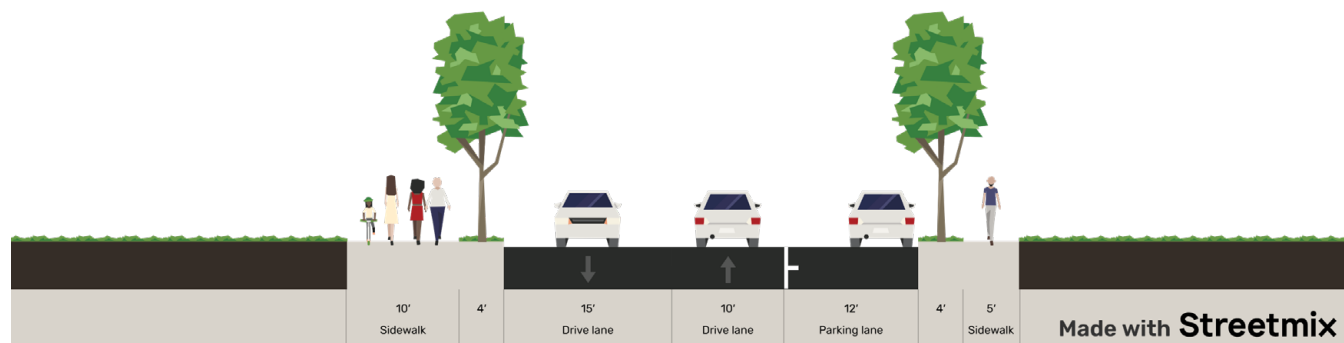
- ♦ **Near State Route 9:** two 11' travel lanes
- ♦ **Near 100th Dr SE:** 10' multiuse path, 4' landscape strip, 11-15' travel lane, 10' travel lane, 12' parking lane, 4' landscape strip, 5' sidewalk
- ♦ **Near 20th St SE:** 5' sidewalk, 5' painted bike lane, 12' travel lane, 12' turn lane, 12' turn lane, 5' painted bike lane, 12' turn lane, 5' sidewalk

♦ Final condition: See Appendix A

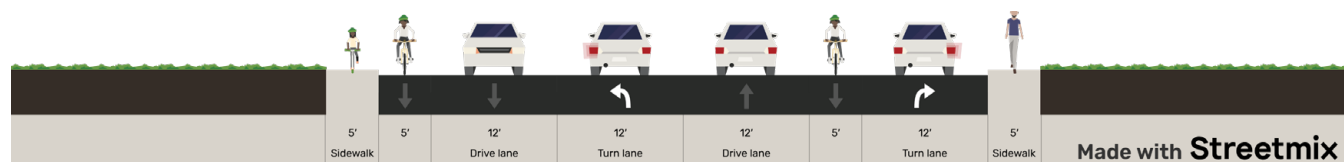
Near State Route 9



Near 100th Dr SE



Near 20th St SE



South Lake Stevens Sidepath Path Phase II

- ♦ **Crash Patterns:** Within the corridor, there were 30 total crashes between 2020-2025¹¹, one of which was an FSI crash. The FSI crash was a serious injury crash in 2024 that involved three motorists. The primary motorist was traveling eastbound on 20th St SE, turning left (northbound) onto S Lake Stevens Rd. The motorist was struck by another motorist traveling westbound on 20th St SE. The motorist traveling westbound on 20th St SE, turning right (northbound) onto S Lake Stevens Rd was struck after the first collision. Of the 30 total crashes, crash patterns include:
 - ♦ **Angle:** eight angle crashes. Angle crashes involve a driver hitting another driver at an angle, or the “Angle (T)” WSDOT crash classification.¹²
 - ♦ **Approach Turn:** seven approach turn crashes. Approach turn crashes include crashes where motorists are coming from opposite directions and collide –one turning left in front of the other or one turning left and one turning right – or where motorists are coming from the same direction – one turning left and one going straight or one turning right and one going straight. These differ from angle and rear end crashes.
 - ♦ **Rear End:** six rear end crashes. Rear end crashes involve at least two drivers traveling in the same direction.
 - ♦ **Fixed Object:** three fixed object crashes. Crashes where one driver hits a fixed object, usually on the side of the road.
 - ♦ **VRU Involved:** two VRU crashes, both involving bicyclists. One bicyclist was crossing the street and the other was riding in a designated bicycle facility.
 - ♦ **Did Not Grant R/W:** eight crashes had contributing circumstances where a motorist did not grant right of way to another motorist.
 - ♦ **Distraction:** six crashes had contributing circumstances related to distraction.
- ♦ **Implementation Guidance:**
 - ♦ Recommended signal upgrades would only occur at the existing traffic signal at 20th St SE and S Lake Stevens Rd.
 - ♦ RRFBs should be evaluated at 99th Ave SE, 103rd Ave SE, and 101st Dr SE.
 - ♦ The travel lanes should be reduced to 11’ width.
 - ♦ A mini roundabout should be evaluated at 103rd Ave SE. In order to accommodate school buses that travel on S Lake Stevens Rd and for affordability, consider a mini modular roundabout.

- ♦ Consider transverse rumble strips on the approach to the State Route 9 roundabout, and if designed, the mini modular roundabout at 103rd Ave SE.
- ♦ Existing utility poles that do not have street lighting should be evaluated to see if they can accommodate lighting of both the street and the multiuse path (pedestrian scale lighting).
- ♦ The recommended road diet refers to the south leg of the 20th St SE and S Lake Stevens Rd intersection, where the right turn lane is recommended to be removed.

