

Revised Healthy Streets Proposal

LFP City Council

February 2024

Proposal drafted by councilmembers 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
- Provide local residents with the ability to request this



Changes from the version presented at September 2023

- City staff will accept applications from residents along a street
- We don't want this to be duplicative with the city's Traffic Calming Group
- Traffic Calming Group already has authority to make some changes
 - Moveable speed radar signs
 - Modified signage or paint
 - Speed bumps / raised crosswalks
 - Lighting
 - Education
- The feeling from city staff and CMs Riddle and Goldman is that it would be better for the council to grant the traffic calming group authority to designate streets as healthy streets, rather than make this a separate parallel program

Pilot Streets?

- Should the city council designate pilot streets to start with? Or to reach out to residents along?
- There are certain considerations for what would be a successful healthy street
 - Should not be an arterial
 - Should not have commercial or multifamily residences
- Based on that, it makes sense to have residents apply, and if their street meets the initial criteria, then the traffic calming group can move forward

Key language from resolution

- NOW, THEREFORE, the City Council of the City of Lake Forest Park, Washington supports the inclusion of a Healthy Streets Program within the Neighborhood Traffic Calming Program:
- The Council supports the Neighborhood Traffic Calming Program adding a Healthy Streets program (the “Program”) to their traffic calming options with the goals of lessening the impact of cut through traffic and increasing safety and enjoyment of residents on their streets and anticipates the Program will include:
 - A. The Program should allow conversion of residential streets as requested that qualify for the Program. The Program should consider including the following:
 - 1. Create or update a publicly accessible GIS map on the City Website that provides road designations for all City and State roads - Arterials, Neighborhood Arterials, Neighborhood Collectors, and Neighborhood Roads; and

Key language from resolution

- 2. Use road designations to determine inclusion in the Program;
 - a. Roads designated as Arterials, Neighborhood Arterials, and Neighborhood Roads with direct access to property types other than single family/middle housing are not eligible to be a Healthy Street;
 - b. Neighborhood Collectors may be considered after a traffic study has been performed at the discretion of the Neighborhood Traffic Calming Program; and
- 3. Establish standard signage design that communicates Healthy Streets allow local vehicular traffic, emergency services, road maintenance, emergency detours by the City, delivery access, and all essential vehicles; and
- 4. Establish standards for determining selection of signage, barriers, street artwork, or other features to visually indicate entrances to Healthy Streets;
- 5. Track capital costs of implementation for tracking purposes; and
- B. The Program's application process should follow the current process for a resident to request traffic Calming from the Neighborhood Traffic Calming Program;