

Alki Point Healthy Street

Evaluation Report 2024



Our Vision, Mission, Values, & Goals

Seattle is a thriving equitable community powered by dependable transportation. We're on a mission to deliver a transportation system that provides safe and affordable access to places and opportunities.

Core Values & Goals:

Equity, Safety, Mobility, Sustainability, Livability, and Excellence.



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Executive Summary - Key Findings

The Alki Point Healthy Street survey revealed strong community support for the permanent Healthy Street initiative, alongside constructive suggestions for further improvements. The Alki Point Healthy Street survey collected feedback from community members to assess the public's perception, usage, and potential improvements to the space. This summary highlights the key takeaways from survey responses received from 1,199 participants and data we collected from Summer to Fall of 2024.

Key Findings

Overall Support & Safety Perception

- A significant majority (71%) of respondents reported feeling safe on the Healthy Street. Additionally, 57% indicated that the walking and biking space has made them more likely to visit Alki Point.

Use of the Street

- The street has seen increased use by walkers, bikers, and drivers alike. The Alki Point Healthy Street hosts more people walking, biking, rolling and enjoying stationary activities per hour than many other streets with the same classification see in a full day.
- More people driving highlights the importance of a separated walking and biking path to support safety and usability.
- Overall vehicle speeds have reduced by approximately 2 miles per hour through the pilot to permanent transition.

Parking Concerns

- Parking remains a key topic of discussion. A recurring theme in the feedback was dissatisfaction with parking availability. Respondents pointed out the need to address parking challenges to improve the overall experience for visitors.
- Approximately 2% of respondents reported that parking concerns or confusion about street closed signs had prevented them from visiting Alki Point; of those who reported concerns about parking more than 70% were unaware of recently upgraded parking areas.
- The most desirable parking location on Alki Point (Beach Dr SW next to Constellation Park) consistently had more than 75% of spaces available throughout the data collection period.



Executive Summary – Community Suggestions

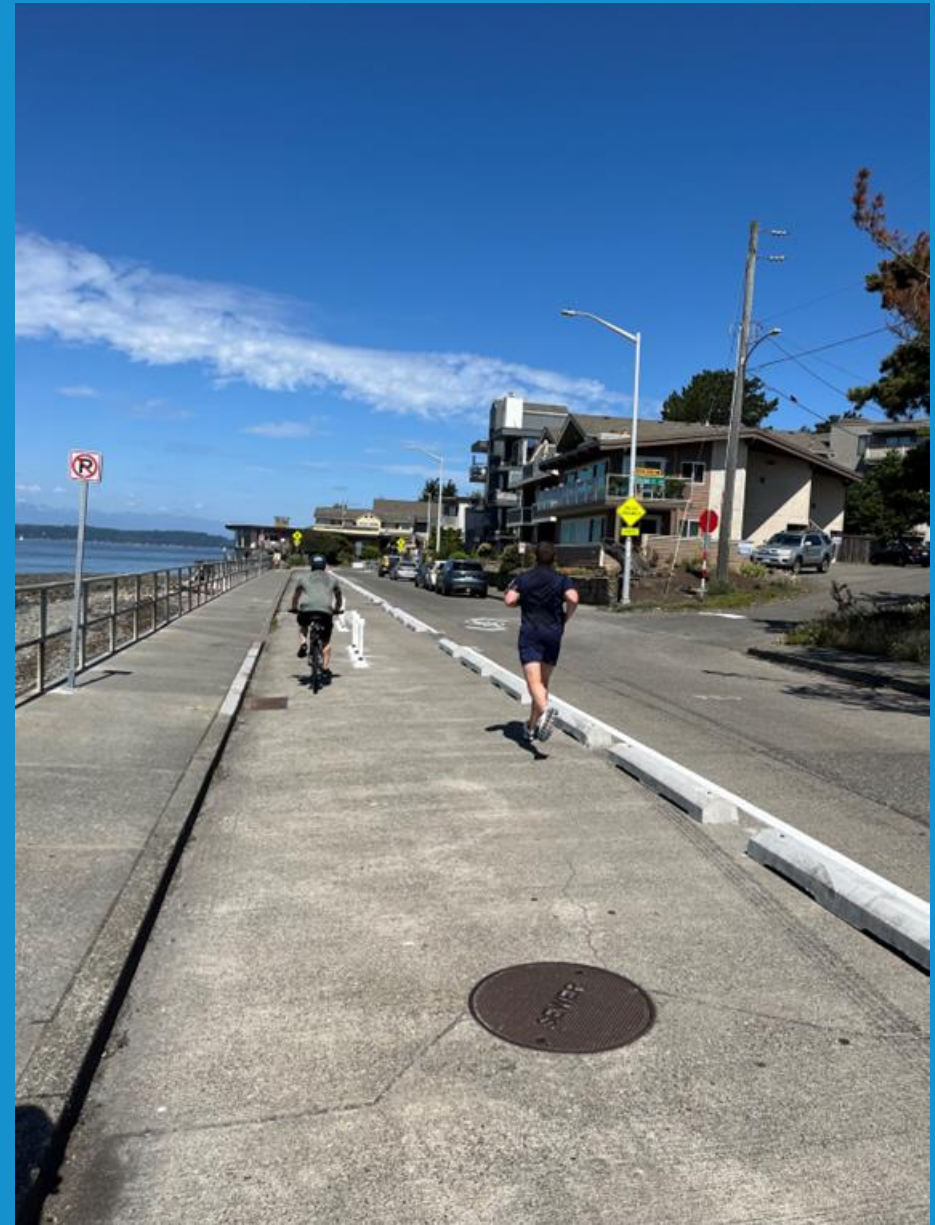
Overall, the survey indicates strong engagement and positive feedback about the Alki Point Healthy Street, with safety and accessibility being widely appreciated. However, recurring themes for improvement emerged, particularly regarding parking, signage, and specific infrastructure to encourage broader usage. Extending the walking/biking areas and introducing visually appealing elements such as street murals represent valuable opportunities to enhance the space further. To enhance the experience further, respondents offered the following recommendations:

Community Suggestions for Improvement

1. Extend the Path – Expand the walking and biking space to the end of Beach Dr SW.
2. Traffic Calming & Crossings – Add traffic calming measures and improve pedestrian crossings at 63rd Ave SW.
3. Street Operations – Consider making Beach Dr SW one-way for drivers, with added passing opportunities and speed humps to improve flow and safety.
4. Enhancements – Incorporate landscaping, street furniture, artwork, and programming to make the area more vibrant and inviting.
5. Parking Adjustments – Provide more ADA-friendly spaces, loading zones, and time-limited parking to better meet visitors' varied needs.



Introduction

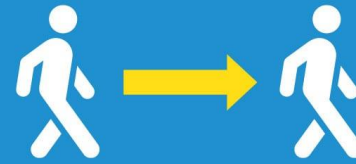


What is the Alki Point Healthy Street?

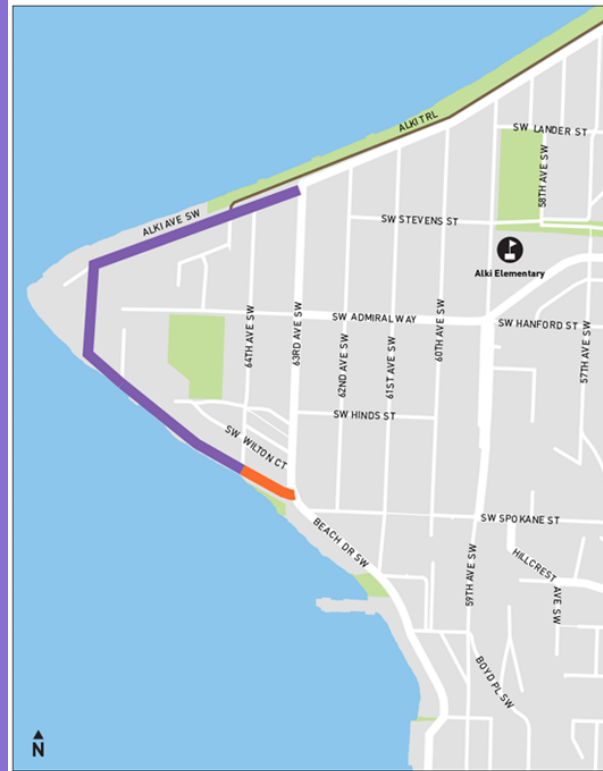
Since 2020, we've worked with Seattle Parks & Recreation and the community to enhance safety and accessibility for everyone who walks, bikes, and rolls at Alki Point. Over four years, the Healthy Street was evaluated and adjusted, and the call for permanent changes was heard. In Spring 2024, we constructed the first phase of improvements including:

- A path along Beach Drive SW for people walking, biking, and rolling
- 3 designated public parking areas
- Speed cushions to encourage safe driving
- A vehicle turn around at the end of the Alki Trail

KEEP IT MOVING
Stay Healthy Streets
Keep it Distant: 6 + feet



Project location



HEALTHY STREETS

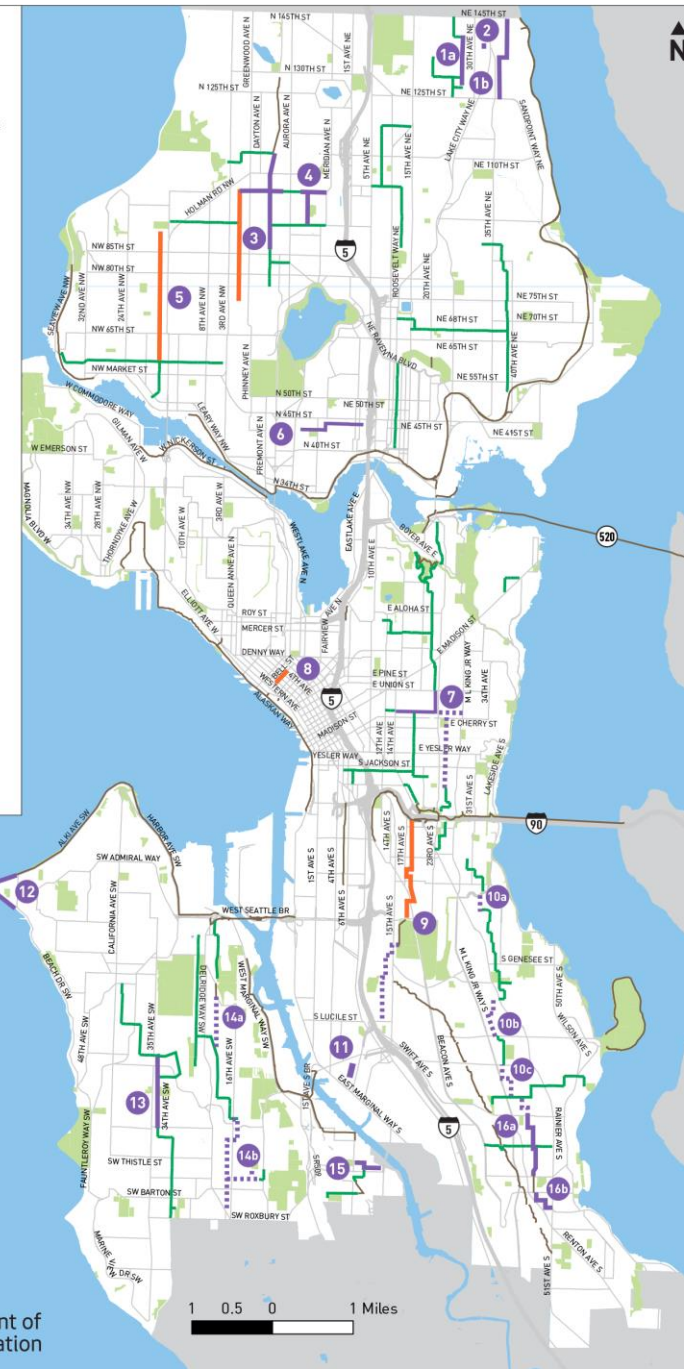
Alki Point

- Permanent
- Permanent upgrades to be completed at a later date
- Multi-use Trail

HEALTHY STREETS

- Under Review
- Permanent (In Design)
- In Pre-Construction or Construction
- Permanent (Construction Complete)
- Neighborhood Greenway
- Multi-use Trail