Cost Estimate

- ♦ **Preliminary Engineering:** \$400,000
- ♦ **ROW:** \$250,000
- ♦ **Construction:** \$3,000,000

Table 7 lists the recommended countermeasures for the project. These countermeasures will be vetted and further designed during conceptual and final design phases.

TABLE 7 Summary of Proposed Countermeasures for South Lake Stevens Multi-Use Path

Proposed Countermeasure	Effectiveness
Active Mode Facilities	
Separated Bicycle Facilities	40-66%
Crossings and Signals	
Accessible Pedestrian Signals	9-70%
Bicycle Signals	N/A
Curb Extensions and Bulb Outs	N/A
High Visibility Crosswalks	40%
Leading Pedestrian Intervals (LPIs) and Leading Bicyclist Intervals (LBIs)	9-59%
Rectangular Rapid Flashing Beacons (RRFBs)	47-73%
Speed Management	
Edge Lines (Lane Diet)	22-37%
Mini Modular Roundabout	78-82%
Transverse Rumble Strips	6-78%
Other Road Design	
Lighting	28-38%
Pedestrian Lighting	42%
Relocate/Remove Fixed Objects Outside Clear Zone	97%
Road Diet	19-47%
Wet-Reflective Pavement Markings	3-46%

11 Crash data is available from January 1, 2020 through December 19, 2025.
12 <https://wsdot.wa.gov/sites/default/files/2022-01/NHFP-crash-data-dictionary.pdf>

Non-City Safety Projects

16th St NE Multi Use Path

- ♦ **Extents:** 16th St NE from Main St to Centennial Trail
- ♦ **Project Description:** Construct a multimodal sidepath along the south side of 16th St NE from Main Street to the Centennial Trail to complete the bicycle and pedestrian route through downtown Lake Stevens. Along 127th Ave NE, where sidewalk is already existing, install sharrows to provide a bicycle boulevard for students south of Mt. Pilchuck Elementary to walk and bike to school.

Cost Estimate

- ♦ **Preliminary Engineering:** \$350,000
- ♦ **ROW:** \$300,000
- ♦ **Construction:** \$2,500,000
- ♦ **Funding Opportunity:**
 - ♦ WSDOT Safe Routes to School Program

N Lakeshore Dr Sidepath

- ♦ **Extents:** N Lakeshore Dr from Main St to 123rd Ave NE
- ♦ **Project Description:** Construct a multimodal sidepath along the north side of North Lakeshore Drive between Main Street and 123rd Ave NE to connect to the existing sidepath along Main Street and the future sidepath along North Lakeshore Drive.

Cost Estimate

- ♦ **Preliminary Engineering:** \$40,000
- ♦ **ROW:** \$0
- ♦ **Construction:** \$110,000
- ♦ **Funding Opportunity:**
 - ♦ WSDOT Ped/Bike Program

Soper Hill Sidewalk & Sewer Improvements

- ♦ **Extents:** Soper Hill Rd NE from 29th St NE to Lake Dr and Lake Dr from Soper Hill Rd NE to Lundeen Park Way
- ♦ **Project Description:** Construct a multimodal sidepath on the west side of Soper Hill Rd NE, between 29th Street NE and Lake Drive intersections, and from the Lake Drive Intersection to Lundeen Park Way. This project will connect nearby neighborhoods, Stevens Creek Elementary School, Eagle Ridge Park, Lake Stevens Senior Center, and the newly built commercial district. The project will include right-of-way acquisition and installation of new sewer main.

Cost Estimate

- ♦ **Preliminary Engineering:** \$570,000
- ♦ **ROW:** \$50,000
- ♦ **Construction:** \$3,230,000
- ♦ **Funding Opportunity:**
 - ♦ WSDOT Ped/Bike Program

79th Ave SE Access Road

- ♦ **Extents:** New access road from 20th St SE to 83rd Ave SE
- ♦ **Project Description:** Construct a new roadway including enhanced bicycle lanes, two travel lanes, landscape strips, and sidewalks to provide a connected through road to Cavalero Mid-High School. The project will include accessible pedestrian signals, high-visibility crosswalks, and bicycle lanes at the intersection of 79th Ave SE and 20th St SE to connect to the existing facilities north of 20th St SE.

Cost Estimate

- ♦ **Preliminary Engineering:** \$400,000
- ♦ **ROW:** \$0
- ♦ **Construction:** \$2,780,000
- ♦ **Funding Opportunity:**
 - ♦ WSDOT Ped/Bike Program: PB
 - ♦ WSDOT Safe Routes to School Program

Traffic Calming Program

- ♦ **Project Description:** The exact location and traffic calming measures will be determined through the Traffic Calming Program. The potential projects listed above are based on the development of the HIN and will be taken into consideration through the Traffic Calming Program.

Cost Estimate

- ♦ **Preliminary Engineering:** \$50,000
- ♦ **ROW:** \$0
- ♦ **Construction:** \$50,000
- ♦ **Funding Opportunity:**
 - ♦ Lake Stevens' Traffic Calming Program is funded with \$100,000 per year



Four roundabouts were built near the intersection of State Routes 9 and 204 in Lake Stevens (Source: WSDOT)

Future Updates

Overall objective of Lake Stevens LRSP

The objective of the LRSP is to reduce crashes of all types throughout the roadway network. This is increasingly important as Lake Stevens continues to grow and develop, leading to an increase in trip volumes for all travel modes. This will be achieved by implementing context-sensitive roadway design that prioritizes safety on all roadway projects: city-led projects (both capital projects and quick-build improvements), and private development projects.

