



# Mt Baker 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.

# What are Healthy Streets?

Healthy Streets are closed to pass through traffic, but open to people walking, rolling, biking, and playing. The goal of this program is to open more public space for people to use—improving community and individual health.

Healthy Streets can include:

- Neighborhood Greenway traffic safety features like easier crossings at busy streets, speed humps to slow down drivers, and sign and pavement markings to help people find their way
- Treatments at intersections to discourage cut through-traffic like traffic circles and street murals
- fixtures like concrete block bases and new painted curb bulbs at each intersection of permanent healthy streets
  - Permit-free neighborhood activities like potlucks and badminton

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





# Why were they created?

Healthy Streets were added to:

- Create more dedicated space to recreate outdoors while social distancing
- Create space for you to walk and bike 6 feet apart close to home
- Connect residents to essential businesses
- Reduce car traffic to keep you safer while walking and biking
- Reduce impacts to hospitals and essential workers



34<sup>th</sup> Ave S & S Mt Baker Blvd

# STAY HEALTHY STREETS






## Process for Identifying Permanent Stay Healthy Streets





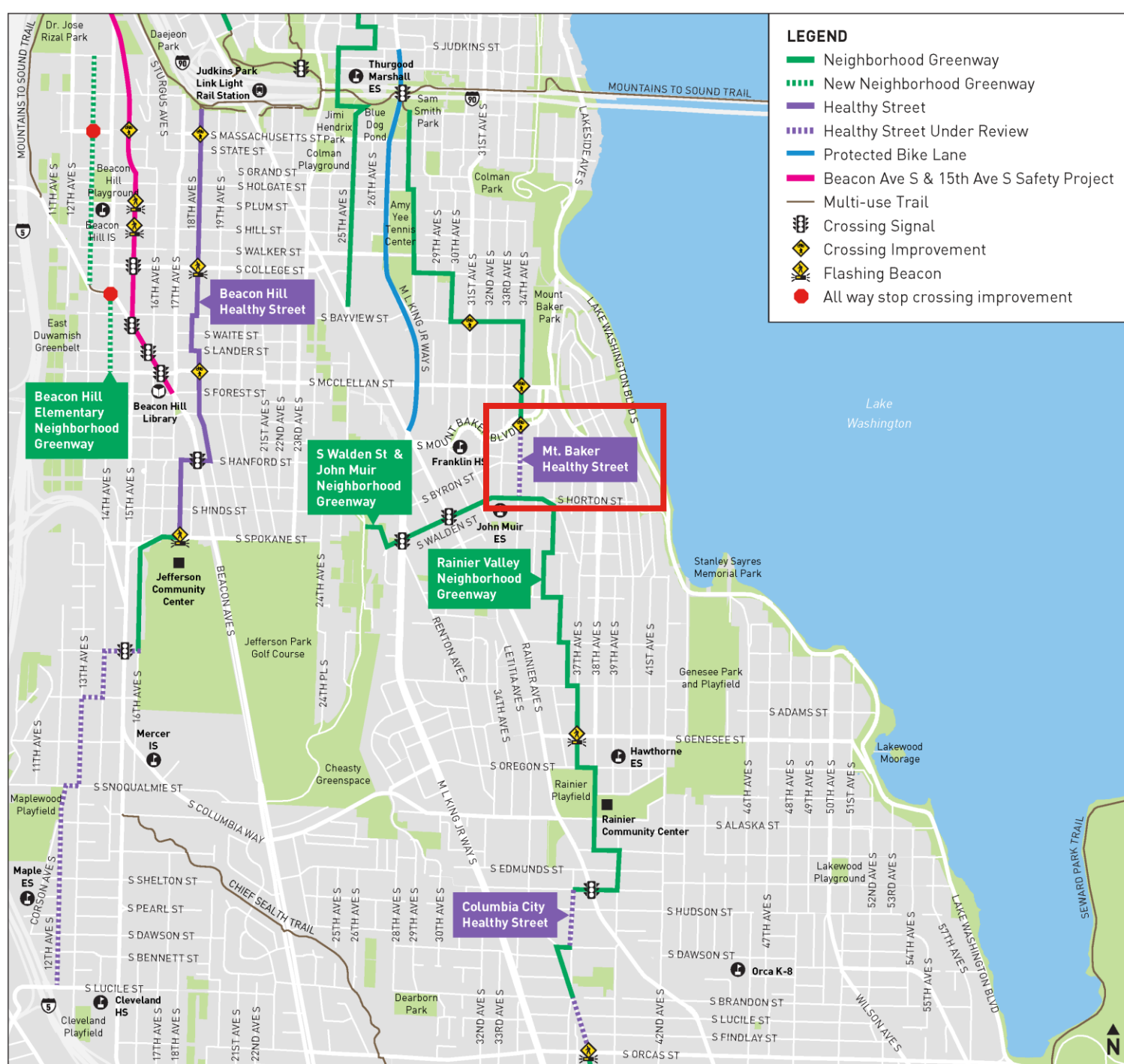
# Is this street a good candidate for permanent implementation?



