

## How does the Stay Healthy Streets strategy compare to traditional open street events?

When people first hear about Stay Healthy Streets, many are hesitant. Why, they say, would you want to encourage people to congregate in the street? This misconception is understandable, and based on the traditional notion of open street events which were limited in time and place, and where the measure of success was how many people turned out. So how does an open street strategy make sense in an era where we must keep people 6' apart for the foreseeable future, and discourage gatherings? Let's take a look at the differences.

### How Stay Healthy Streets are different cheat sheet

	<b>Traditional open street events</b>	<b>New Stay Healthy Streets</b>
<b>Primary goal</b>	Community event with lots of people	Space for socially distant recreation and essential transportation that may help relieve pressure on overcrowded parks, trails, and sidewalks
<b>Activity</b>	People gather and linger and engage with local community	People move through the space while maintaining social distance from each other
<b>Planning</b>	Takes months if not years to plan	Planned quickly utilizing community contacts from past City outreach and plans with previously conducted engagement
<b>Equity</b>	Many open street events originated in places with limited access to safe streets or parks	Stay Healthy Streets can be located to create spaces in communities with limited access to safe streets and park space sufficient for physical distancing
<b>Timeframe</b>	Time limited event	Open 24/7 throughout the summer, or until no longer necessary
<b>Location</b>	Limited space to create a destination for gathering	Widespread network to help disperse people throughout the city
<b>Staffing</b>	Requires staffing for outreach and set-up, and policing for constant monitoring.	Staffing required for set-up only. NGO organization of neighborhood volunteers to maintain and do occasional surveys
<b>Activities</b>	Often activated with booths and live music for a festival atmosphere	No government-organized activities
<b>Investment</b>	Costs can be significant for promotion, staffing, activities, and arterial crossing solutions.	Minimal costs due to earned media promotion, reduced staffing, no activities, existing traffic control materials, and simple designs.

## Frequently Asked Questions (FAQ)

### Would local businesses and residents still have access?

Yes. The “local access only” streets still allow access for people who live or work on that block. The streets where a travel lane or parking lane is converted to provide space for people walking, biking, and rolling would have openings for driveways and temporary load zones would be accommodated nearby when needed.

### What would Stay Healthy Streets look like?

On non-arterial streets, there will be a traffic cone and a sign at intersections saying the street is closed to through traffic, but open to people walking, biking, rolling, etc.

*(Image right; Seattle, WA)*

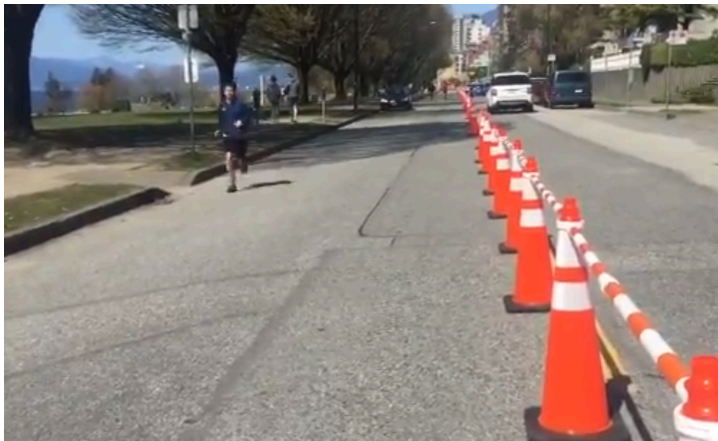


On arterial streets, assuming we can find enough materials, there will be a continuous barrier to separate people and drivers that looks something like this

*(Image below left; Vancouver, Canada).*

But where there are driveways, bus stops, or if the city runs out of materials, there will be gaps in the cones/barriers

*(Image below right; Brookline, MASS).*



### Would this require significant staff time or funding from the city?

The costs are minimal due to relying only on earned media promotion, staffing mainly for set up, no organized activities, usage of existing traffic control materials, and simple designs. For example, the recent Central District Stay Healthy Street on 25th Ave E only took a couple of SDOT staff members in a pick up truck to drop off some signs.

### Is this taking staff away from the West Seattle Bridge [or insert other transportation megaproject]?

No, bridge structural engineers are not the same people as the people who drive around in a pick-up truck and drop off some signs and cones.

#### How is equity being taken into consideration?

Stay Healthy Streets can be located to create spaces in communities with limited access to safe streets and park space sufficient for physical distancing, which can help reduce [over policing in our public spaces](#), which limits who feels comfortable or safe visiting those spaces. These routes should be located where community planning efforts have identified a need, and/or in consultation with leaders and groups that work on behalf of communities of color, where possible. Given the timeframe and coronavirus disruption, this may not always be possible.

It's also important to recognize that while Stay Healthy Streets will bring a multitude of physical and mental health benefits for the community, there may be some impacts such as reduced ease of parking on streets where parking lanes have been converted. These impacts should be observed and mitigated where appropriate.

#### What questions did you ask yourselves when designing this network?

1. Are there [parks that have been closed due to crowding](#) that Stay Healthy Streets could help relieve the pressure from? Are there scenic routes that could be a draw to help reduce crowding?
2. What are the community needs right now and for the summer for space for social distancing?
3. Are there trails that will likely become dangerously crowded during the summer months?
4. Are there [denser areas of your community](#) where few people have access to backyards or [gaps in the parks system](#)?
5. Are there priority routes that have been identified by community planning processes, especially those led by communities of color?
6. Is it possible to utilize neighborhood streets "convert to local access only" that don't require arterial intersection modifications or utilize existing neighborhood greenways?
7. Is it possible to avoid long routes on arterials with significant intersection conflicts, lots of busy driveways, heavy bus traffic, or heavy freight volumes?