The City has identified goals for the next LRSP update:

Goal 1

Establish a formal Vision Zero commitment to align with the Lake Steven's Citywide Strategic Plan key performance indicator of achieving zero fatal and serious injury crashes by 2030.

Purpose

Formalize the city's commitment via a resolution or ordinance to provide opportunity for effective stakeholder engagement, raise awareness around transportation safety issues, and establish a pathway to prioritize safety on future city initiatives.

Actions

- ♦ Evaluate fatal and serious injury crashes within this report to determine a reasonable starting point to achieve Vision Zero. The target year should be feasible yet still push for urgency. The target year may change after discussions with interested parties.
- ♦ Engage with interested parties, including the Lake Stevens Police Department.
- ♦ Present Vision Zero resolution and/or ordinance to City Council for approval.

Goal 2

Implement the Traffic Safety Program, per adopted City Ordinance 1200 regarding automated traffic safety cameras.

Purpose

Provide a data-driven program, including a dedicated funding source, to identify and deliver projects based on roadway safety.

Actions

- ♦ Hire traffic engineer to analyze placement of automated traffic safety cameras.
- ♦ Continue coordination with the Snohomish District County Court as needed to facilitate the ticketing associated with the automated traffic safety cameras.
- ♦ Utilize funding from the automated traffic safety cameras for Traffic Calming Program projects.
- ♦ Begin analyzing and prioritizing projects for the Traffic Calming Program.

Goal 3

Update the Engineering Design and Development Standards (Chapter 2, Road Design) and Lake Stevens Municipal Code Chapter 14.56 (Streets and Sidewalks) per current transportation design best practices regarding safety.

Purpose

Ensure that newly constructed or modified roadways are designed to the appropriate context to achieve safety objectives. For example, low-speed residential streets and high-speed arterial streets can have different design priorities/functions and thus, different and street features and associated safety countermeasures.

Actions

Note: this is a project that is currently underway. The general process is:

- ♦ Review existing standards to identify areas of improvement.
- ♦ Develop draft updates.
- ♦ Complete stakeholder engagement, including formal review with partner agencies, the public, and private developers.
- ♦ Finalize and adopt updated standards.

Goal 4

Formalize a process for re-channelization during pavement preservation and striping projects to advance Complete Streets within the city.

Purpose

Leverage existing programs to optimize available funding, further safety initiatives, and avoid duplicative efforts on city projects.

Actions

- ♦ Identify upcoming pavement preservation and striping projects in the Capital Improvements Program.
- ♦ Evaluate the safety data in the most current LRSP to determine whether the street is a candidate for Complete Street implementation.
- ♦ Evaluate the roadway's planned use in the Comprehensive Plan.

- ♦ Include relevant striping and roadway safety countermeasures as determined by the steps above, including but not limited to:
 - ♦ Lane narrowing
 - ♦ Road diet
 - ♦ Bike facilities (bike lanes, bike boxes, signal upgrades, etc.)
 - ♦ High-visibility crosswalks
 - ♦ RRFB, PHB, or pedestrian signal installation
- ♦ Consider the design of transition zones on either end of the project limits.

Goal 5

Align the Capital Facilities Plan (CFP) with LRSP High-Injury Network findings.

Purpose

Update existing priorities based on the best information available, to meet the needs of the public and implement the City's and Public Works Department's strategic plans.

Actions

- ♦ Update CFP scoring criteria to achieve consistency across the LRSP, CFP, and Traffic Calming Policy.
- ♦ Review the prioritized CFP project delivery schedule and complete any needed adjustments.

Goal 6

Analyze Lake Stevens' roadway network to determine where connections are needed to build out the City's grid and enhance redundancies in the transportation system.

Purpose

Increase connectivity to provide more direct routes for all travel modes (thereby reducing cut-through vehicle traffic and conflicts) and support both short-term emergency response goals as well as long-range emergency management initiatives per the city's strategic plan.

Actions

- ♦ Perform a network evaluation to identify where connections are needed or where barriers should be removed.
- ♦ Coordinate with Snohomish Fire and Rescue and Lake Stevens Police Department for emergency response route needs.
- ♦ Update Figure 8.13 in the Comprehensive Plan for consistency with LSMC 14.56.080(b).

- ♦ Work with any private developments that may have barriers on public roads.
- ♦ Identify network connection projects to include in the capital facilities plan.

Goal 7

Coordinate with WSDOT on current and future transportation safety project opportunities at or across state-owned roadways (State Routes 9, 204, and 92).

Purpose

Work together to (1) improve safety for all travel modes at existing state-owned facilities and crossings within city limits, and (2) ensure that future facilities provide safe connections for the Lake Stevens community, including consideration of pedestrian overpasses along State Route 9.