- 1a Lake City-Olympic Hills
- 1b Lake City-Cedar Park
- 2 Little Brook
- 3 Greenwood-1st Ave NW
- 4 Aurora-Licton Springs
- 5 Ballard
- 6 Wallingford
- 7 Central District
- 8 Bell Street
- 9 Beacon Hill
- 10a Mt Baker
- 10b Columbia City
- 10c Hillman City
- 11 Georgetown
- 12 Alki Point
- 13 High Point
- 14a Delridge
- 14b Highland Park
- 15 South Park
- 16a Othello
- 16b Rainier Beach



Alki Point Healthy Street Project History

2020

May 2020

Alki Point closed to reduce spread of COVID-19

Summer 2020

Citywide Survey

Alki Point #1 permanent upgrade requested

2021

March 2021

SDOT and SPR review five alternatives for future operation, and narrow to three alternatives

Fall 2021

Citywide outreach >2,000 responses

1. Permanent Healthy Street with Neighborhood Greenway Elements
2. Neighborhood Greenway with additional pedestrian space (only near beach)
3. One-way street with shared walking/biking path (full length)

2022

Spring/Summer 2022

SDOT develops Conceptual Design based on outreach

Fall 2022

Citywide Conceptual Design outreach

Design Elements:

1. Permanent Healthy Street
2. Enhanced traffic calming with speed humps and traffic circles
3. Curb bulbs and chicanes provide public space opportunities

2023

Spring/Summer 2023

SDOT revises conceptual design based on community request for separated walking space and dislike of curb bulbs/traffic circles:

1. Addition of 10' beach side walking and rolling space
2. Removal of traffic circles, curb bulbs and chicanes

Fall/Winter 2023

SDOT shares Final Design proposal

- Community raises concerns about parking and ADA accessibility
- SDOT adds parking lot and Benton Dr SW organization, ADA spaces

2024

Winter/Spring 2024

Additional stakeholder meetings about final design

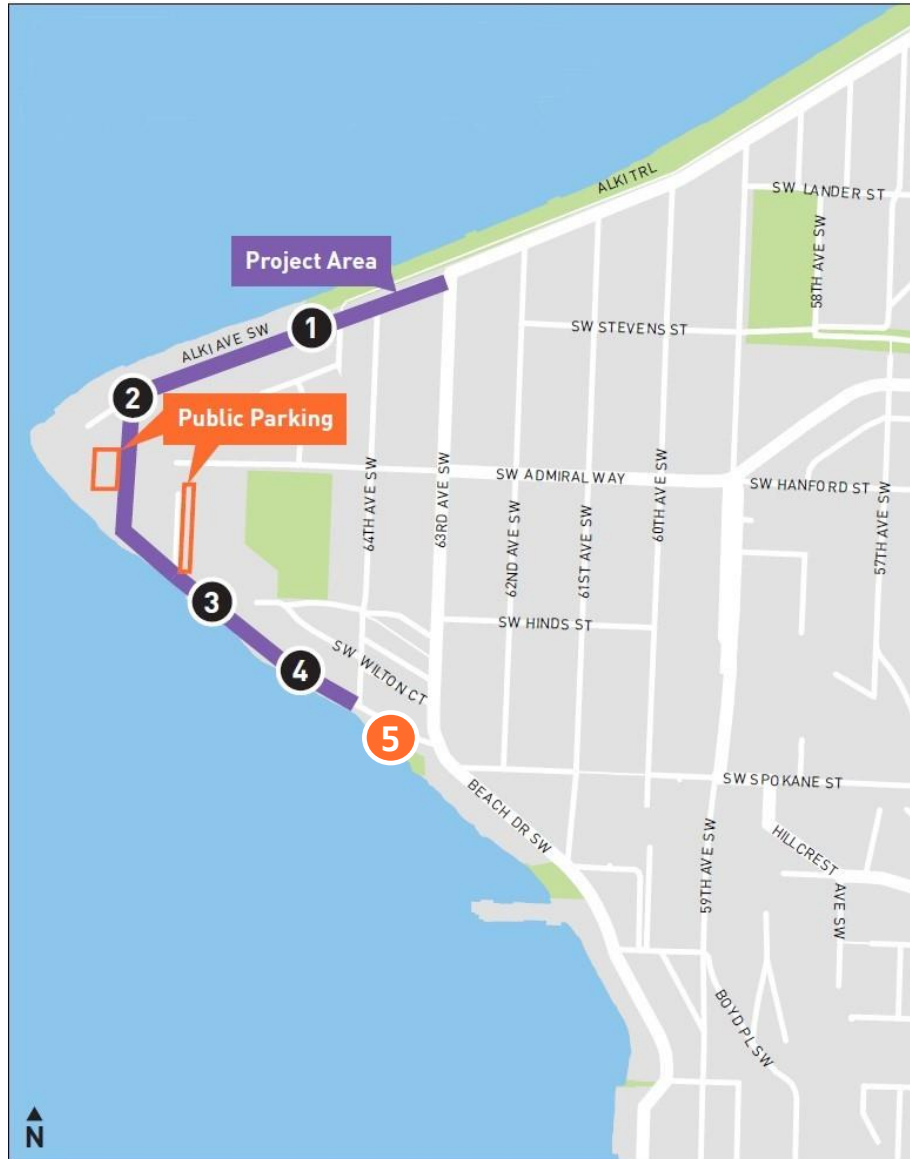
Addition of:

- Welcome signs
- Mural

Summer 2024

Permanent Healthy Street constructed

2024 Pilot to Permanent Healthy Street



1 Alki Ave SW & 64th Pl SW

- Paint & post cul-de-sac to give drivers an opportunity to turn around before the "street closed" sign

2 Alki Ave SW and Point Pl SW

- Neighborhood Greenway enhancements including speed humps to calm traffic and stop signs at intersecting streets

3 4 Alki Ave SW and Beach Dr SW

- 10 foot wide walking / biking space separated from traffic by concrete wheel stops

Public Parking

- Organization of two new public parking areas
- Designated 3 new ADA-accessible parking spaces
- Removal of parking along the beach side of Beach Dr SW

5 63rd Ave SW and Beach Dr SW

- King County wastewater Alki Standby Generator project, previously planned construction in 2024
- King County project postponed until 2025-26

2024 pilot to permanent Healthy Street

Pilot



Permanent



2024 pilot to permanent Healthy Street

Pilot



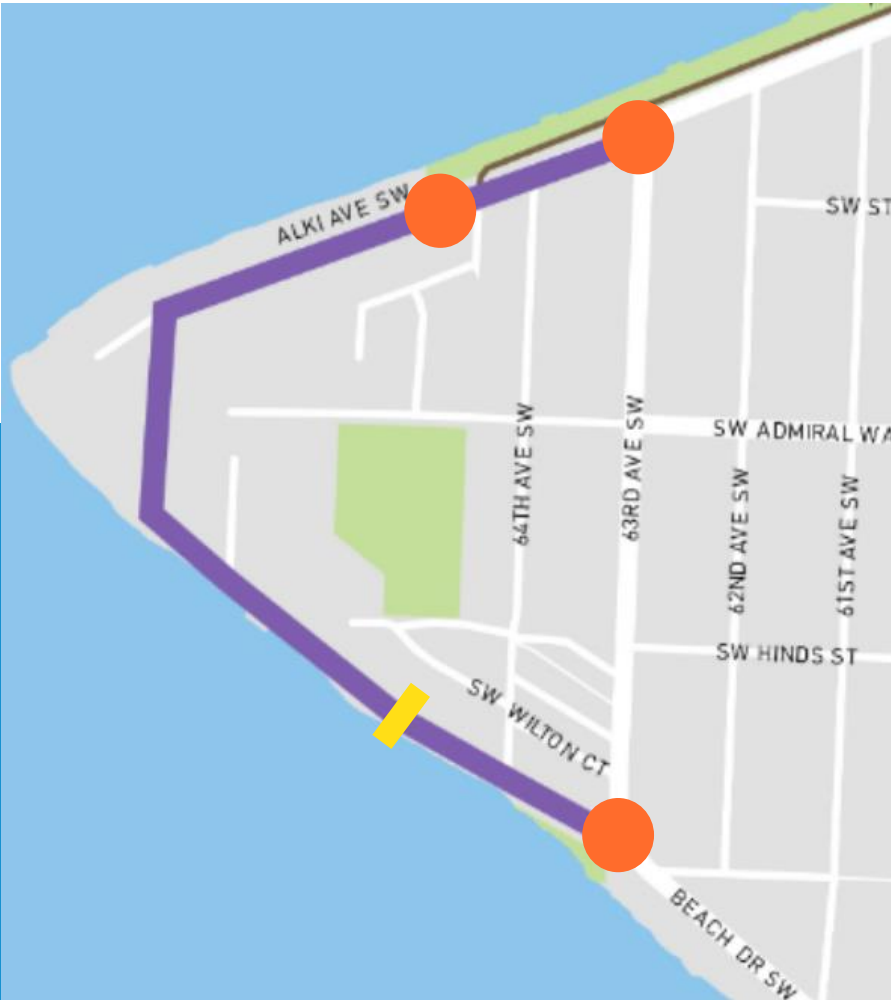
Permanent



Automated Data Evaluation




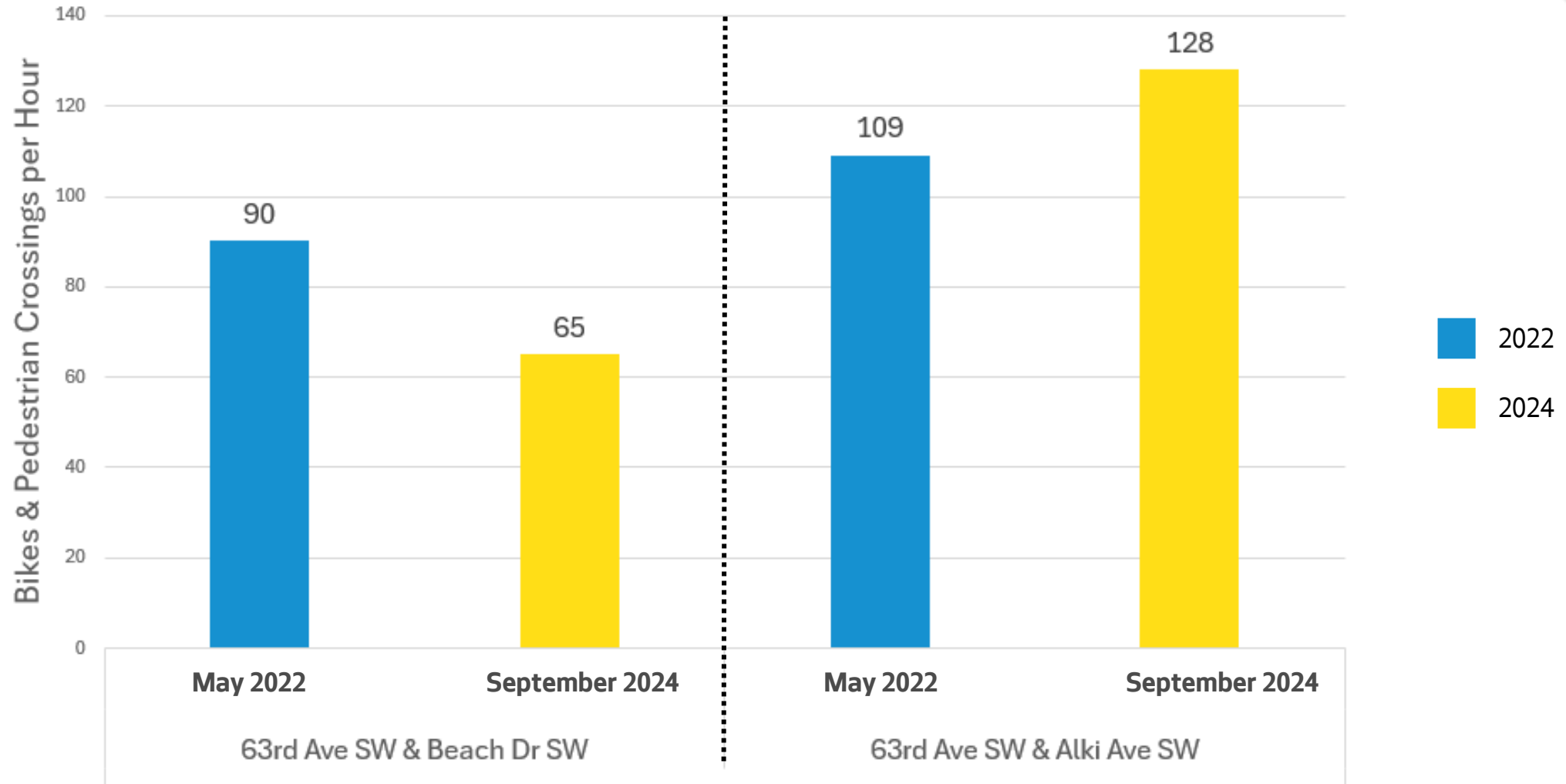
Automated data collection locations



Icon	Location	Type
	<ul style="list-style-type: none">Beach Dr SW NW/O 64th Ave SW	7-Day counts: <ul style="list-style-type: none"># of vehiclesDriving speed# of bikes
	<ul style="list-style-type: none">63rd Ave SW & Alki Ave SWAlki Ave SW SW/O 64th PI SW (at cul-de-sac)63rd Ave SW & Beach Dr SW	12-Hour counts: <ul style="list-style-type: none">People walkingPeople biking

People walking and biking per hour


Are there more
people walking,
rolling and biking?