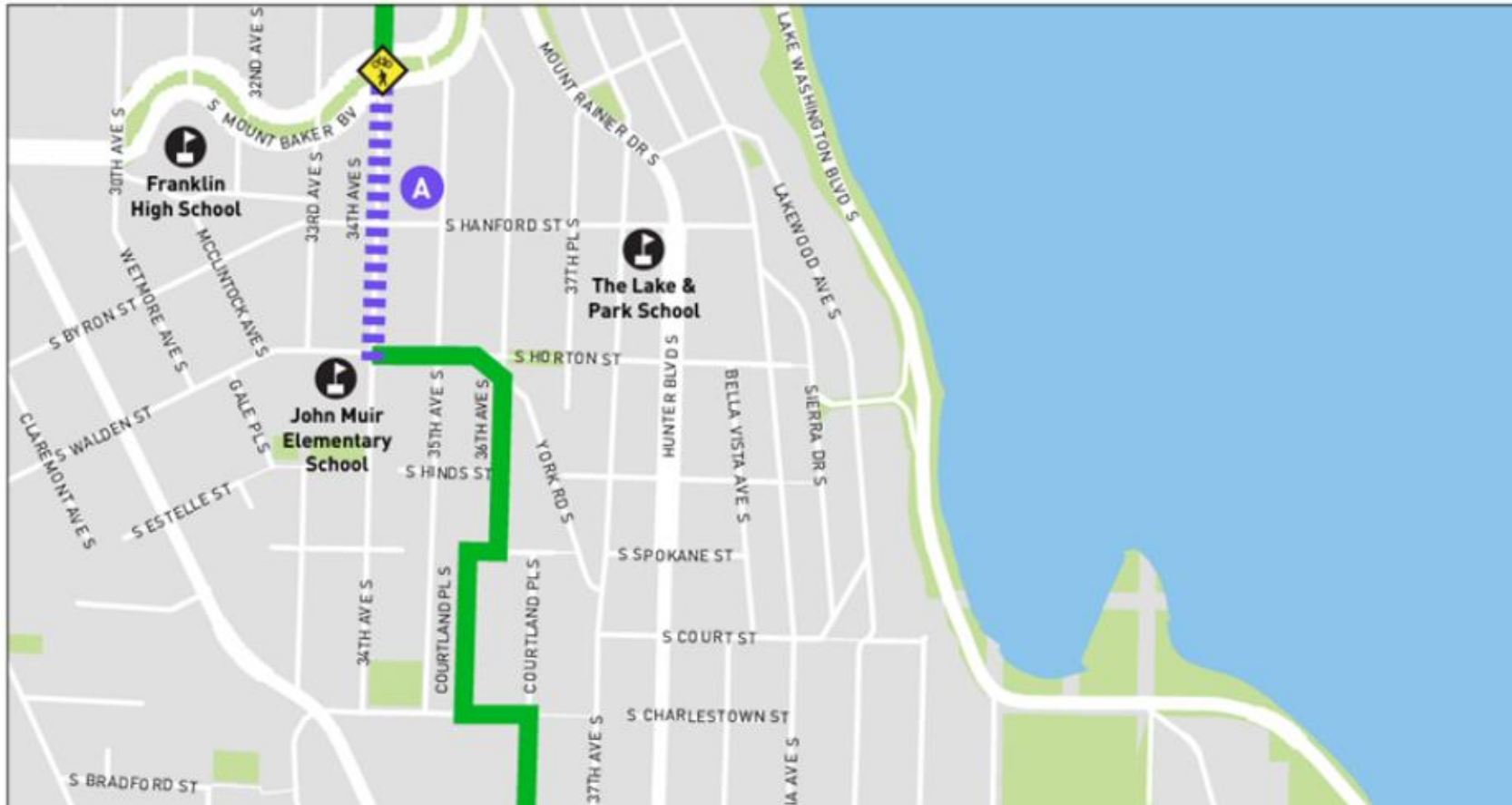
3 PILOT A TEMPORARY STAY HEALTHY STREET	4 EVALUATION OF A PILOT STAY HEALTHY STREET			
 Observe Listen Evaluate	 Are there more people walking, rolling and biking?	 Is there neighborhood support for keeping the Stay Healthy Street?	 How well did this Pilot SHS serve the diversity of the neighborhood? (Race, Gender, Age, Ability)	 Are there fewer vehicles driving on the street? Are the vehicles traveling slowly?