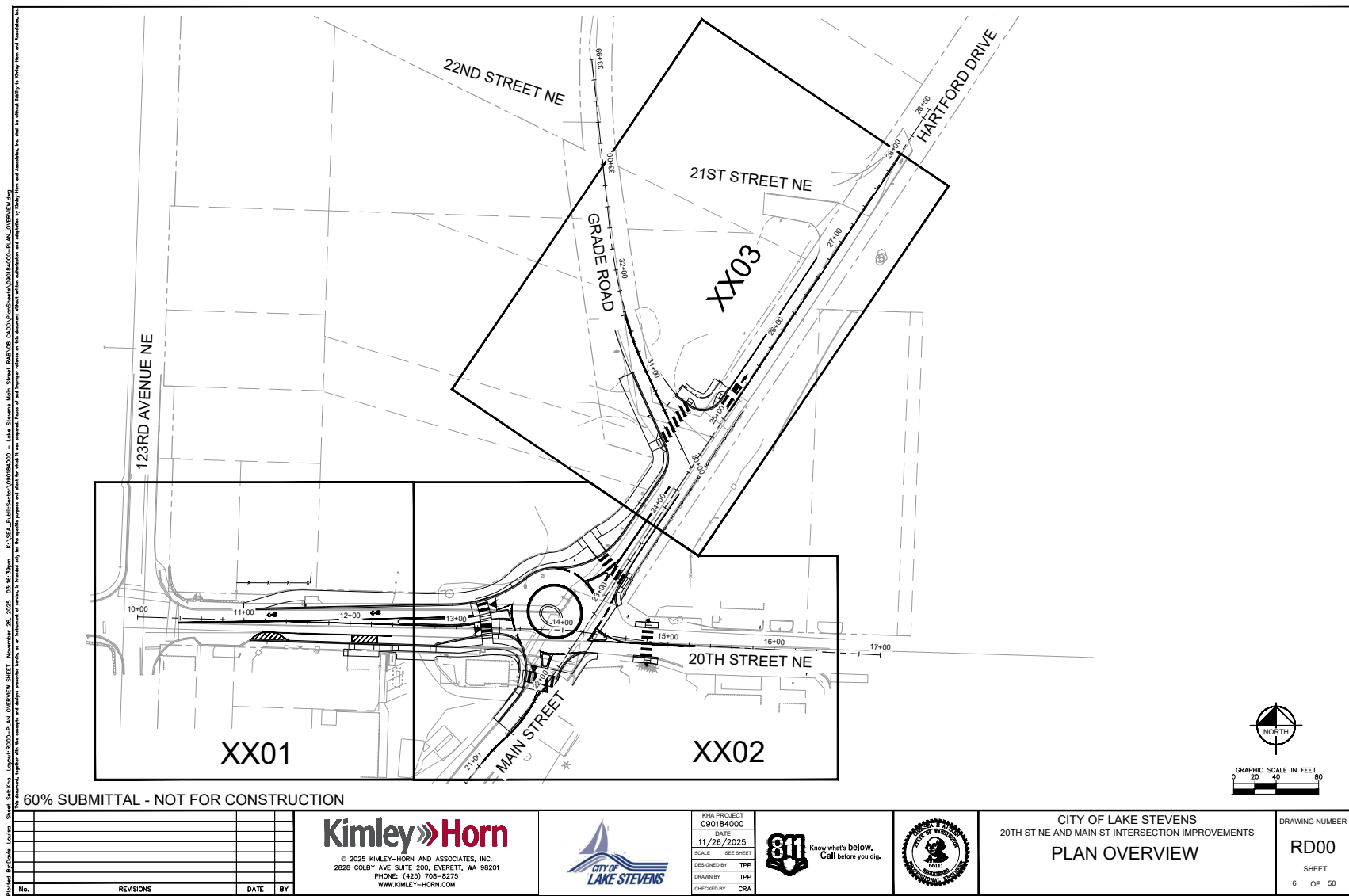
Actions

- ♦ Solicit WSDOT active transportation technical services, as needed
 - ♦ Brian Wood
Active Transportation Program Specialist
(360)790-5340
Brian.D.Wood@wsdot.wa.gov
 - ♦ Charlotte Claybrooke
Active Transportation Programs Manager
360-790-5321
Charlotte.Claybrooke@wsdot.wa.gov
- ♦ Meet with WSDOT Northwest Region contact to begin discussions on pedestrian overpasses along State Route 9
 - ♦ Mehrdad Moini, PE
Local Programs Engineer
(206) 440-4734
mehrdad.moini@wsdot.wa.gov
- ♦ Apply for grant funding via a joint application with WSDOT
 - ♦ Begin by contacting ATDGrants@wsdot.wa.gov, and additional parties as directed by WSDOT's Northwest Region contact
 - ♦ Consider WSDOT's [Pedestrian & Bicycle Program](#), [Sandy Williams Connecting Communities Program](#), [Safe Routes to School Program](#) (for projects within two miles of K-12 schools), and [City Safety Program](#)
 - ♦ Consider Transportation Improvement Board's (TIB's) [Urban Arterial Program](#), [Active Transportation Program](#), [Arterial Preservation Program](#), and [Complete Streets Award](#)

