

RESOLUTION NO. 24-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE FOREST PARK, WASHINGTON, SUPPORTING THE ADDITION OF A HEALTHY STREETS INITIATIVE WITHIN THE NEIGHBORHOOD TRAFFIC CALMING PROGRAM WITH THE GOAL OF INCREASING SAFETY AND ENJOYMENT OF RESIDENTS ON THEIR STREETS.

WHEREAS, the City recognizes the importance for everyone to enjoy shared public spaces; and

WHEREAS, the City has many public residential streets where residents enjoy taking walks, walking their pets, socializing with neighbors, and playing with friends; and

WHEREAS, vehicles traveling at excessive speeds or traveling near pedestrians can create unsafe conditions therefore discouraging people to use their streets for nonmotorized uses; and

WHEREAS, many of these public residential streets do not qualify for, or would require cost prohibited traffic calming measures through the City's Neighborhood Traffic Calming Program; and

WHEREAS, the Neighborhood Traffic Calming Program should have another option when current options are too costly or would produce an undesirable outcome; and

WHEREAS, the opening of two Link Light Rail stations in Shoreline will presumably increase traffic through our City, a portion of which will presumably use residential streets; and

WHEREAS, the Lake Forest Park Police Department is committed to the Washington Traffic Safety Commission Target Zero initiative to reduce traffic deaths and serious injuries to zero by 2030; and

WHEREAS, "Healthy Streets" is a term used to describe streets that are designated as a place open to people walking, rolling, biking, and playing; while not allowing vehicles other than those operated by local residents, guests, emergency services, deliveries, and other essential vehicles to utilize Healthy Streets;

WHEREAS, designating certain residential streets as a Healthy Street can promote more pedestrian friendly streets.

NOW, THEREFORE, the City Council of the City of Lake Forest Park, Washington supports the inclusion of a Healthy Streets initiative ("Initiative") within the existing Neighborhood Traffic Calming Program with the goal of increasing pedestrian safety and enjoyment of residents on their streets and anticipates the Initiative will include:

A. The Initiative should allow for the designation of residential streets as requested that qualify for the Initiative. The Initiative should consider including the following:

1. Provide a publicly accessible map on the City's Website identifying which streets may apply for the Healthy Streets Initiative; and
2. Establish standard signage that communicates that Healthy Streets allow only local vehicular traffic, emergency services, and other essential vehicles; and
3. Establish standard features such as signage, street artwork, or other improvements to visually indicate entrances to Healthy Streets; and
4. Track implementation capital costs.

B. The Initiative's application process shall follow the established process used to request traffic calming measures from the Neighborhood Traffic Calming Program; and

Section 2. SEVERABILITY. Should any portion of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 3. CORRECTIONS. The City Clerk is authorized to make necessary corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 4. EFFECTIVE DATE.

PASSED BY A MAJORITY VOTE of the members of the Lake Forest Park City Council this _____ day of Month, 2024.

Appendix 1: Potential criteria the Traffic Calming Group might use:

- Roads classified by **King County iMap** as arterials and collectors **and show the border of Lake Forest Park are ineligible**
- Roads that **directly serve or are the sole access for** commercial properties, multifamily residential buildings, and schools **are ineligible**
- Cul de sacs and dead end streets **not accessed off of an existing Healthy Street are ineligible**
- Roads that serve as the primary vehicle conduit through a neighborhood **are ineligible**

Attachment 2: map showing ineligible streets