# Project Location

The Mt Baker Healthy Street is a part of the Rainier Valley Neighborhood Greenway. Neighborhood Greenways are safer, calmer residential streets that make people walking and biking the priority.



# Project Location-Close Up



## HEALTHY STREETS

### Rainier Valley

Under Review:

A Mt Baker

Neighborhood Greenway

Crossing Improvement



# Project History

While portions of the Columbia City segment remain under evaluation, earlier this year we announced that we removed a segment of the Healthy Street and returned it to a Neighborhood Greenway, because it was incompatible with the existing street grid. Recently, we also made several spot improvements and materials upgrades in response to community outreach there. This included replacing temporary signs with upgraded concrete bases and establishing All-Way Stop control at three Neighborhood Greenway intersections.

**Fall 2017 – Spring 2018:** Rainier Valley Neighborhood Greenway was implemented

**Summer 2020:** Mount Baker Healthy Street was implemented

**Fall/Winter 2022:** Collect community input on proposed permanent route and permanent features of the Mt Baker-Columbia City-Hillman City Healthy Street

**Fall 2023:** Announced removal of one segment in Columbia City; continuing evaluation on Mt Baker and Hillman City segments

**Summer 2024:** Completed spot improvements and materials upgrades in Columbia City in response to community outreach. Construction completed on S. Walden Street & John Muir Elementary Neighborhood Greenway Connection.