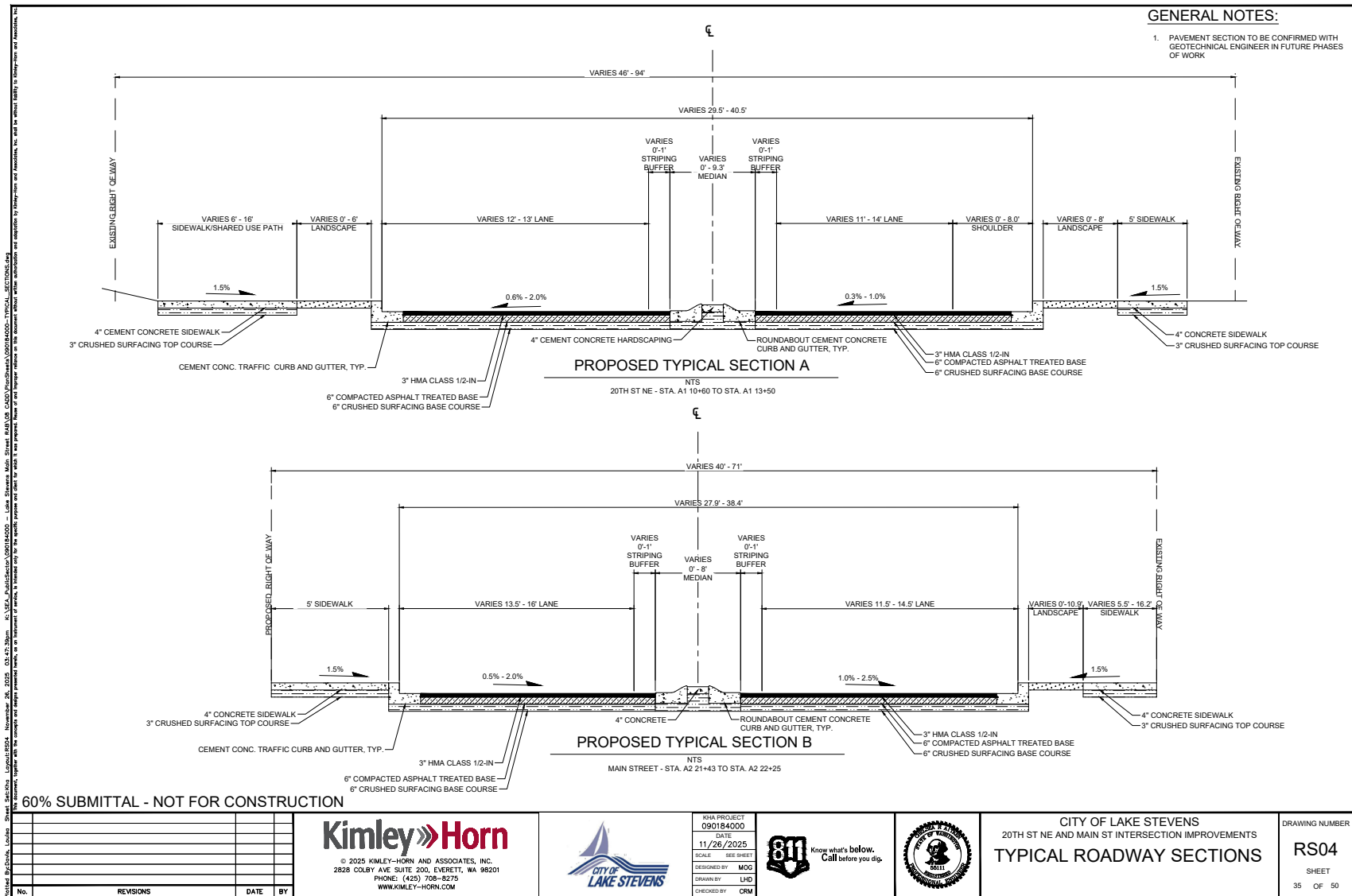
Appendix

20th St NE and Main Street Roundabout

Plan Overview

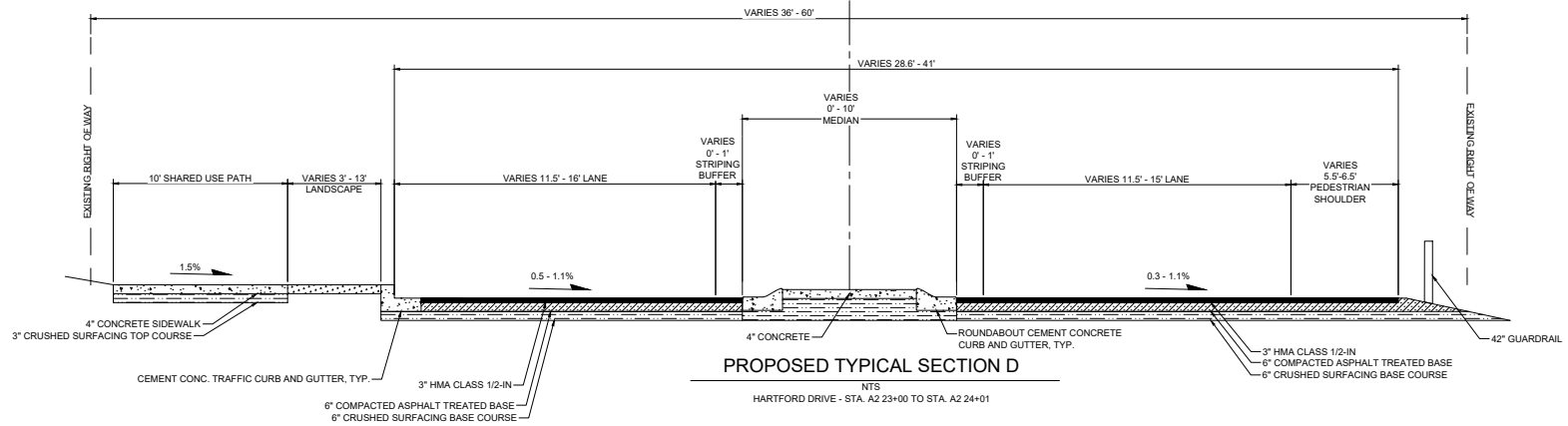
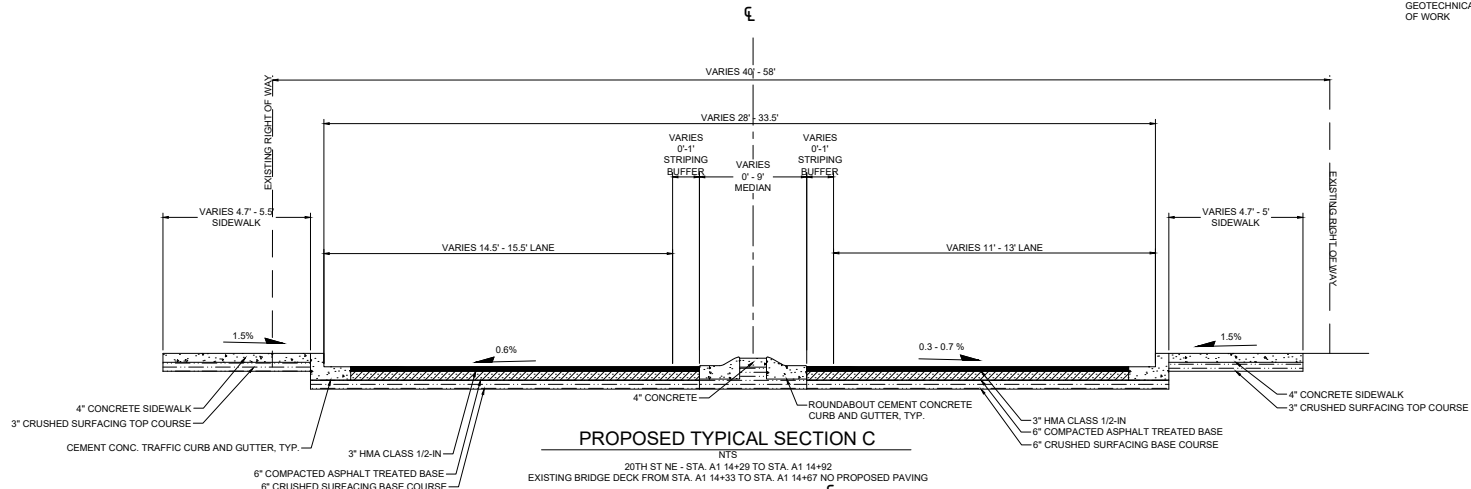


Typical Cross Sections



GENERAL NOTES:

1. PAVEMENT SECTION TO BE CONFIRMED WITH GEOTECHNICAL ENGINEER IN FUTURE PHASES OF WORK



60% SUBMITTAL - NOT FOR CONSTRUCTION

No.	REVISIONS	DATE	BY

Kimley»Horn

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PHONE: (425) 708-8275
WWW.KIMLEY-HORN.COM



KHA PROJECT	090184000
DATE	11/26/2025
SCALE	AS SHOWN
DESIGNED BY	MOD
DRAWN BY	LHD
CHECKED BY	CRM