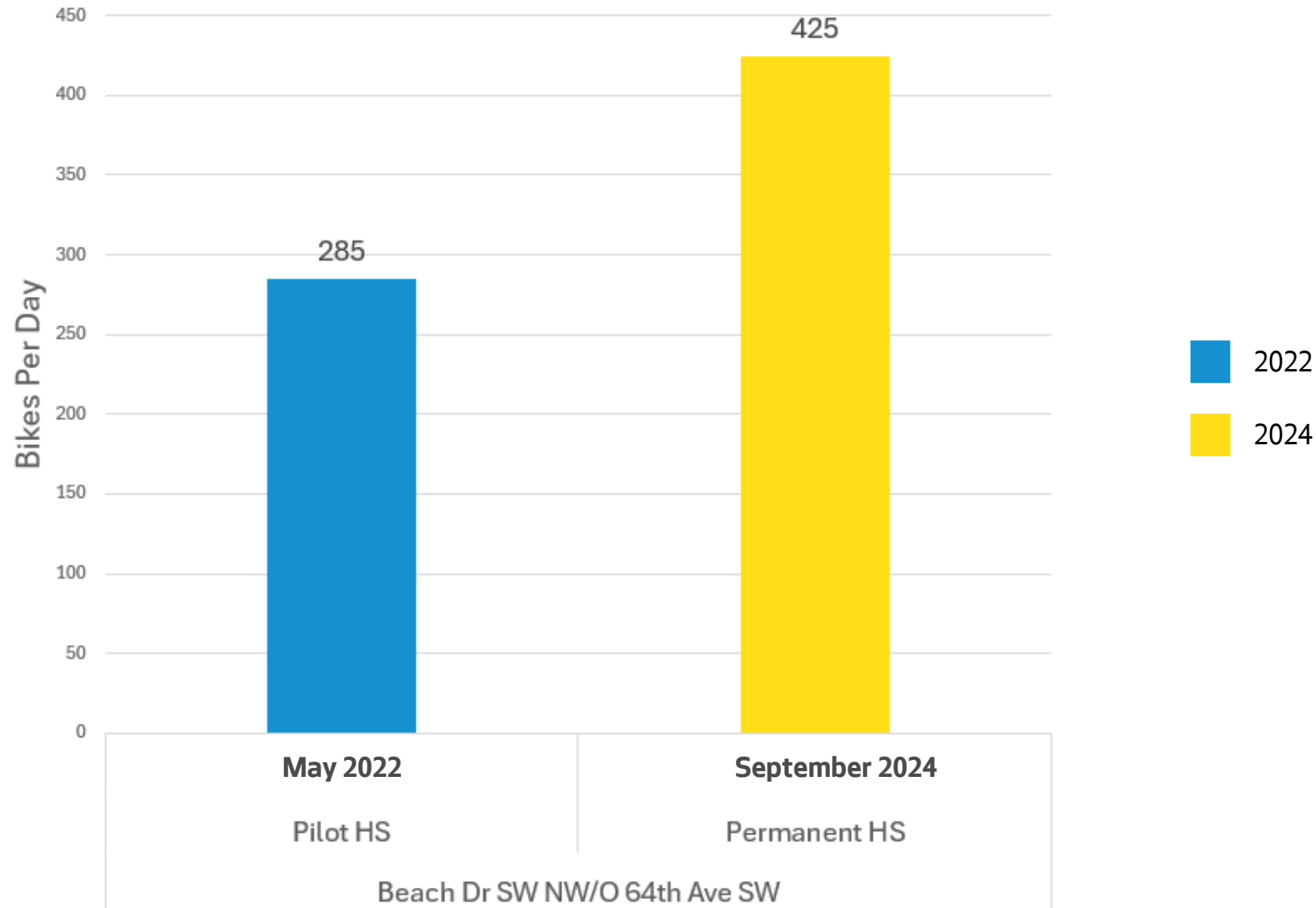


Peak Hour along Alki Point Healthy Street

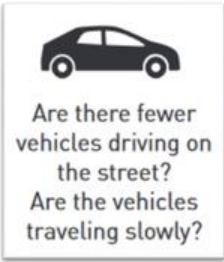
People biking per day (7-day average)



Are there more
people walking,
rolling and biking?



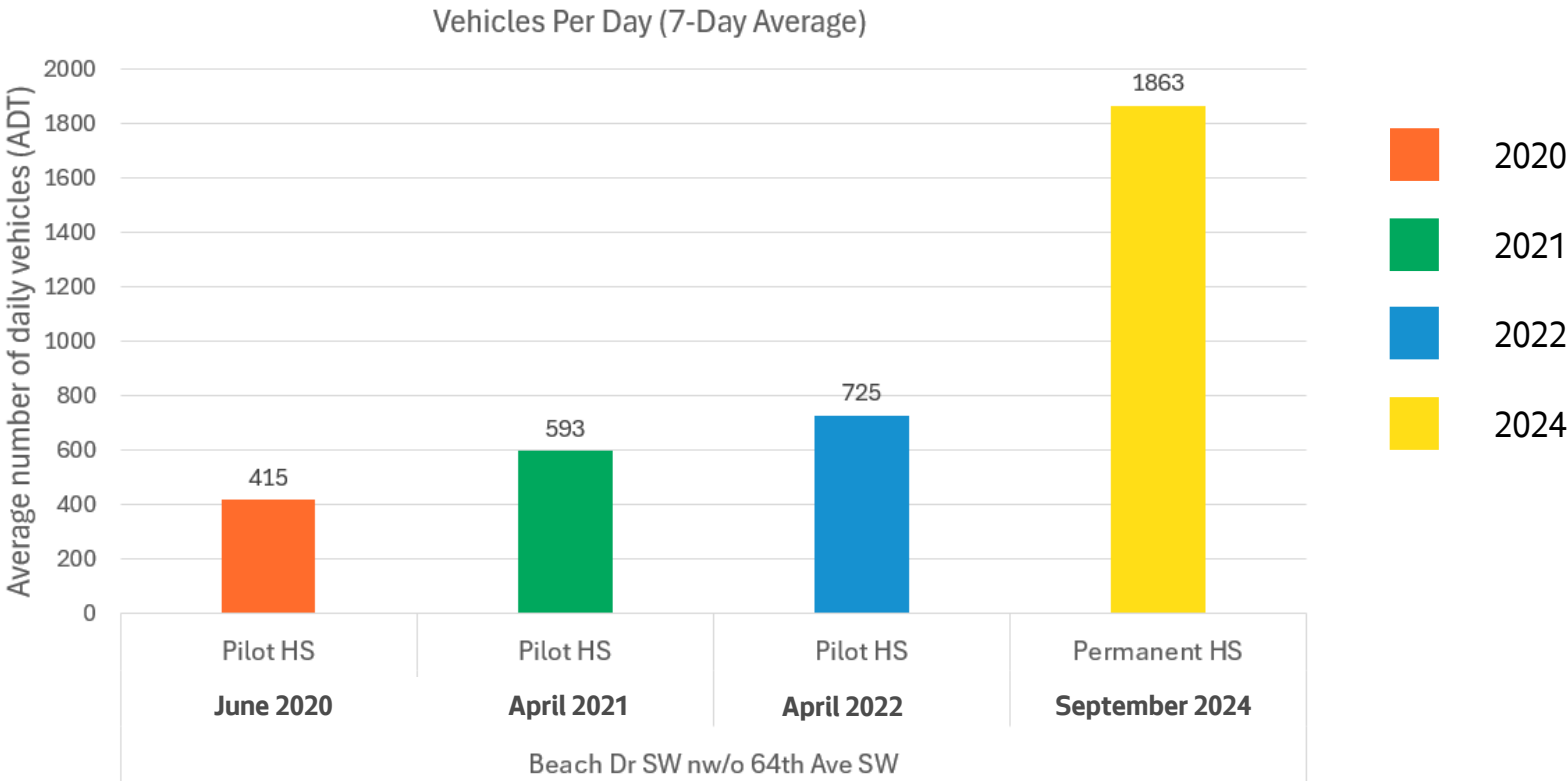
People driving per day (7-day average)



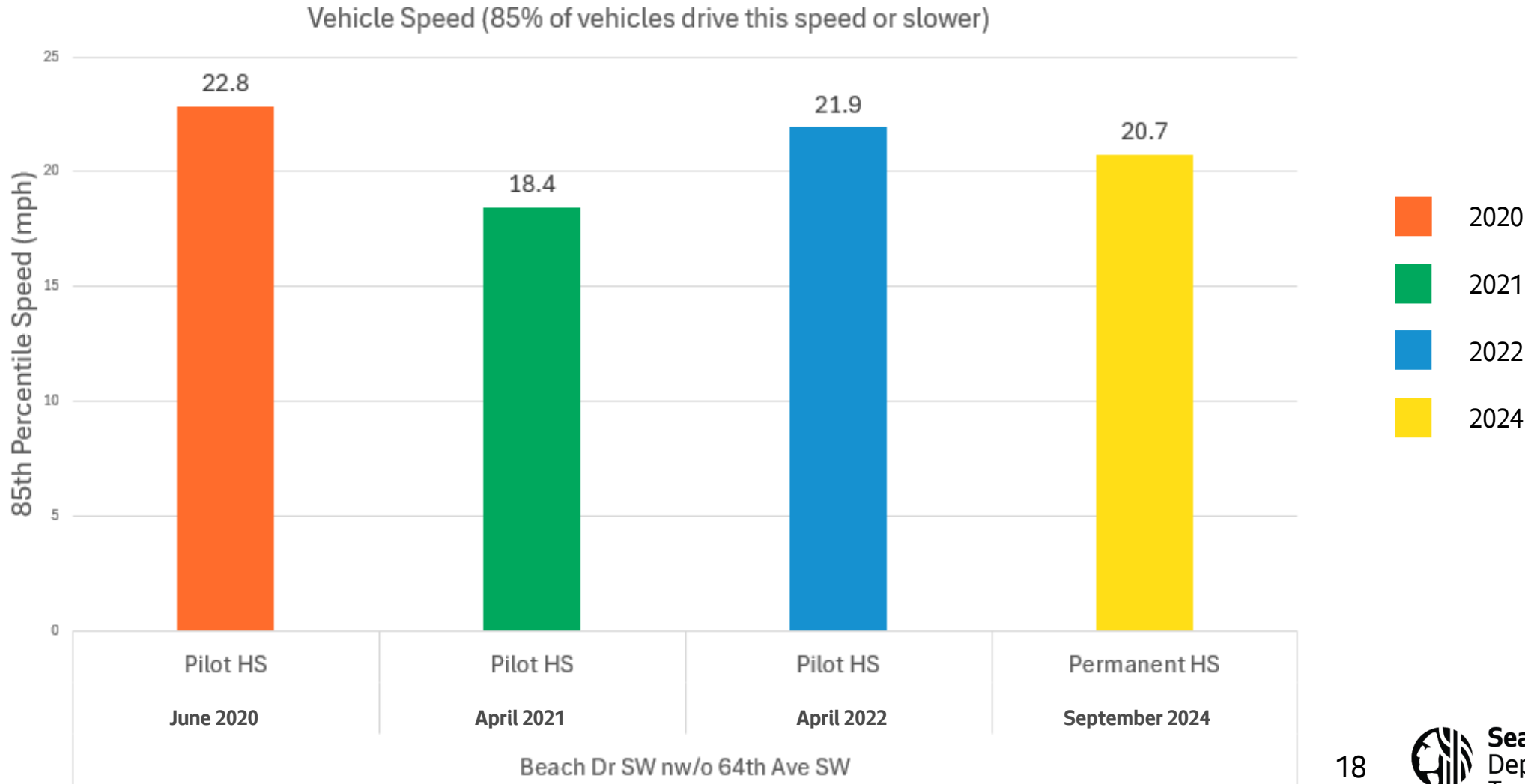
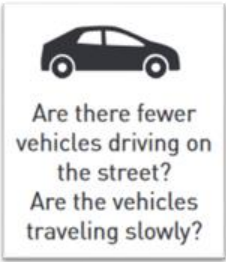
We don't have vehicle data for Beach Dr SW from before 2020. When we started tracking it, traffic levels were likely lower due to COVID-19 restrictions and the pilot Healthy Street program.

