

# Revised Multimodal Healthy Streets Pilot Proposal

LFP City Council COW

September 25, 2023

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

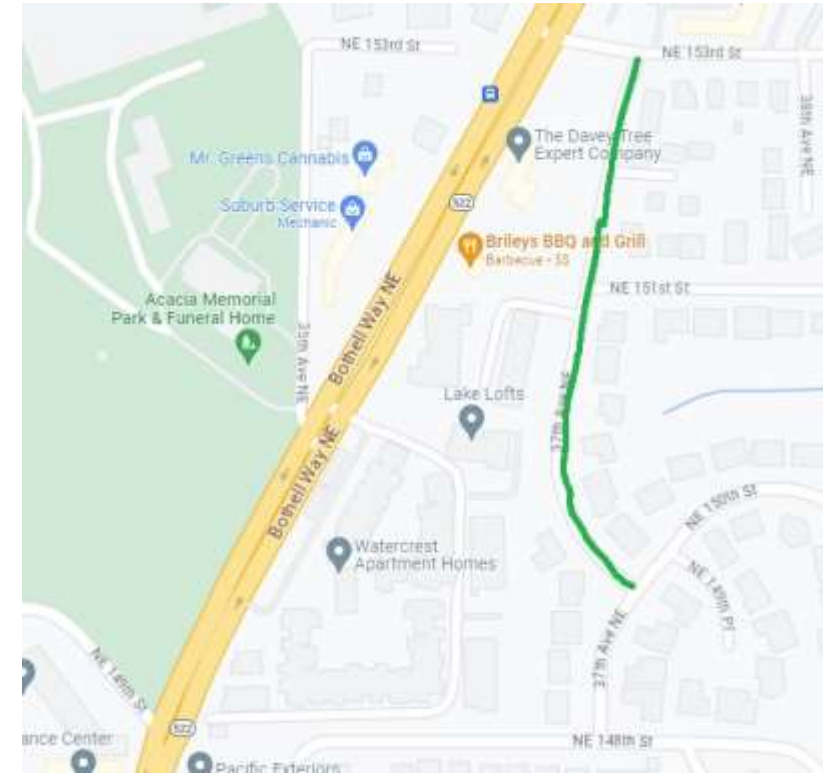
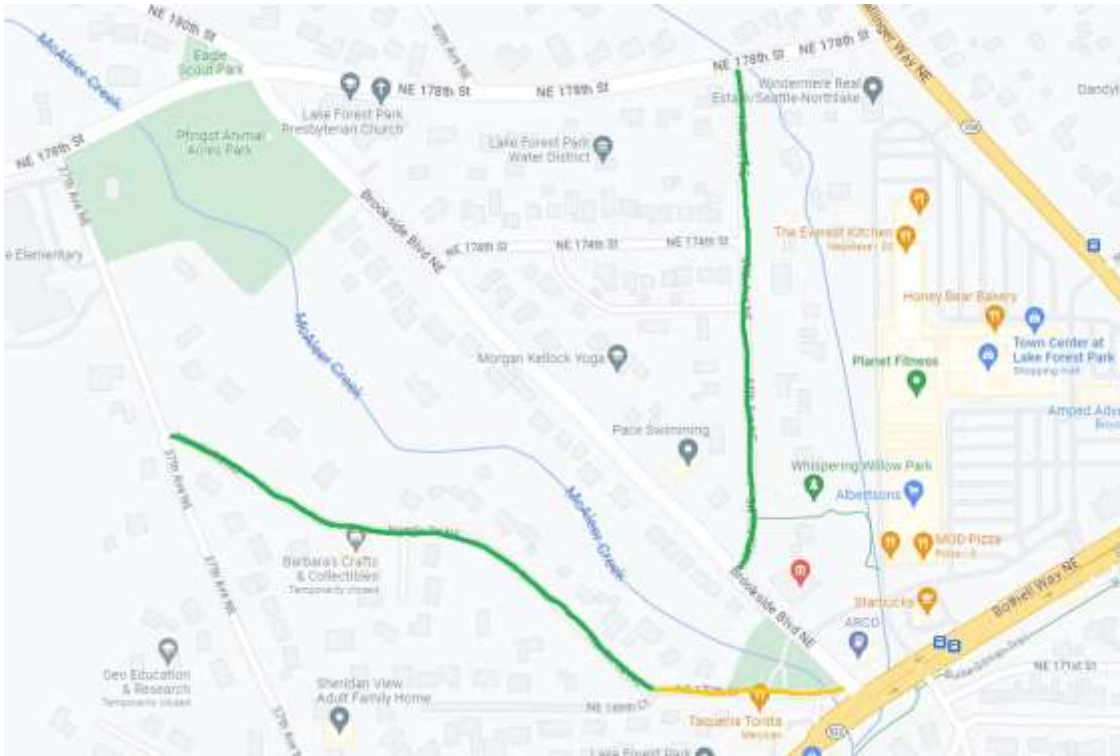