Know what's below.
Call before you dig.



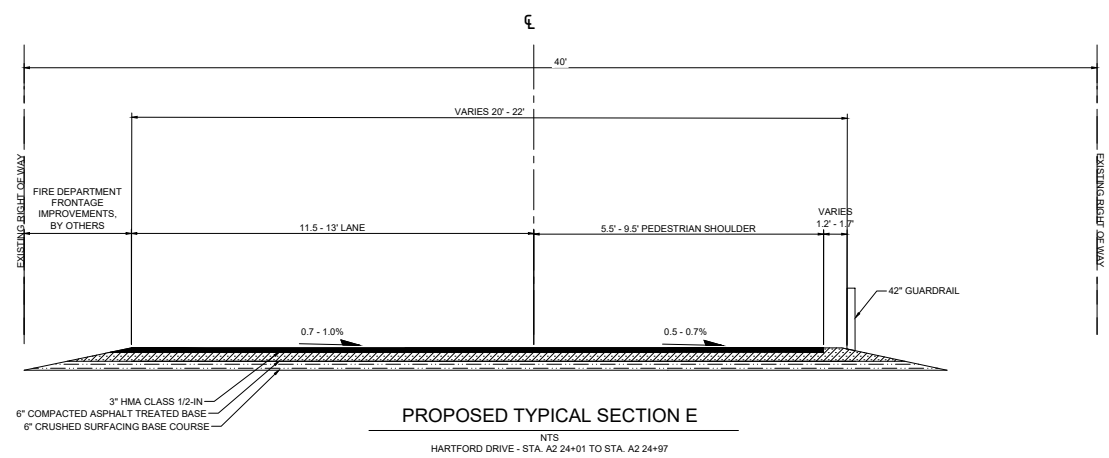
CITY OF LAKE STEVENS
20TH ST NE AND MAIN ST INTERSECTION IMPROVEMENTS
TYPICAL ROADWAY SECTIONS

DRAWING NUMBER

RS05

SHEET
36 OF 50

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This document, together with the conditions and safety precautions herein, is to be used only for the specific project and shall not be used for any other project without the written authorization and approval of Kimley-Horn and Associates, Inc. and its related liability to the City of Lake Stevens, WA.