Since 2020, traffic on Beach Dr SW has increased as travel patterns have returned to normal.

Adding a separate space for walking and biking aligns with the 2024 Seattle Transportation Plan, which recommends All Ages & Abilities Bike+ facilities based on the current traffic levels



Driving speed (85% of vehicles drive this speed or lower)



Parking Use



Parking locations along Healthy Street



Parking Area	Number of Parking Stalls
A	11 stalls (including 1 ADA)
B	17 stalls
C	65 stalls (including 3 ADA)



Location A: Newly formalized public parking lot in front of 3201 Alki Ave SW (location 3 in survey)



Location B: Newly formalized public parking area on Benton Pl SW (location 4 in survey)



Location C: Public parking along Beach Dr SW (locations 5 & 6 in survey)

Parking use

Location	Sunday, 6/2/2024 7:00pm	Sunday, 6/9/2024 11:30am	Sunday, 6/9/2024 2:00pm	Tuesday, 6/25/2024 10:15am	Saturday, 7/27/2024 7:00pm *	Friday, 9/6/2024 2:20pm	Tuesday, 9/10/2024 3:15pm	Saturday, 10/12/2024 12:00pm
A					45% available 6/11 stalls occupied	9% available 10/11 stalls occupied	9% available 10/11 stalls occupied	9% available 10/11 stalls occupied
B					82% available 3/17 stalls occupied	65% available 6/17 stalls occupied	53% available 8/17 stalls occupied	35% available 11/17 stalls occupied
C	85% available 10/65 stalls occupied	85% available 10/65 stalls occupied	15% available 55/65 stalls occupied	89% available 7/65 stalls occupied	77% available 15/65 stalls occupied	85% available 10/65 stalls occupied	83% available 11/65 stalls occupied	91% available 6/65 stalls occupied

* Based on satellite imagery

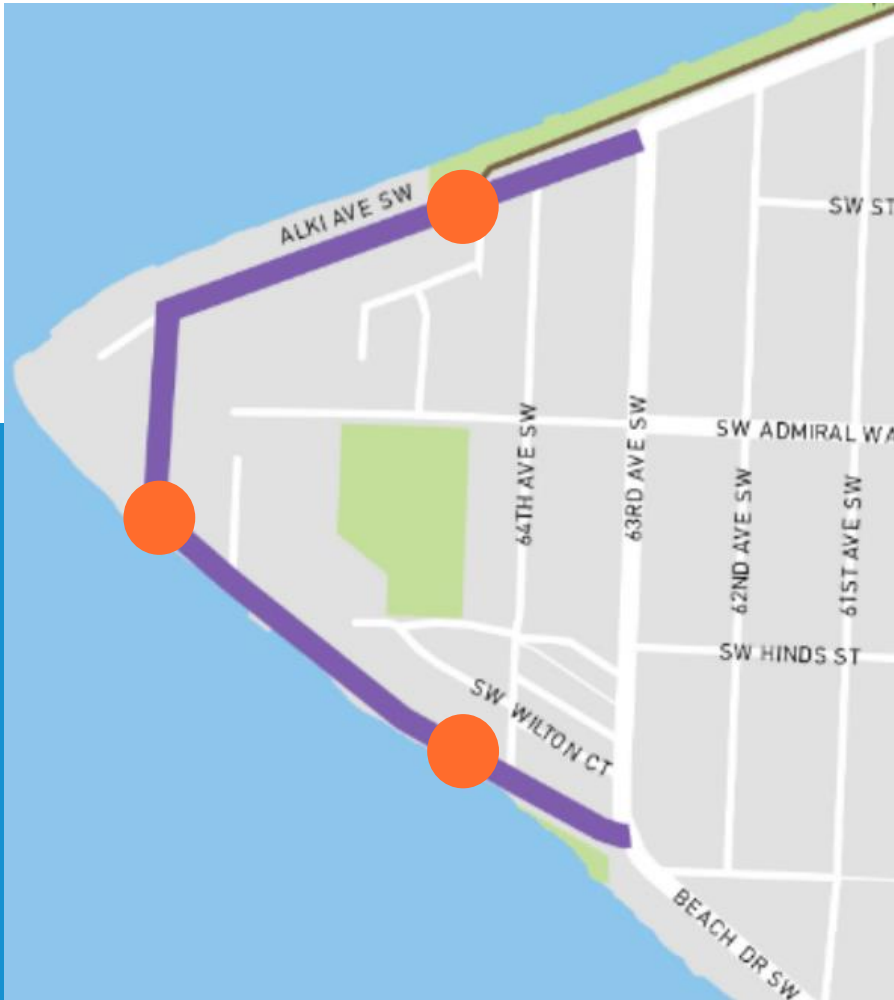


The most desirable parking Location C (with a view of the water) consistently had more than 75% of spaces available throughout the evaluation.

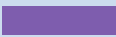

Observation Data



In-person data collection locations

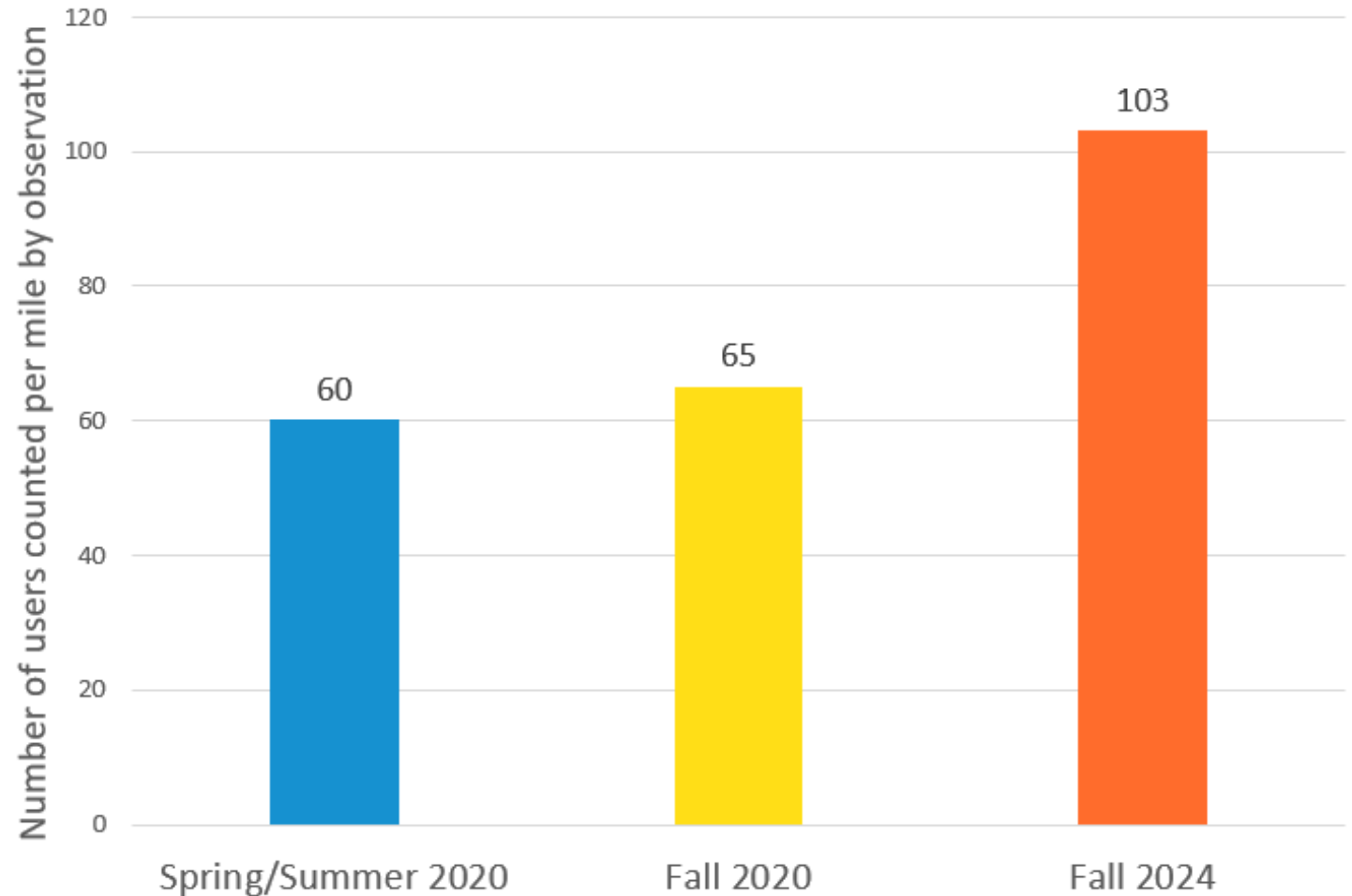


Pedestrian and bicycle data was collected along the route and at key locations. Collection was done by the project team in person observations during various weather conditions.

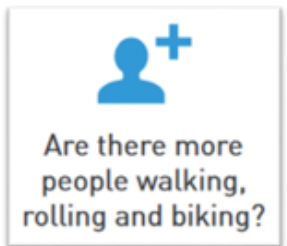
Icon	Description	Type
	Data collected by walking full length of healthy street and back	People per mile
	Data collected for 1 hour in 3 separate locations: <ul style="list-style-type: none">• Alki Ave SW SW/O 64th Pl SW (at cul-de-sac)• Beach Dr SW n/o Benton Pl SW• Beach Dr SW n/o 64th Ave SW	People within street, shared used space, and sidewalk

People per mile using the whole Healthy Street

City of Seattle staff walked the full length of the Healthy Street and back counting people using the street that were outside of a motor vehicle. This included people walking, biking, rolling, sitting, standing or playing.

