

# Multimodal Healthy Streets Pilot Proposal

LFP City Council COW

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Proposal drafted by councilmembers French, Riddle, Goldman

# Motivations and Goals

- We want to encourage more people to get around the city by walking and cycling
- Some streets are known for “cut-through” traffic which makes them less safe for non-motorized uses
- Inspiration – Seattle’s “Healthy Street” program



- Before we implement this throughout the city, we want to pilot it on ~3 streets that we selected

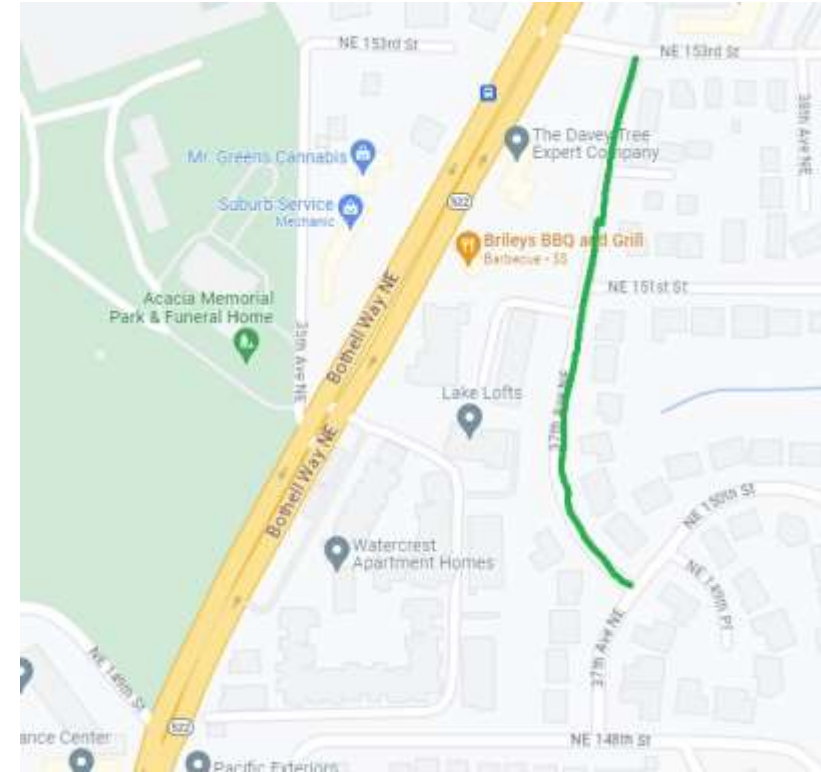
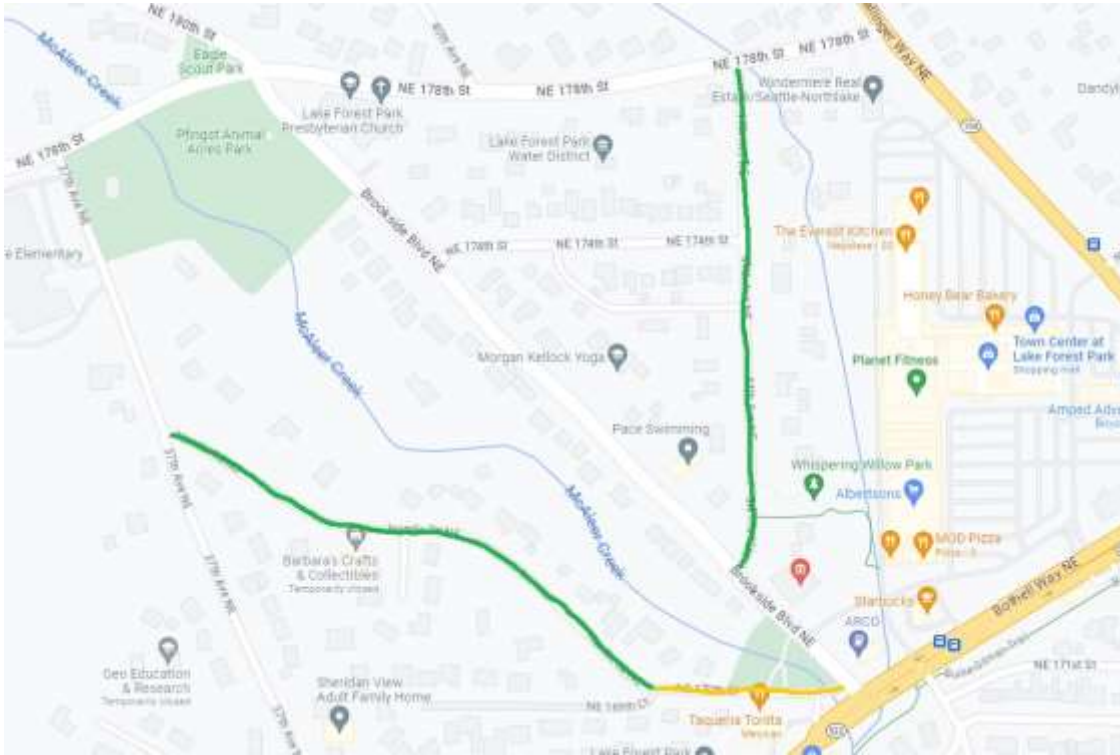
# What would go into choosing streets