- GENERAL NOTES:**
1. PAVEMENT SECTION TO BE CONFIRMED WITH GEOTECHNICAL ENGINEER IN FUTURE PHASES OF WORK

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No.	REVISIONS	DATE	BY



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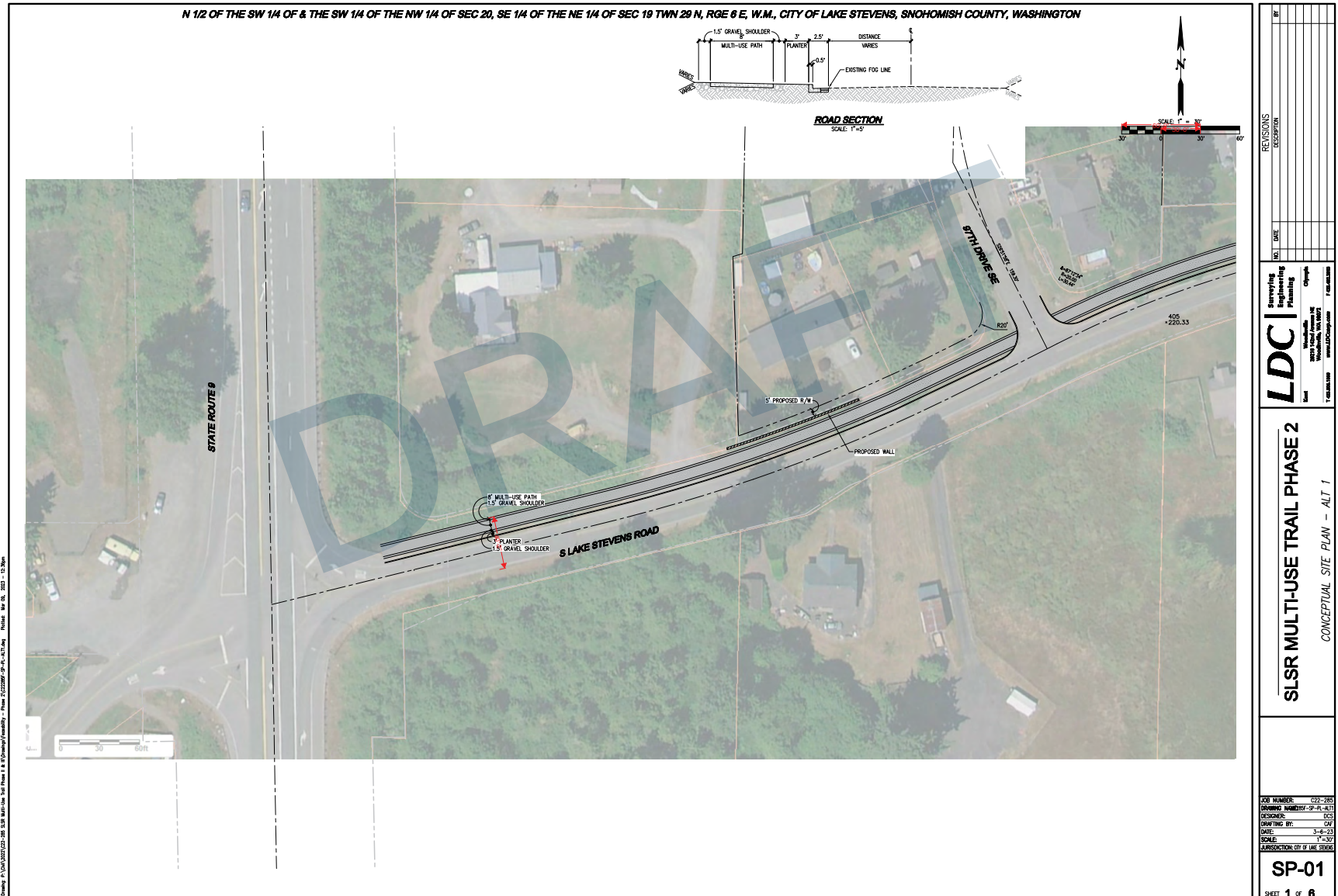
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DATE	11/26/2025
SCALE	AS SHOWN
DESIGNED BY	MOD
DRAWN BY	LHD
CHECKED BY	CRM



CITY OF LAKE STEVENS
20TH ST NE AND MAIN ST INTERSECTION IMPROVEMENTS
TYPICAL ROADWAY SECTIONS

DRAWING NUMBER
RS06
SHEET
37 OF 50

South Lake Stevens Sidepath Path Phase II



ROAD SECTION
SCALE: 1" = 5'

1.5' GRAVEL SHOULDER
MULTI-USE PATH
3' PLANTER
2.5' DISTANCE VARIES
EXISTING FOG LINE

Sufficient width exists along this corridor for 10 ft sidepath, planter, 11-ft travel lanes, 7-ft buffered bike lane (eastbound), and 6+ ft parking lane.

5' PROPOSED R/W
8' MULTI-USE PATH
1.5' GRAVEL SHOULDER
5' PLANTER
1.5' GRAVEL SHOULDER
PROPOSED WALL
Accommodate crossings: Review sight distance along curve.

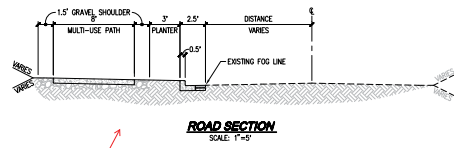
405
+220.33

Accommodate crossings: Review sight distance along curve.