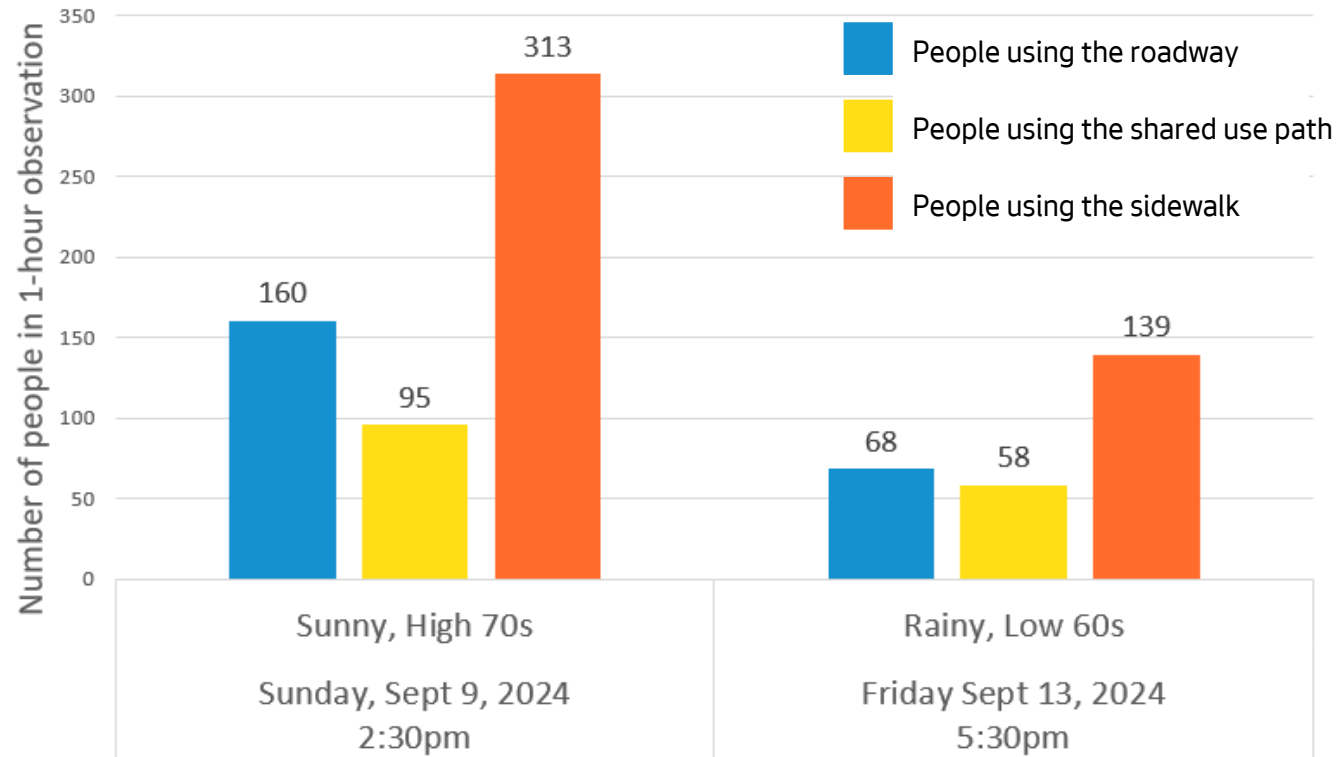


Alki Point Healthy Street

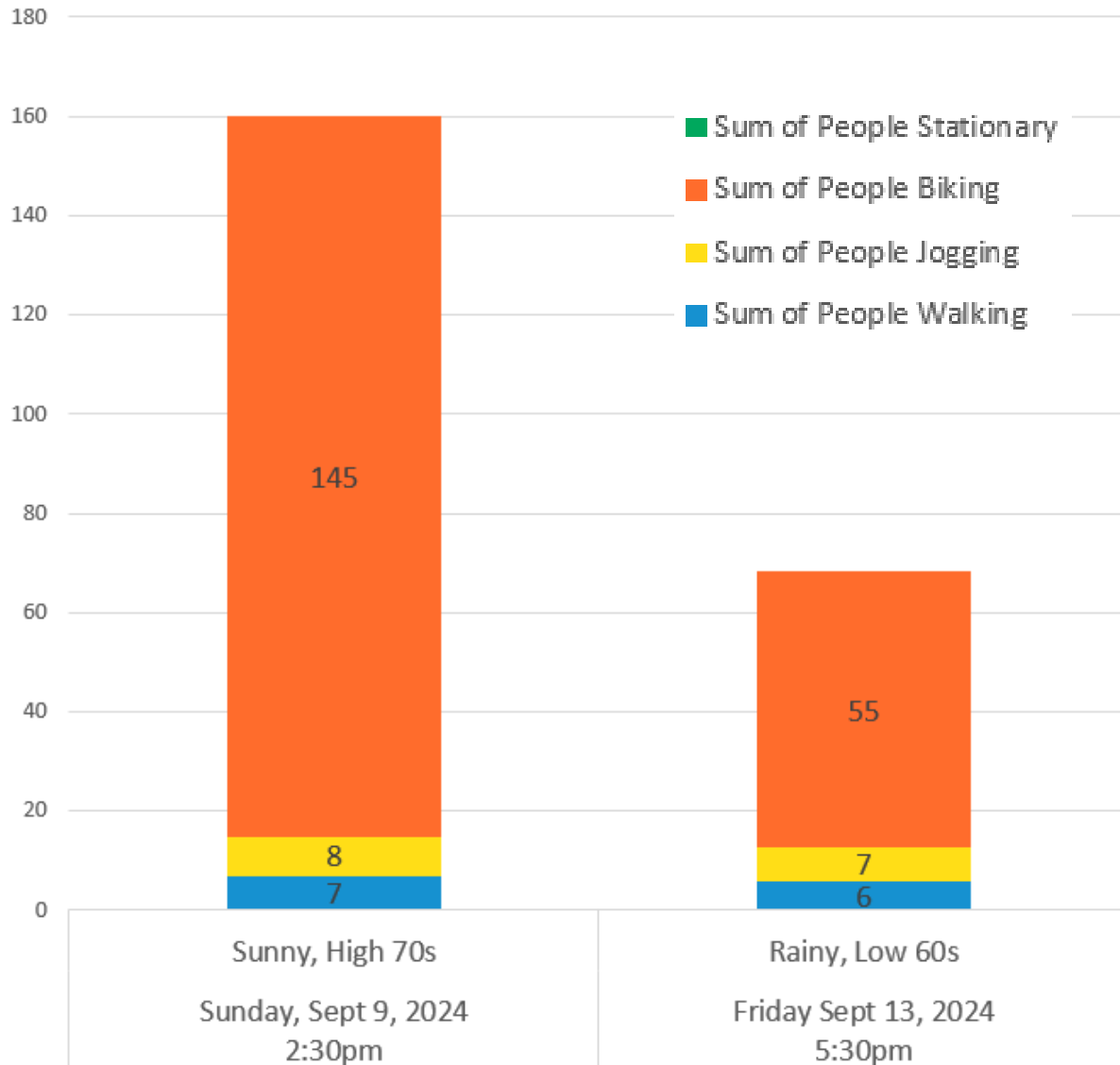


People using the Healthy Street

To better understand how people were using the newly upgraded Healthy Street, City Staff observed three locations along the Healthy Street for 1 hour at each location. Staff recorded how many people were using the Healthy Street along the sidewalk, in the shared use path or in the roadway shared with motor vehicles.



People using the street



**Observed at 3 different locations for 1 hour each*

The three stationary observations were further categorized by the type of activity people were doing. People using the roadway shared with motor vehicles were primarily those on bicycles.



Beach Dr SW: Street segment shown in green

People using the path



**Observed at 3 different locations for 1 hour each*

Although the primary use of the shared use path was also people biking, the percentage of people jogging and walking is higher than the shared roadway.



Beach Dr SW: Shared use path shown in green

People using the sidewalk



**Observed at 3 different locations for 1 hour each*

People using the sidewalk were primarily walking.

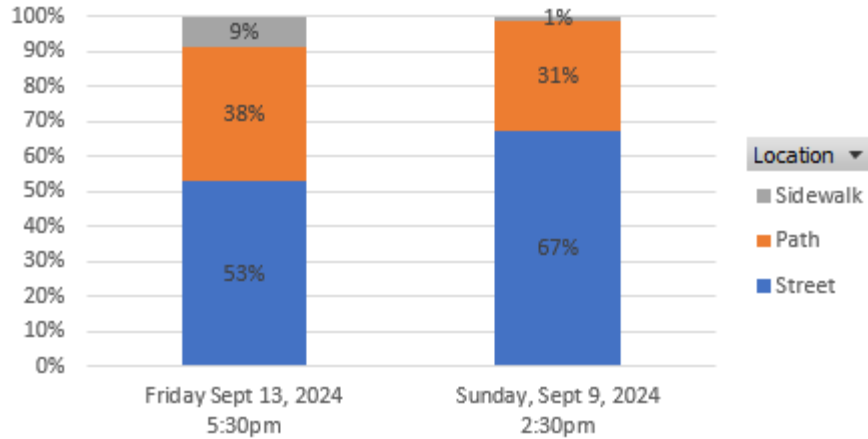


Beach Dr SW: Sidewalk shown in green

Location choice by activity

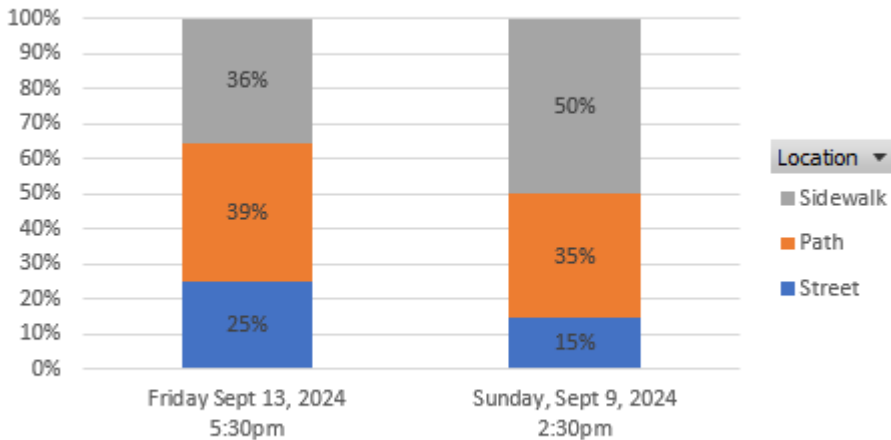
People jogging were the most dispersed across the 3 sections of the roadway.