# Site Photos



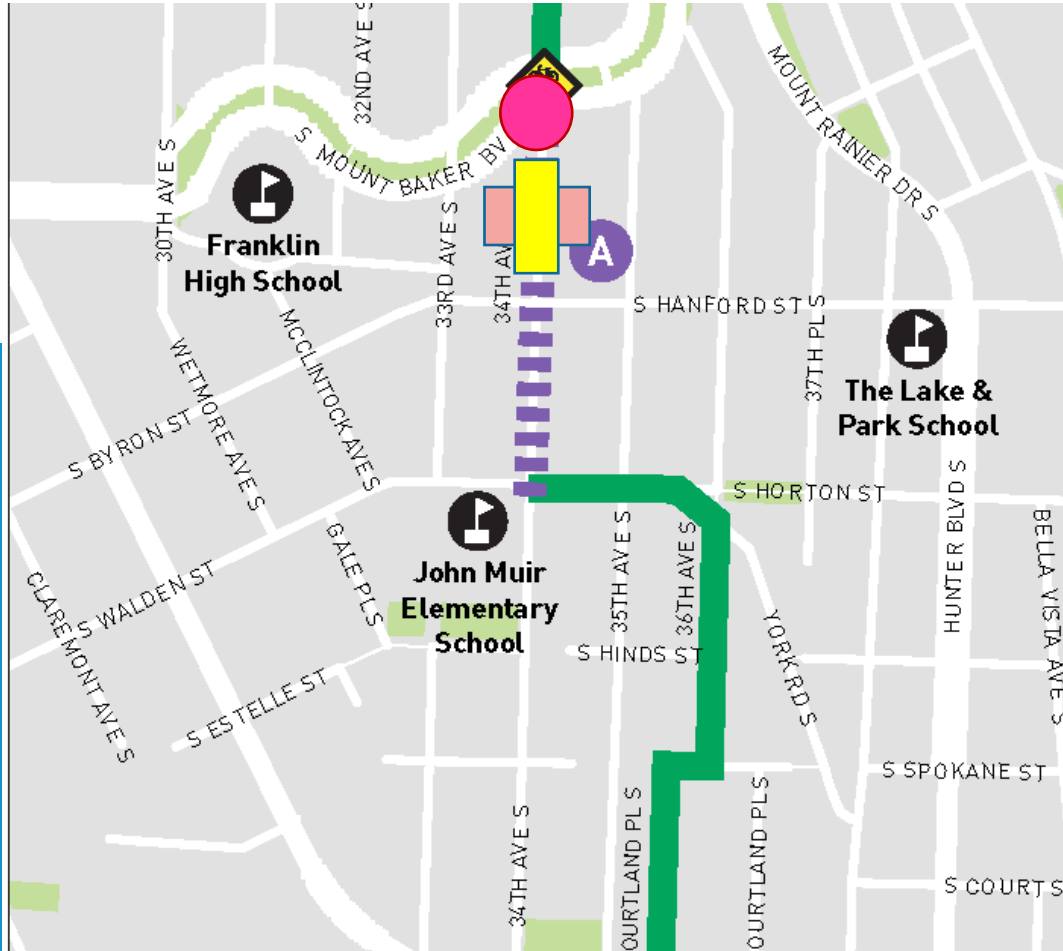
**34<sup>th</sup> Ave S & S Hanford St**