SCALE: 1" = 30'

0 30'

30' 0 30'

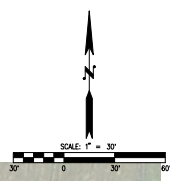


SCALE: 1" = 30'

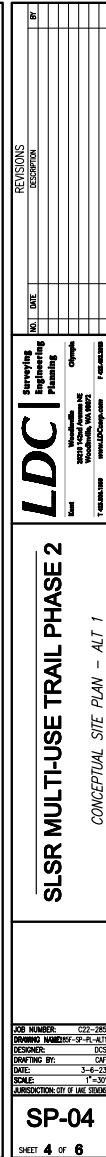
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SP-03	
SHEET 3 of 6	
CONCEPTUAL SITE PLAN - ALT 1	
SLSR MULTI-USE TRAIL PHASE 2	
LDC Surveying Engineering Planning	
10000 1st Avenue SE Burien, WA 98148 206.835.1234 www.LDCgroup.com	
NO.	DATE
REVISIONS	
DESCRIPTION	DATE
JOB NUMBER: 22-245	
DRAWING NUMBER: SP-03-ALT1	
DESIGNER: LDC	
DRAWING BY: J-H/CH	
DATE: 3-6-23	
SCALE: 1"=30'	
JURISDICTION: CITY OF LAKE STEVENS	

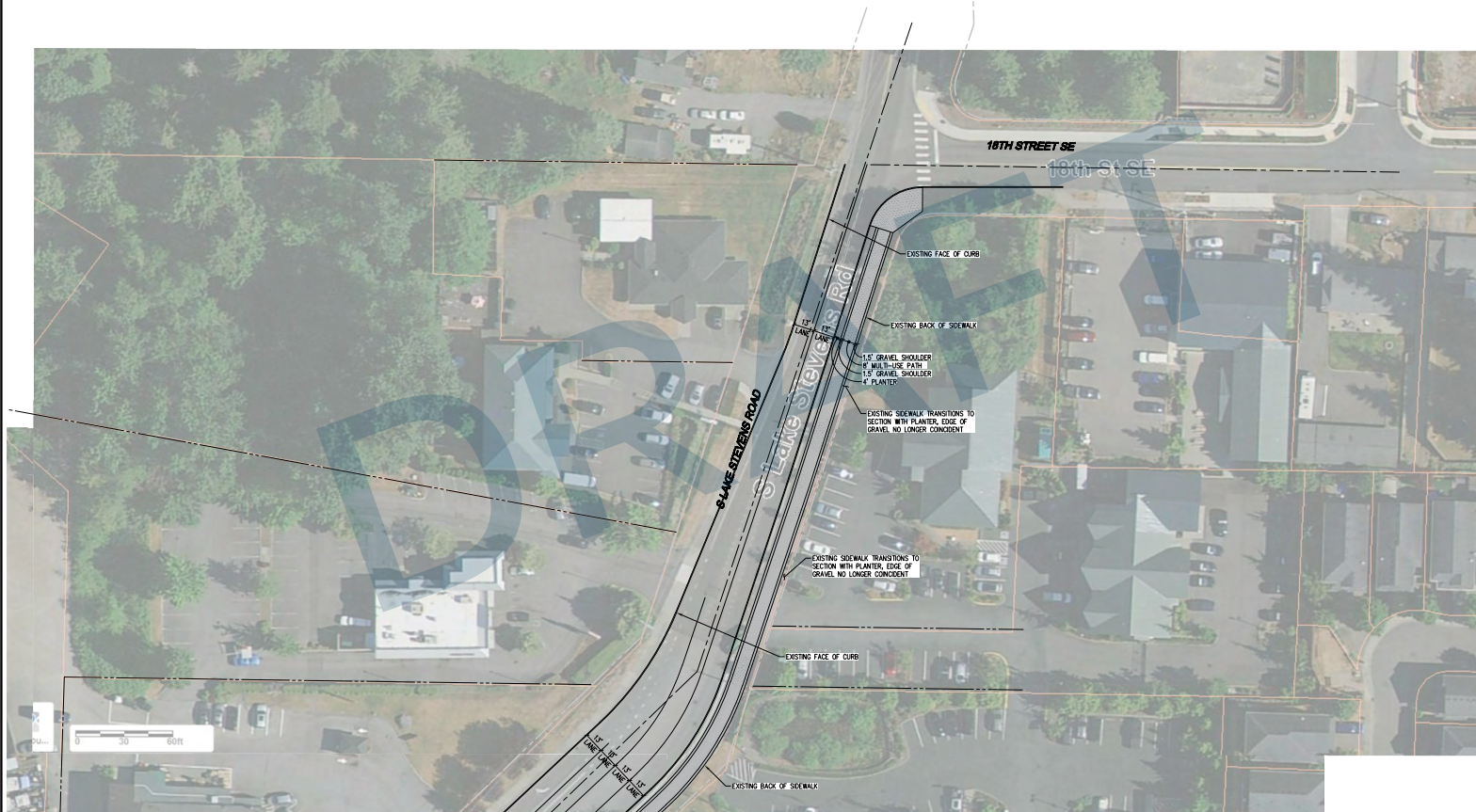
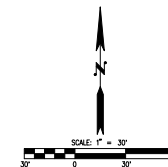


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SP-04

SHEET 4 OF 6

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DRAWING BY: 3-6		
DATE: 1-1-82		
SCALE: 1"=100'		
JURISDICTION: CITY OF LAKELAND		

SP-06

SHEET 6 OF 6

SLSR MULTI-USE TRAIL PHASE 2

Name: **David L. Calkins**
 Title: **President**
 Address: **2000 S. W. 10th Ave**
 City: **Weston, FL 33391**

NO. DATE
 REVISIONS
 DESCRIPTION

BY