Sum of People Biking



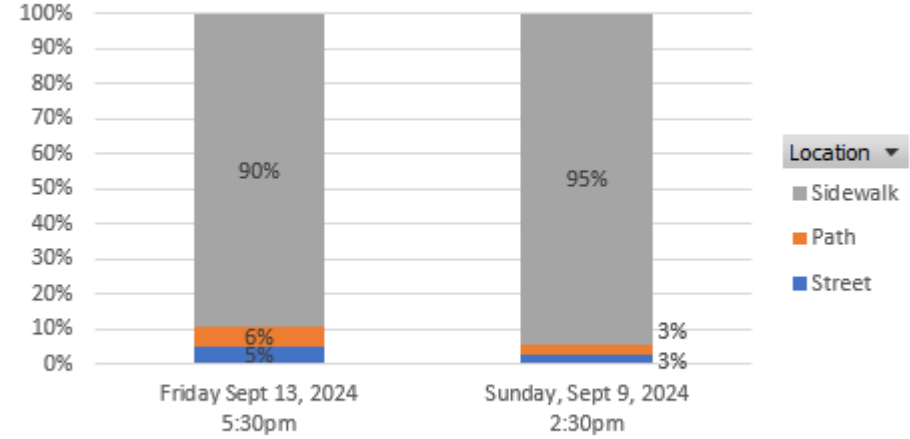
Date & Time ▾

Sum of People Jogging



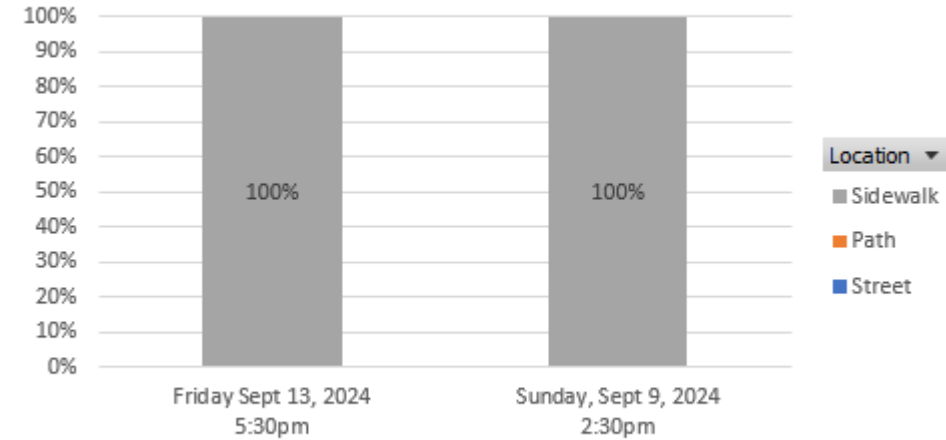
Date & Time ▾

Sum of People Walking



Date & Time ▾

Sum of People Stationary



Date & Time ▾

Fall 2024 Survey

Feedback Results Summary



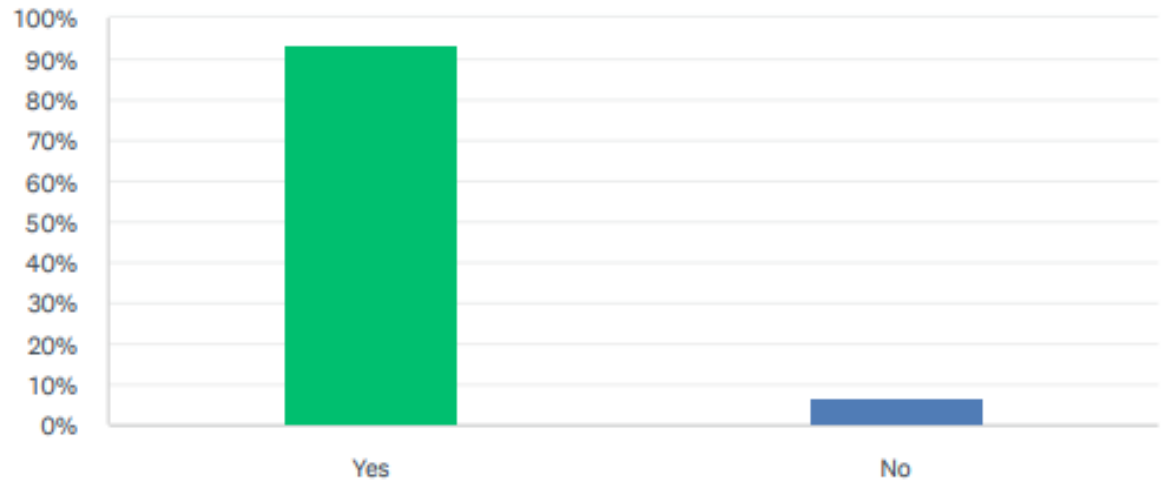
Survey Outreach - Fall 2024



- **Survey:** open November 12 – Dec 2
 - About 1,200 people responded
- **Twenty yard signs:** posted on Nov 14
 - 10 on Beach Dr SW
 - 10 on Alki Ave SW
- **Two A-Frames:** placed along Beach Dr SW and Alki Ave SW
- **Listserv:** with survey link sent to 1,780 people and organizations
 - Nov 12 – Shared the survey link
 - Nov 29 – Reminder
- **SDOT Facebook:** posted survey on Nov 12 resulting in 12 shares and 13 comments, with a total of 1,613 engagements and 85 reactions. Most (not all) comments supportive
- **West Seattle Blog:** shared survey link on Nov 13
 - 77 comments posted

Q1 Have you visited the Alki Point Healthy Street since it was made permanent in June 2024?

Answered: 1,199 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	93.16%	1,117
No	6.84%	82
TOTAL		1,199

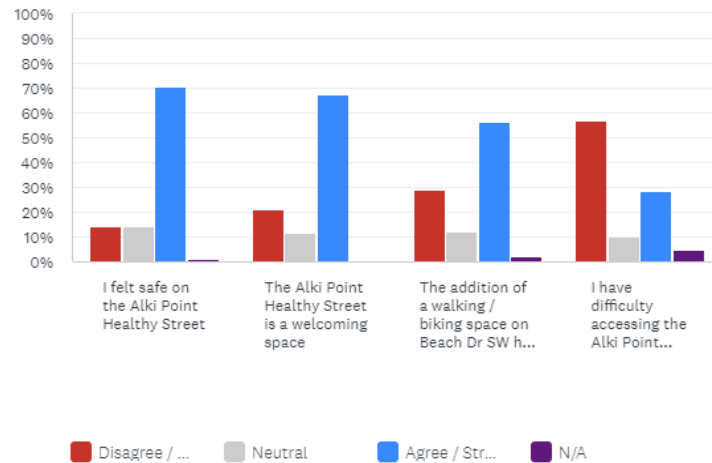


Is there neighborhood support for keeping the Stay Healthy Street?

People who have visited the permanent Healthy Street

Please rate how much you agree or disagree with the following statements:

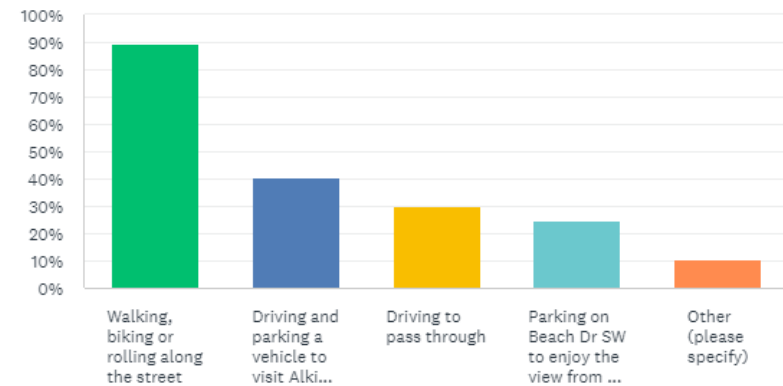
Answered: 1,045 Skipped: 154



	DISAGREE / STRONGLY DISAGREE	NEUTRAL	AGREE / STRONGLY AGREE	N/A	TOTAL	WEIGHTED AVERAGE
I felt safe on the Alki Point Healthy Street	14% 149	14% 147	71% 733	1% 10	1,039	2.71
The Alki Point Healthy Street is a welcoming space	21% 220	11% 118	67% 698	0% 2	1,038	2.58
The addition of a walking / biking space on Beach Dr SW has made me more likely to visit Alki Point.	29% 301	12% 126	57% 585	2% 22	1,034	2.41
I have difficulty accessing the Alki Point Healthy Street because of parking.	57% 593	10% 103	28% 295	5% 51	1,042	1.80

What ways have you used the Healthy Street? (check all that apply)

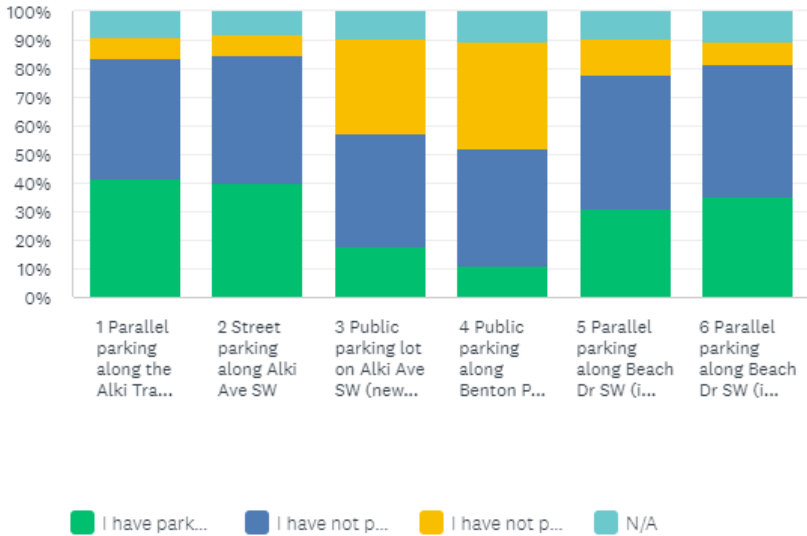
Answered: 1,044 Skipped: 155



ANSWER CHOICES	RESPONSES
Walking, biking or rolling along the street	89% 933
Driving and parking a vehicle to visit Alki Point, the beach, a residence or another destination along the Healthy Street	40% 421
Driving to pass through	30% 311
Parking on Beach Dr SW to enjoy the view from my vehicle	25% 259
Other (please specify)	Responses 10% 108
Total Respondents: 1,044	

Please share with us how familiar you are with the vehicle parking options on the Alki Point Healthy Street (see map above) and which you have utilized.

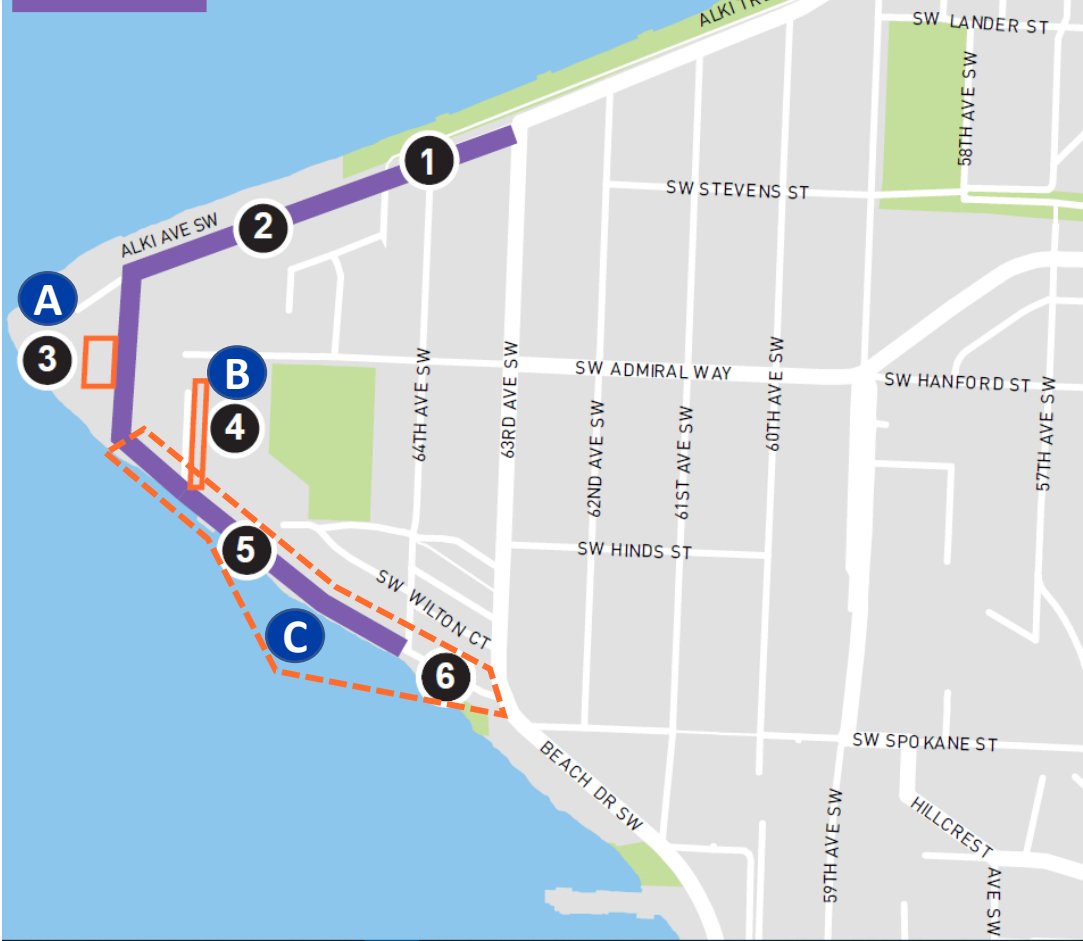
Answered: 1,055 Skipped: 144



	I HAVE PARKED IN THIS LOCATION	I HAVE NOT PARKED IN THIS LOCATION, BUT I WAS AWARE IT WAS AVAILABLE	I HAVE NOT PARKED IN THIS LOCATION, AND I DID NOT KNOW IT WAS AVAILABLE	N/A	TOTAL
1 Parallel parking along the Alki Trail before the Healthy Street begins	42% 436	42% 443	7% 76	9% 93	1,048
2 Street parking along Alki Ave SW	40% 419	45% 466	7% 74	8% 85	1,044
3 Public parking lot on Alki Ave SW (new signs and striping)	18% 188	39% 405	33% 346	9% 98	1,037
4 Public parking along Benton Pl SW (new signs and striping)	11% 114	41% 425	37% 387	11% 110	1,036
5 Parallel parking along Beach Dr SW (in the area with a new walking/biking space)	31% 319	47% 484	12% 128	10% 100	1,031
6 Parallel parking along Beach Dr SW (in area without walking/biking space)	35% 364	46% 481	8% 84	10% 107	1,036

Alki Point Healthy Street & Neighborhood Greenway

Project Area

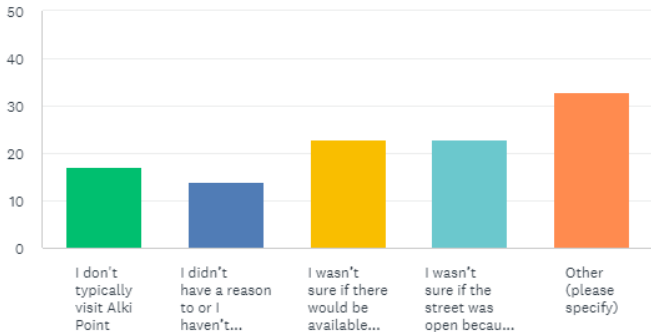


Overall, more than 30% of respondents were not aware of the public parking available in locations 3 and 4 where improvements were made in 2024.