**34<sup>th</sup> Ave S & S Horton St**

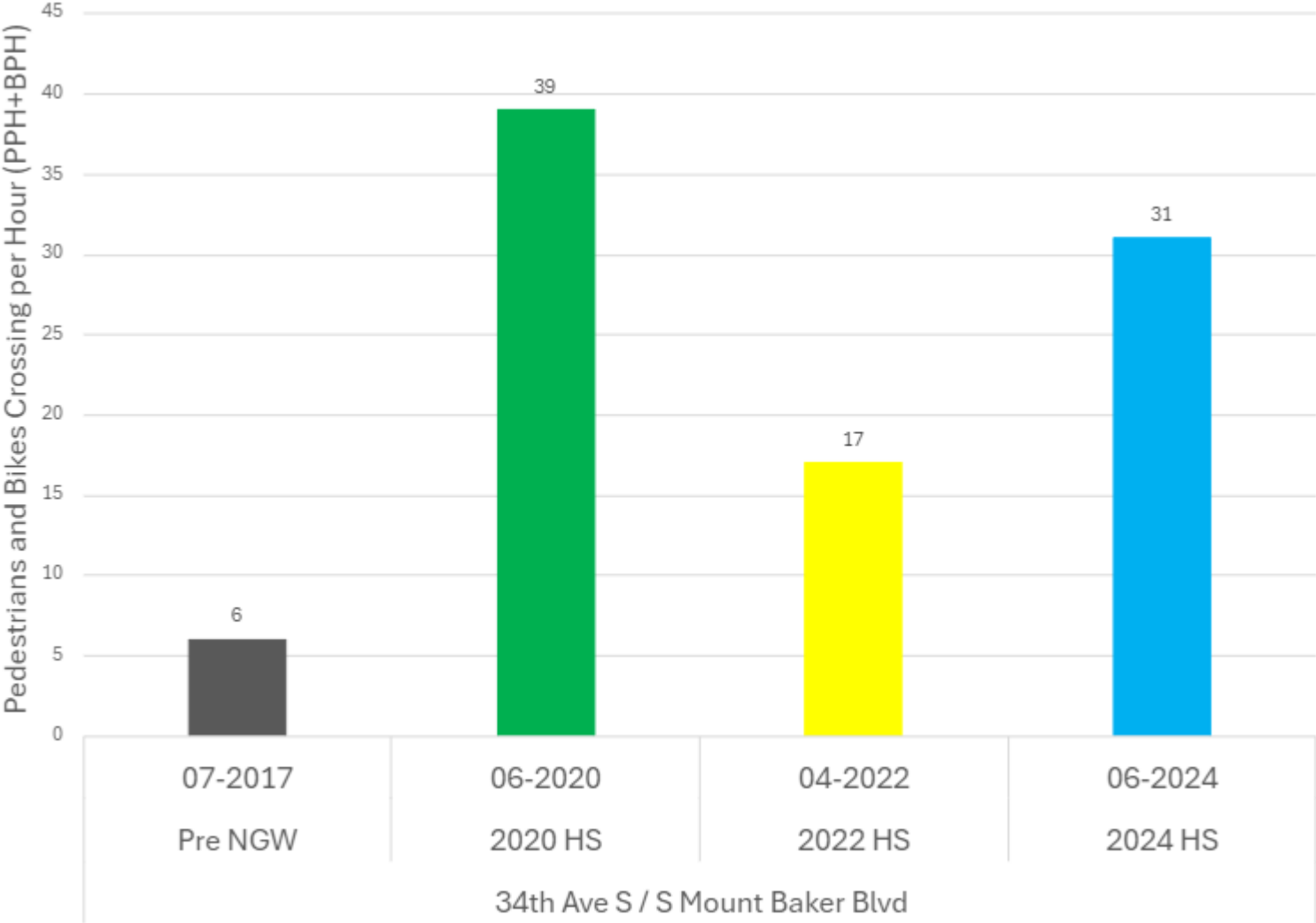
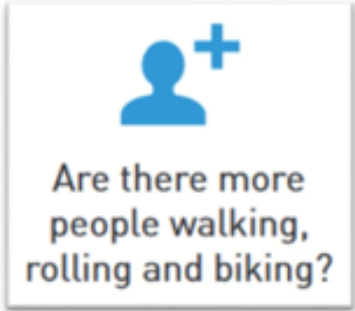


# Data Collection Locations



Icon	Location	Type
	34th Ave S s/o S Mount Baker Blvd	7-Day Bike Volume
	34th Ave S s/o S Mount Baker Blvd	7-Day Vehicle Speed & Volume
	S Mount Baker Blvd & 34th Ave S	12-Hour Turning Movement Counts