- Strong neighborhood support
- History of cut-through traffic
- Not feasible for more expensive traffic calming measures
- Distributed throughout the city
- Local and emergency vehicles would continue to have access

# What went into choosing pilot streets

- Reached out to neighbors, city staff
- Anecdotal history of complaints about cut through traffic
- Different parts of city
- Parallel to larger roads (e.g. Bothell Way, Ballinger Way)
- Not too large / too much vehicle volume

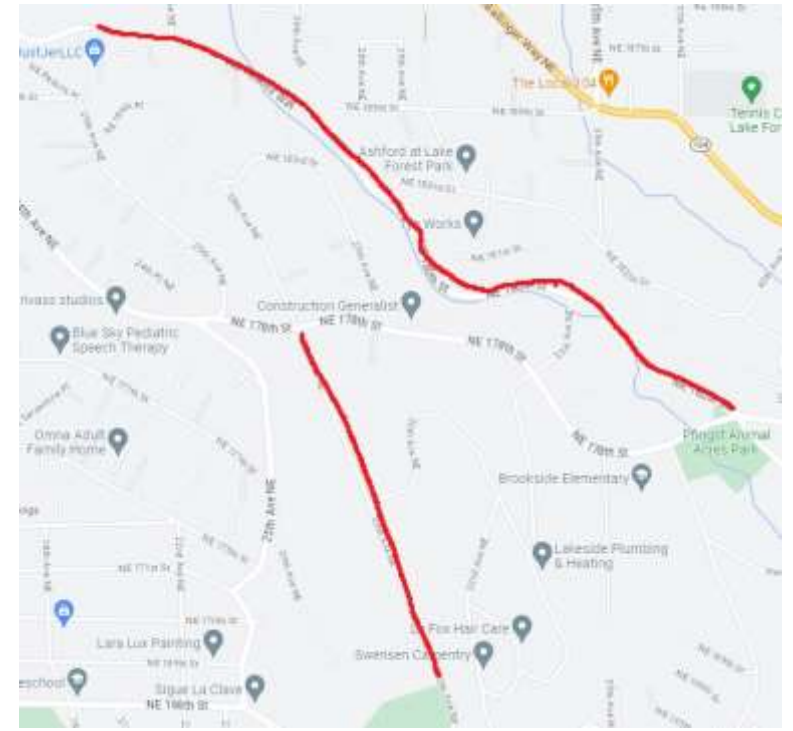
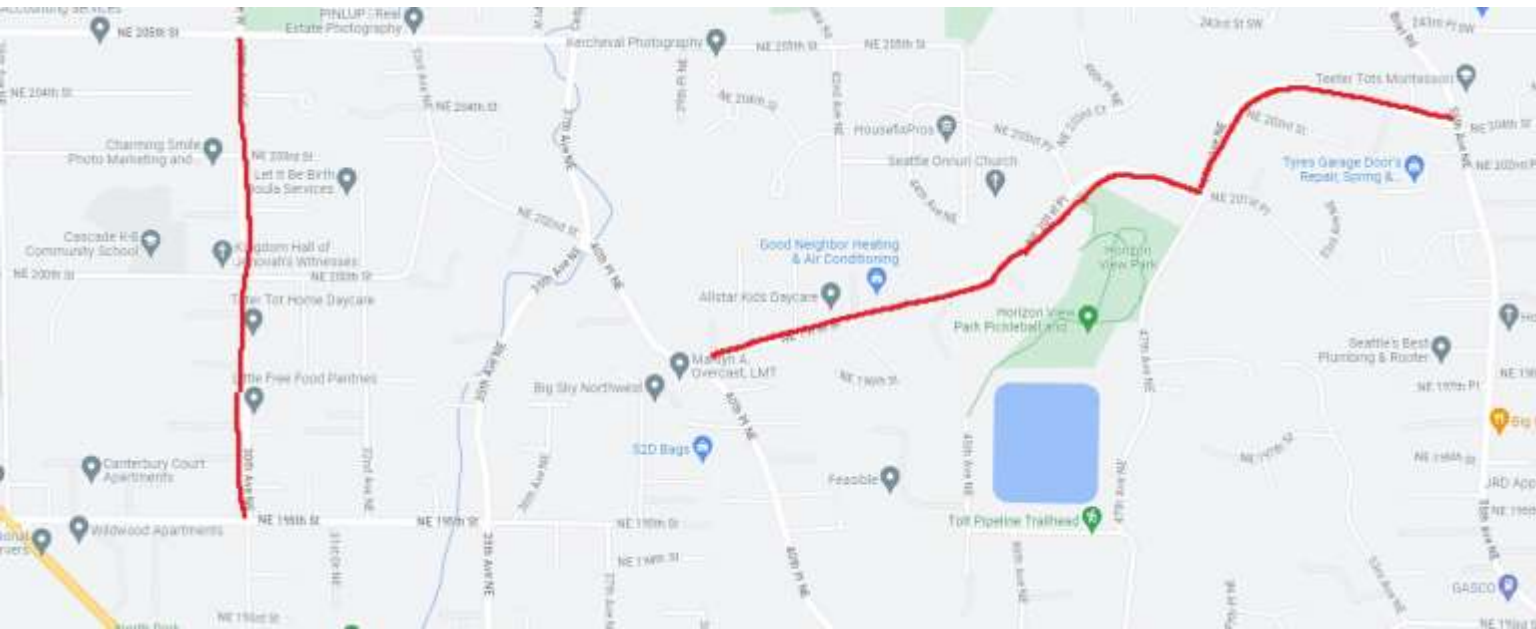
# Pilot streets we selected



- Hamlin Road between 37<sup>th</sup> Ave and 169<sup>th</sup> Ct
  - Option – extend along 170<sup>th</sup> St to Brookside Blvd
- 44<sup>th</sup> Ave between 178<sup>th</sup> St and Brookside Blvd
- 37<sup>th</sup> Ave between 153<sup>rd</sup> St and 150<sup>th</sup> St

# Some roads we considered but ruled out for the pilot

- 197<sup>th</sup>/ 201<sup>st</sup>/204<sup>th</sup> St near Horizon View park – not really a more major alternative route
- 30<sup>th</sup> Ave between 195<sup>th</sup>-205<sup>th</sup> St – border with Shoreline, would require collaboration
- Perkins Way / 180<sup>th</sup> St – too large
- 28<sup>th</sup> Ave near Grace Cole park – not really a cut-through area
- If the pilot is successful, some of these could be candidates for a 2<sup>nd</sup> phase



# Evaluating Success

- Collect qualitative feedback from residents
  - Is the road safer for them to walk/bike/play/etc.?
- Collect quantitative data on road use
  - Number of vehicles, vehicle speeds, etc.
  - Ensure this does not have a substantial impact on nearby streets?
- Length of pilot – 6 or 12 months
- If the pilot is successful, we could develop a permanent program
  - Neighborhoods could petition to convert 1 of their streets into a Multimodal Healthy street
  - We discussed a similar approach at a previous COW for parking permits

Any questions?