People who have not visited the permanent Healthy Street

Please share with us why you have not visited the Alki Point Healthy Street: (check all that apply)

Answered: 77 Skipped: 1,122

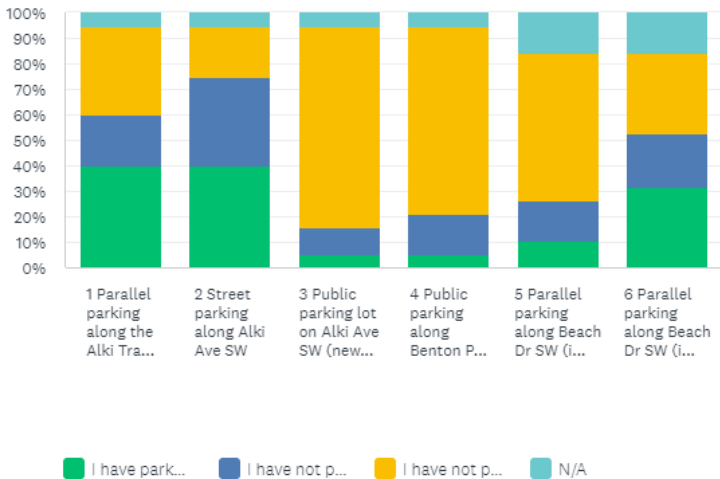


ANSWER CHOICES	RESPONSES	
I don't typically visit Alki Point	22%	17
I didn't have a reason to or I haven't wanted to	18%	14
I wasn't sure if there would be available parking	30%	23
I wasn't sure if the street was open because there is a Street Closed sign next to the Healthy Street sign/at the street entrance	30%	23
Other (please specify)	43%	33
Total Responses: 77		

Only 2% of respondents reported not visiting the Healthy Street due to concerns about parking or because they were confused by the street closed signs (23 each out of 1,199). Of those who reported concerns about parking more than 70% were unaware of recently upgraded parking areas. A similar number of respondents had not yet had the opportunity to visit Alki Point since permanent upgrades were made.

Please share with us how familiar you are with the vehicle parking options on the Alki Point Healthy Street (see map above) and which you have utilized.

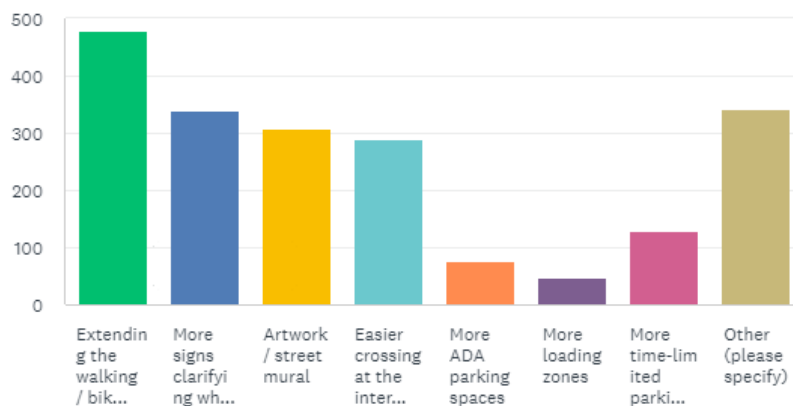
Answered: 20 Skipped: 3



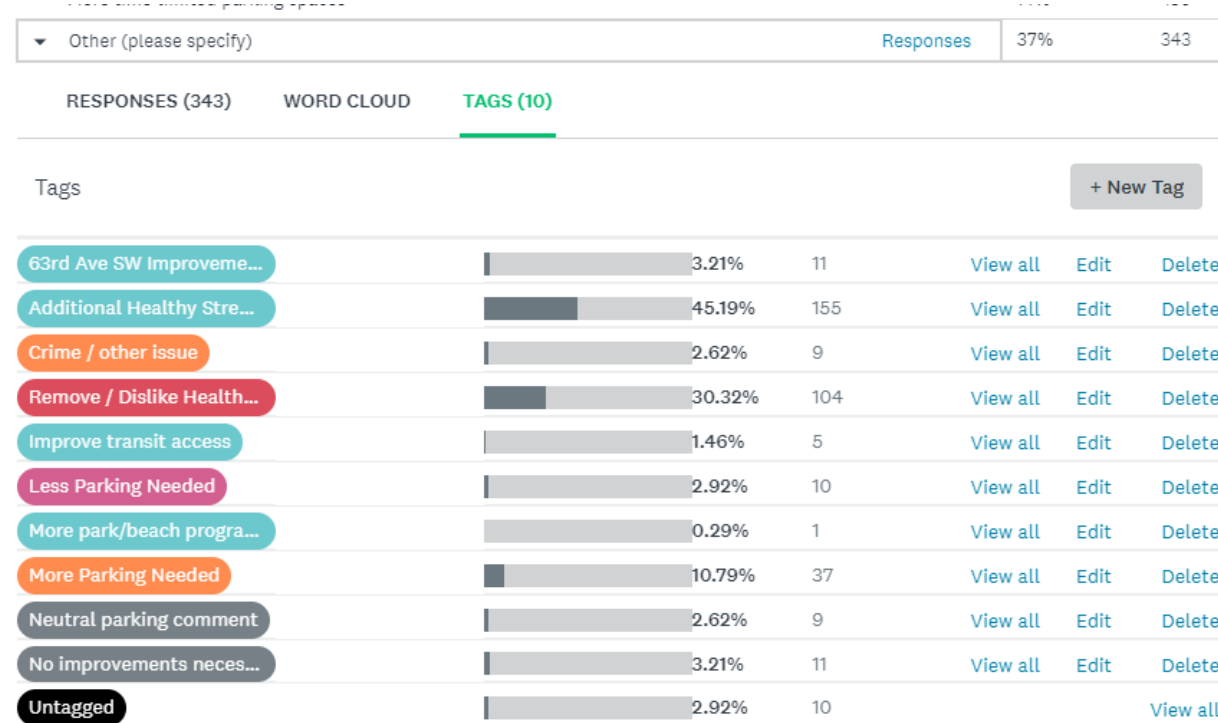
	I HAVE PARKED IN THIS LOCATION	I HAVE NOT PARKED IN THIS LOCATION, BUT I WAS AWARE IT WAS AVAILABLE	I HAVE NOT PARKED IN THIS LOCATION, AND I DID NOT KNOW IT WAS AVAILABLE	N/A	TOTAL
1 Parallel parking along the Alki Trail before the Healthy Street begins	40% 8	20% 4	35% 7	5% 1	20
2 Street parking along Alki Ave SW	40% 8	35% 7	20% 4	5% 1	20
3 Public parking lot on Alki Ave SW (new signs and striping)	5% 1	11% 2	79% 15	5% 1	19
4 Public parking along Benton Pl SW (new signs and striping)	5% 1	16% 3	74% 14	5% 1	19
5 Parallel parking along Beach Dr SW (in the area with a new walking/biking space)	11% 2	16% 3	58% 11	16% 3	19
6 Parallel parking along Beach Dr SW (in area without walking/biking space)	32% 6	21% 4	32% 6	16% 3	19

Are there other improvements that would make it more likely that you would visit the Alki Point Healthy Street or make it a better experience? (check all that apply)

Answered: 937 Skipped: 262



ANSWER CHOICES	RESPONSES
▼ Extending the walking / biking space along Beach Dr SW	51% 478
▼ More signs clarifying who can and cannot use the walking/biking space	36% 340
▼ Artwork / street mural	33% 308
▼ Easier crossing at the intersection of Beach Dr SW and 63rd Ave SW	31% 289
▼ More ADA parking spaces	8% 76
▼ More loading zones	5% 47
▼ More time-limited parking spaces	14% 130
▼ Other (please specify) Responses	37% 343
Total Respondents: 937	



Of the 343 suggestions we received under the “other” category:

- 54% were in support of the Healthy Street, suggesting extensions, clarifications or additional safety improvements (such as making the street one way for vehicles)
- 37% requested more parking and/or removing the Healthy Street

Question 7: Is there anything else you would like us to know about the about the Alki Point Healthy Street?



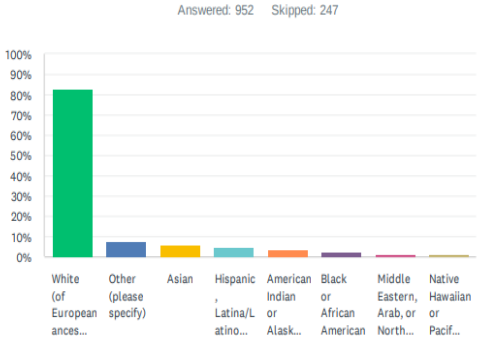
We received 637 comments from this question. Overall, the responses indicate a predominantly positive reception toward the project.

62% of participants expressed support due to its environmental benefits, reduced traffic, and improved community experience. These respondents further expressed a desire for continued improvements such as an extension of the walking/biking path, improvements on 63rd Ave SW, and increased access for people on transit.

However, 25% of respondents voiced concerns about accessibility challenges and perceived inequities, particularly for non-local users and drivers, and 8% of comments expressed a concern about parking.

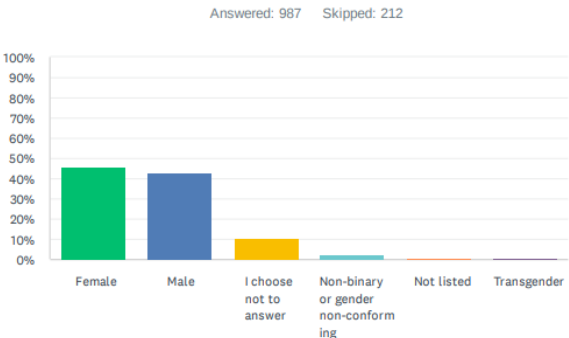
Other responses included comments about locations outside of the project area or concerns about non-traffic related safety issues such as drug use.

Q8 What is your race or ethnicity? Select all that apply



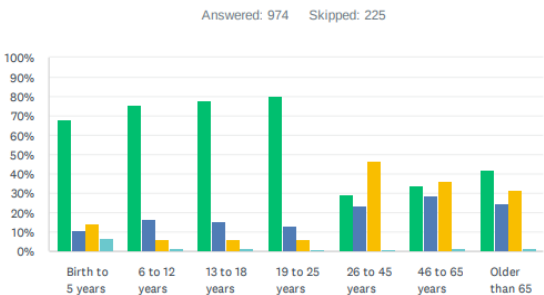
ANSWER CHOICES	RESPONSES	
White (of European ancestry)	82.88%	789
Other (please specify)	7.46%	71
Asian	5.67%	54
Hispanic, Latina/Latino ethnicity	4.73%	45
American Indian or Alaska Native	3.15%	30
Black or African American	2.21%	21
Middle Eastern, Arab, or North African White	1.26%	12
Native Hawaiian or Pacific Islander	1.16%	11
Total Respondents: 952		

Q9 What is your gender? Select all that apply



ANSWER CHOICES	RESPONSES	
Female	46.00%	454
Male	42.45%	419
I choose not to answer	10.44%	103
Non-binary or gender non-conforming	2.23%	22
Not listed	0.41%	4
Transgender	0.30%	3
Total Respondents: 987		

Q10 Please share with us how many people of different ages live in your household



	0	1	2	3 OR MORE	TOTAL
Birth to 5 years	68.12% 359	10.63% 56	14.23% 75	7.02% 37	527
6 to 12 years	75.96% 338	16.18% 72	6.52% 29	1.35% 6	445
13 to 18 years	77.83% 330	15.09% 64	5.66% 24	1.42% 6	424
19 to 25 years	80.00% 316	13.16% 52	5.57% 22	1.27% 5	395
26 to 45 years	29.21% 163	23.48% 131	46.06% 257	1.25% 7	558
46 to 65 years	33.50% 200	28.48% 170	36.52% 218	1.51% 9	597
Older than 65	42.07% 220	24.47% 128	31.74% 166	1.72% 9	523