# People walking and biking per hour

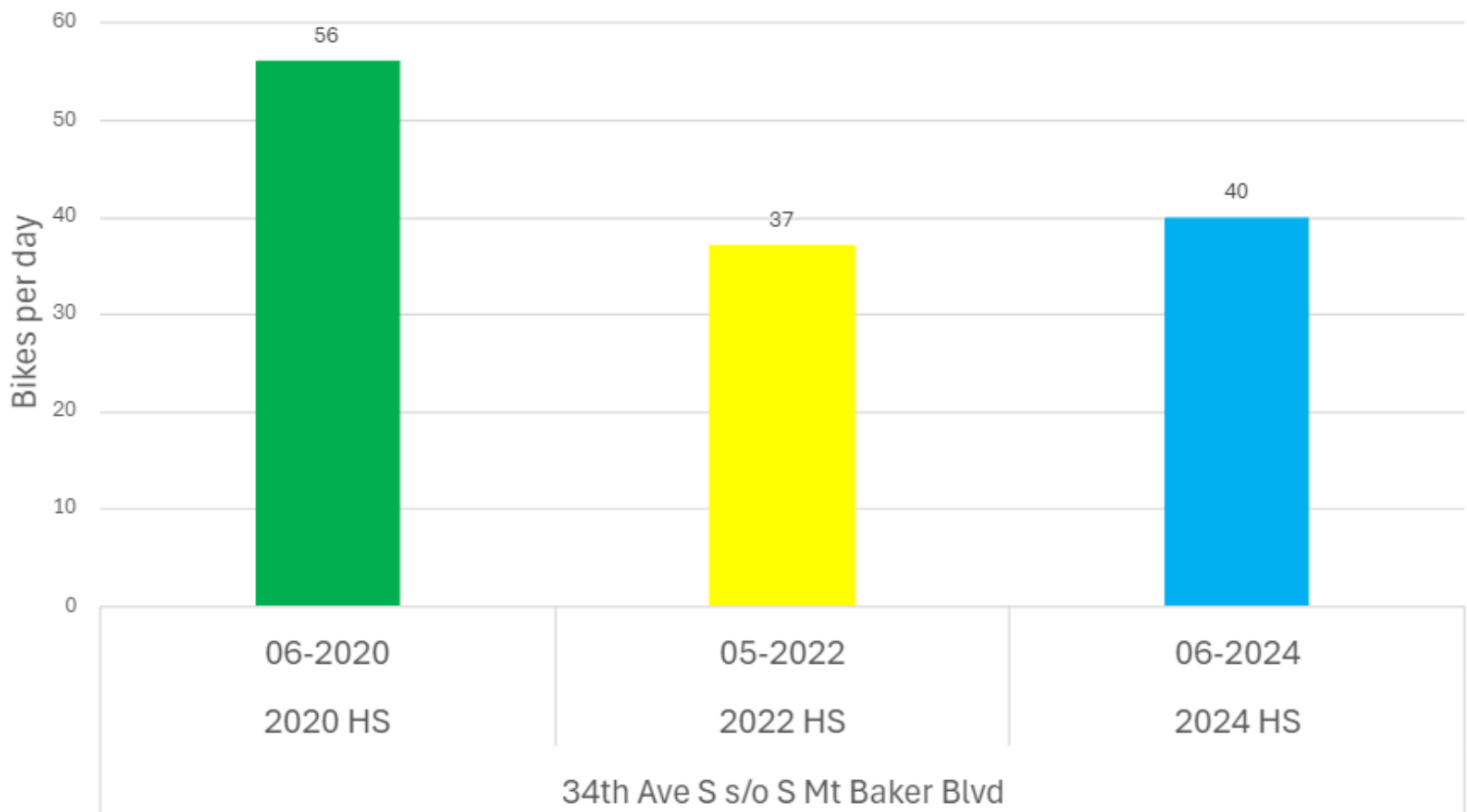
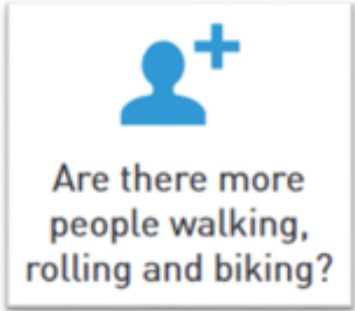


**Legend:**  
NGW - Neighborhood Greenway  
HS - Healthy Street  
PPH - Pedestrian using Healthy Street during Peak Hour  
BPH - Bike using Healthy Street during Peak Hour

\*Note: All Seattle public schools were closed due to the pandemic from March 2020-September 2021. Data collected during this period do not reflect typical volumes when school is in session.