- Before we implement this throughout the city, we want to pilot it on ~3 streets that we selected

# Changes from the version presented at the August COW

- More emphasis on community support – a bottom-up approach
- For the 3 pilot streets, city staff will reach out to residents to ask for their general agreement
- For future streets, city staff will accept applications from residents along a street
- The council would vote on future street conversions
- Since we know this works in other cities, more focus on how LFP can implement it in a practical sense

# Pilot streets city will reach out about (in green)



- Hamlin Road between 37<sup>th</sup> Ave and 169<sup>th</sup> Ct
- 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

# Key language from ordinance

- Section 2. INITIATE PROGRAM. Council directs the Administration to:
  1. Reach out to residents along "pilot" streets identified herein. Staff should gauge interest of the residents for converting those streets into multimodal streets. With a 2/3 supermajority , the city shall move forward with a conversion. Pilot streets:
    - Hamlin Rd NE between 37th Ave NE and NE 169th Ct
    - 44<sup>th</sup> Ave NE between NE 178th St and Brookside Blvd NE
    - 37<sup>th</sup> Ave NE between NE 153rd St and NE 150th St
  2. Establish an application process where residents along any street can request the city convert that street to multimodal with a 2/3 supermajority
  3. Establish standards with LFPPW for signage/barriers at either end of the Health Street that allow local, emergency, and delivery access.
  4. Create standardized method to determine if a street can safely be converted into a Healthy Street prioritizing multimodal safety over vehicular traffic on a seasonal or permanent basis.

# Key language from program draft

- **PROCESS:** Requests for a residential street into a Pedestrian Street should come from the residents and users of that street. Streets will be considered based on the criteria below. A street may be converted only after a Public Meeting has been held and the City Council approves its inclusion in the program. Pedestrian Streets may be seasonal or permanent.
- **STREET CONVERSION:** Public Works Department shall implement appropriate features to designate that the street is part of the program. Signage at the entrances to the street is a required feature. Additional non-permanent features can be added by the residents of the street like handball courts, hopscotch, basketball, etc. as long as it does not impede local and emergency travel through the street.
- **OVERSIGHT:** The program will be managed by the Lake Forest Park Public Works Department in partnership with the Lake Forest Park Police Department.
- **REVIEW:** Pedestrian Streets should be reviewed for need, upkeep costs, and neighborhood interest on an annual basis. Removal from the program to be based on either a street no longer meeting the Criteria or by neighborhood request with 2/3 majority neighborhood support.

# Key criteria from program draft

- In selecting a street, the following criteria shall be considered:
  - 2/3 majority among neighborhood residents
  - No impact to emergency service access to impacted area
  - No impact to delivery of mail, packages, and other delivery services
  - Public Work has the capacity to implement the necessary signage
  - Does not meet traditional traffic calming criteria
  - Experiences negative impact from cut through traffic
  - Streets are distributed throughout the City

Any questions?