Painted cul-de-sac operation: Alki Ave SW & 64th Pl SW



Painted cul-de-sac design: Alki Ave SW & 64th Pl SW

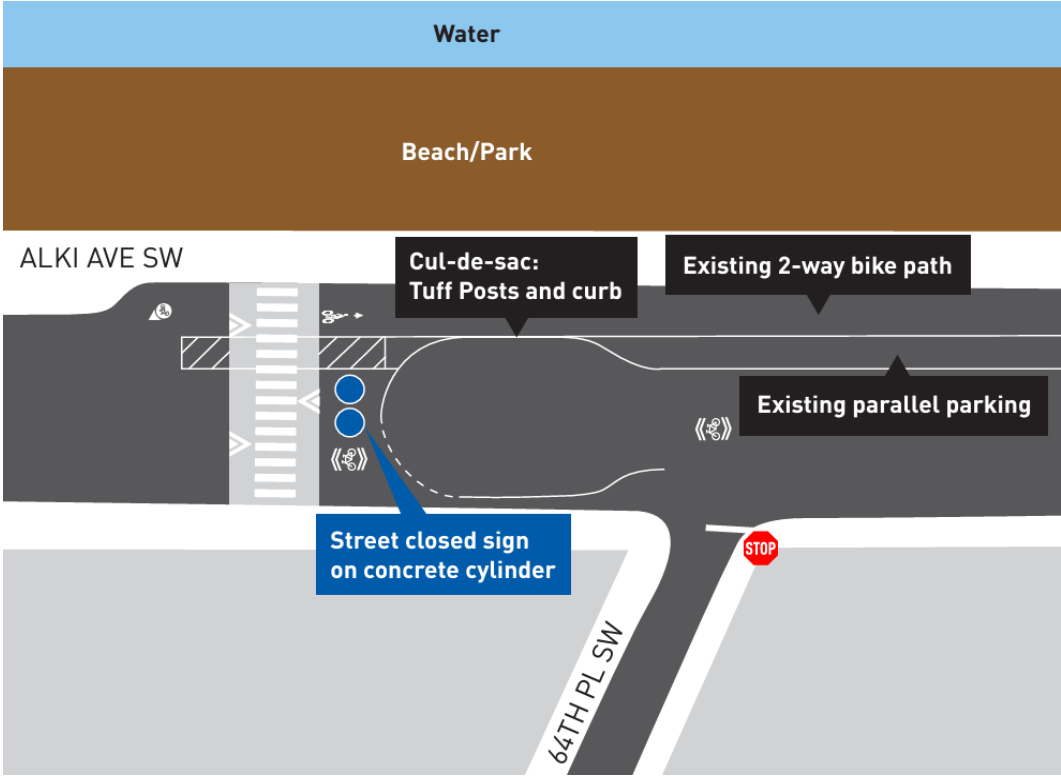


Pre-Healthy Street



Post-Permanent Healthy Street

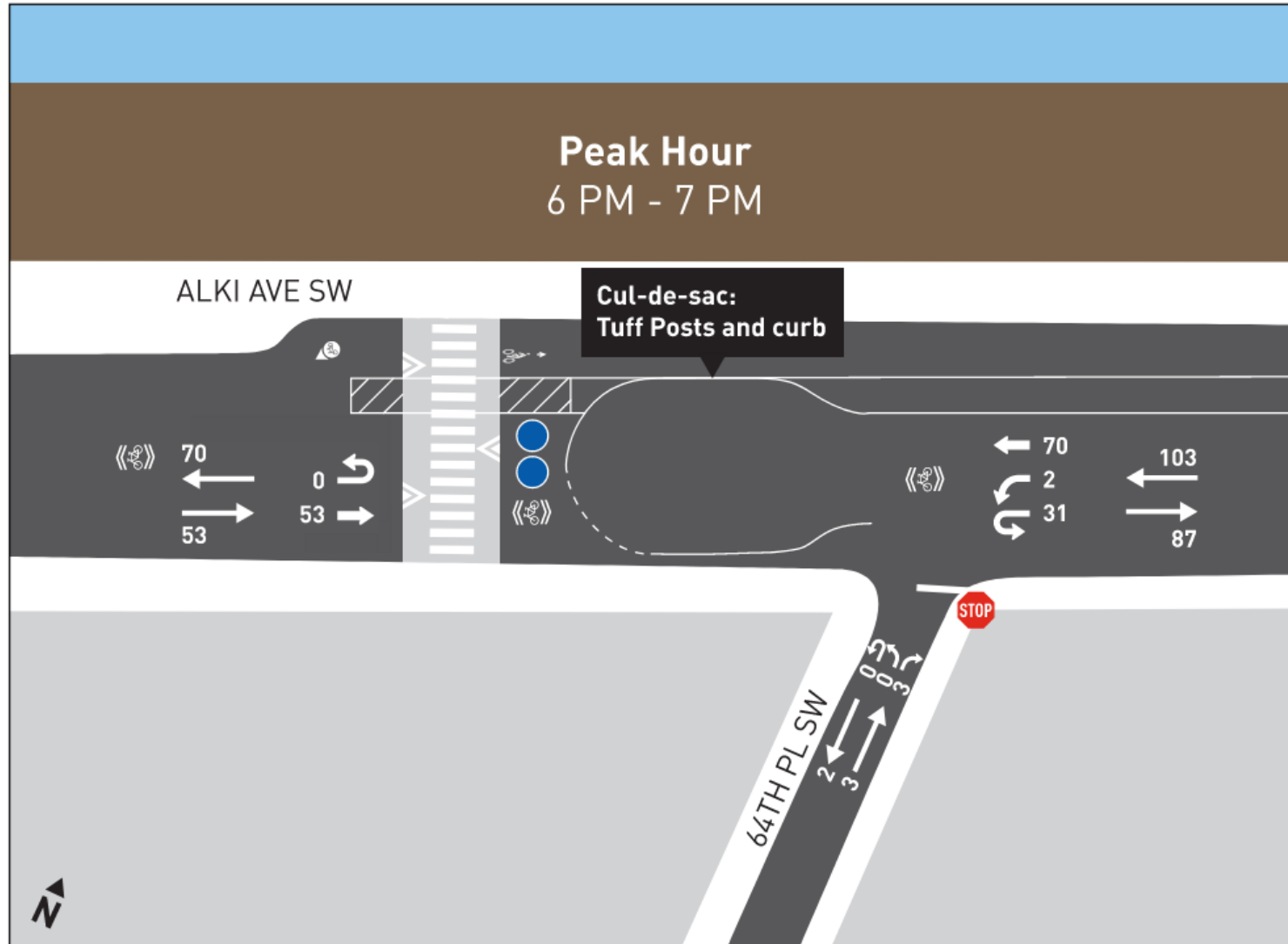
Painted cul-de-sac design: Alki Ave SW & 64th Pl SW



12 Hour Turning Movement Count Data		
Total Number of Vehicles West-Bound on Alki Ave SW	Total Number of U-Turns at Cul-De-Sac	Reduction of Vehicles entering Healthy Street (%)
537	135	25.14%

- The cul-de-sac provides a place for people driving to turn around reducing traffic on the Healthy Street
- Led to a 25% decrease in people driving entering the Healthy Street over a 12-hour period

Painted cul-de-sac design: Vehicle peak hour turning movement count



2024 Evaluation Conclusion



Perception & Use

- Alki Point Healthy Street permanent improvements have successfully improved perceptions of comfort and safety for people walking and biking.
- Use of the Alki Point Healthy Street by people walking and biking has continued to increase.
- People driving have also returned to the Alki Point Healthy Street and are typically able to find parking.





Healthy Street Operation

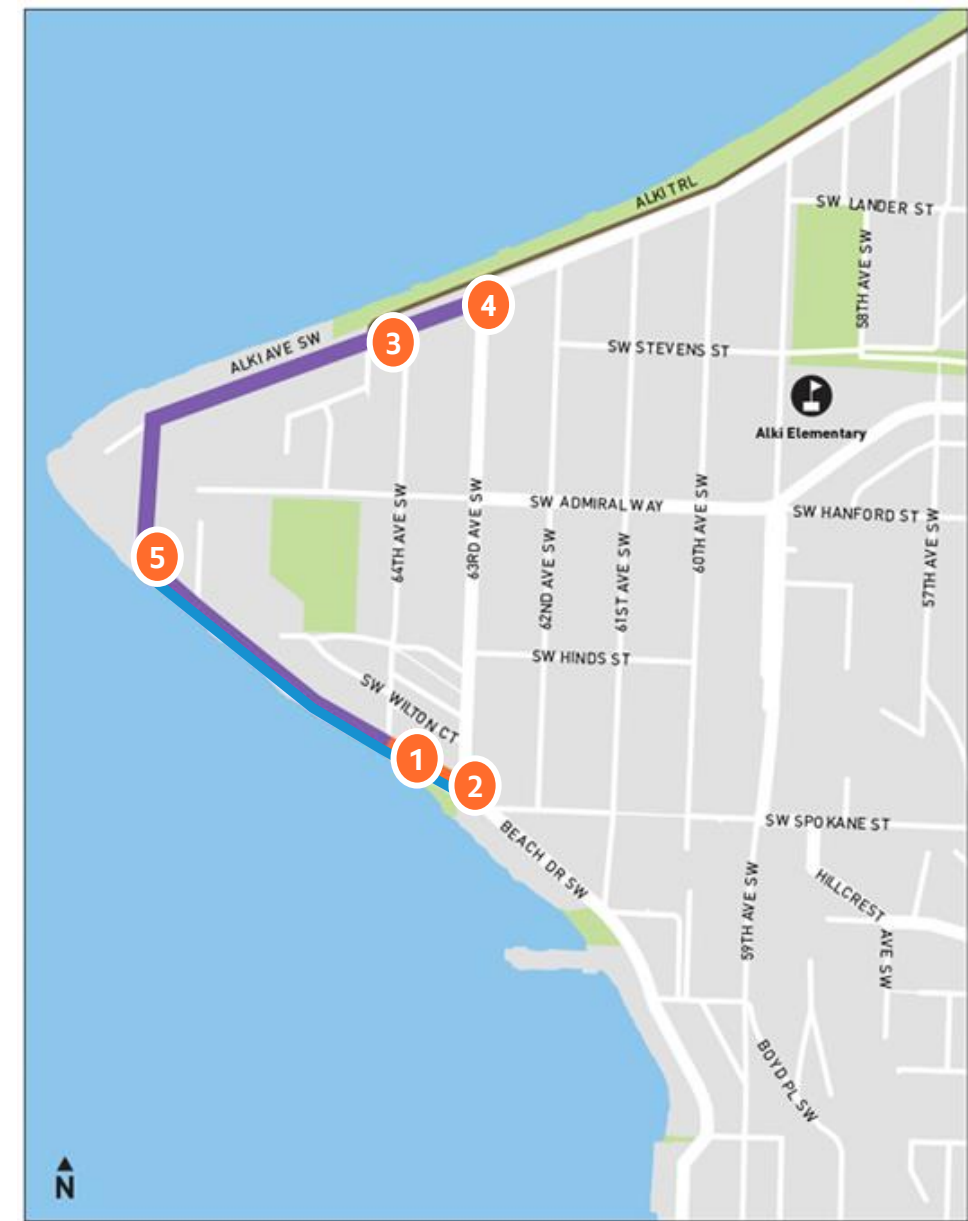
- As a regional destination, Alki Point Healthy Street has become a popular destination for waterfront activities, attracting over 125 people per hour walking, biking, rolling, or enjoying stationary activities—numbers that surpass the daily use of many other streets in the same classification.
- Creating a dedicated walking and biking space aligns with the Seattle Transportation Plan (adopted in 2024), which outlines contextual guidelines for All Ages and Abilities Bike+ facilities, based on roadway width, vehicle speeds, and traffic volume.
- Additional study is needed regarding the proposed one-way vehicle operation mentioned in several public comments.

Next Steps



2025 Planned Projects

- 1 • Extend walking / biking / rolling space to 63rd Ave SW
- 2 • Improve crossing of 63rd Ave SW including:
 - Crossing beacon (Rectangular Rapid Flashing Beacon- RRFB)
 - New ADA curb ramps
 - Add ADA / loading parking on 63rd Ave SW at Beach Dr SW
- 3 • Improve painted cul-de-sac to harden separation from trail and clarify no parking area
- 4 5 • Adjust signs on Alki Ave SW at 63rd Ave SW and Beach Dr SW
- • Paint the walking / biking / rolling space with artist Angelina Villalobos



Future Opportunities

- Study changing Beach Dr W operations to one-way for people driving
- Modify signs to clarify use of the walking / biking / rolling space
- Partner with Seattle Parks & Recreation and Community Based Organizations for programing and events



Questions?

Stay in touch:



healthystreets@seattle.gov



[Alki Healthy Street Website](#)





From the entire SDOT Team:
Thank you!