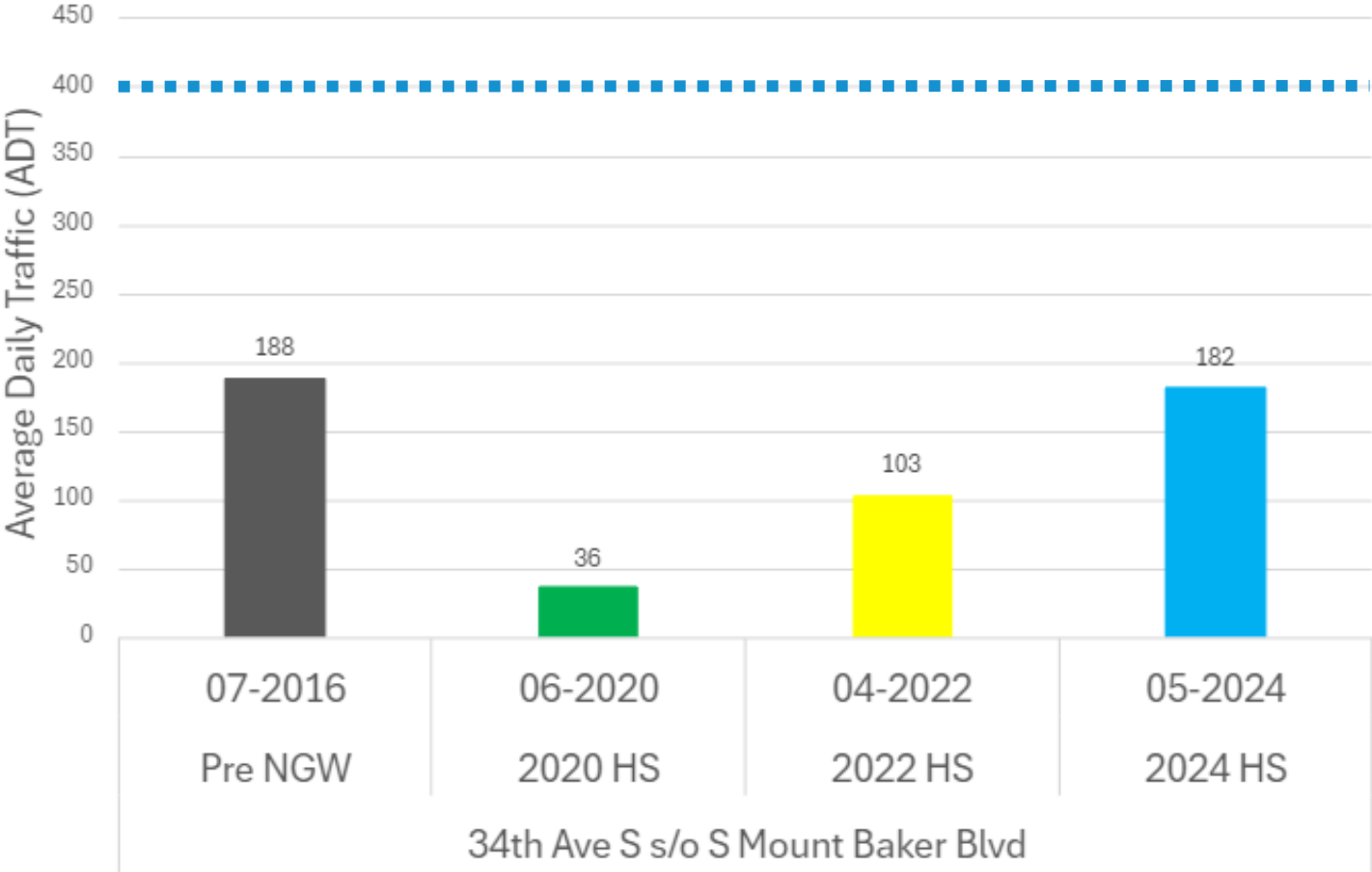
# People biking per day (7-day average)



**Legend:**  
NGW - Neighborhood Greenway  
HS - Healthy Street

**\*Note:** All Seattle public schools were closed due to the pandemic from March 2020-September 2021. Data collected during this period do not reflect typical volumes when school is in session.

# Vehicles per day (7-day average)



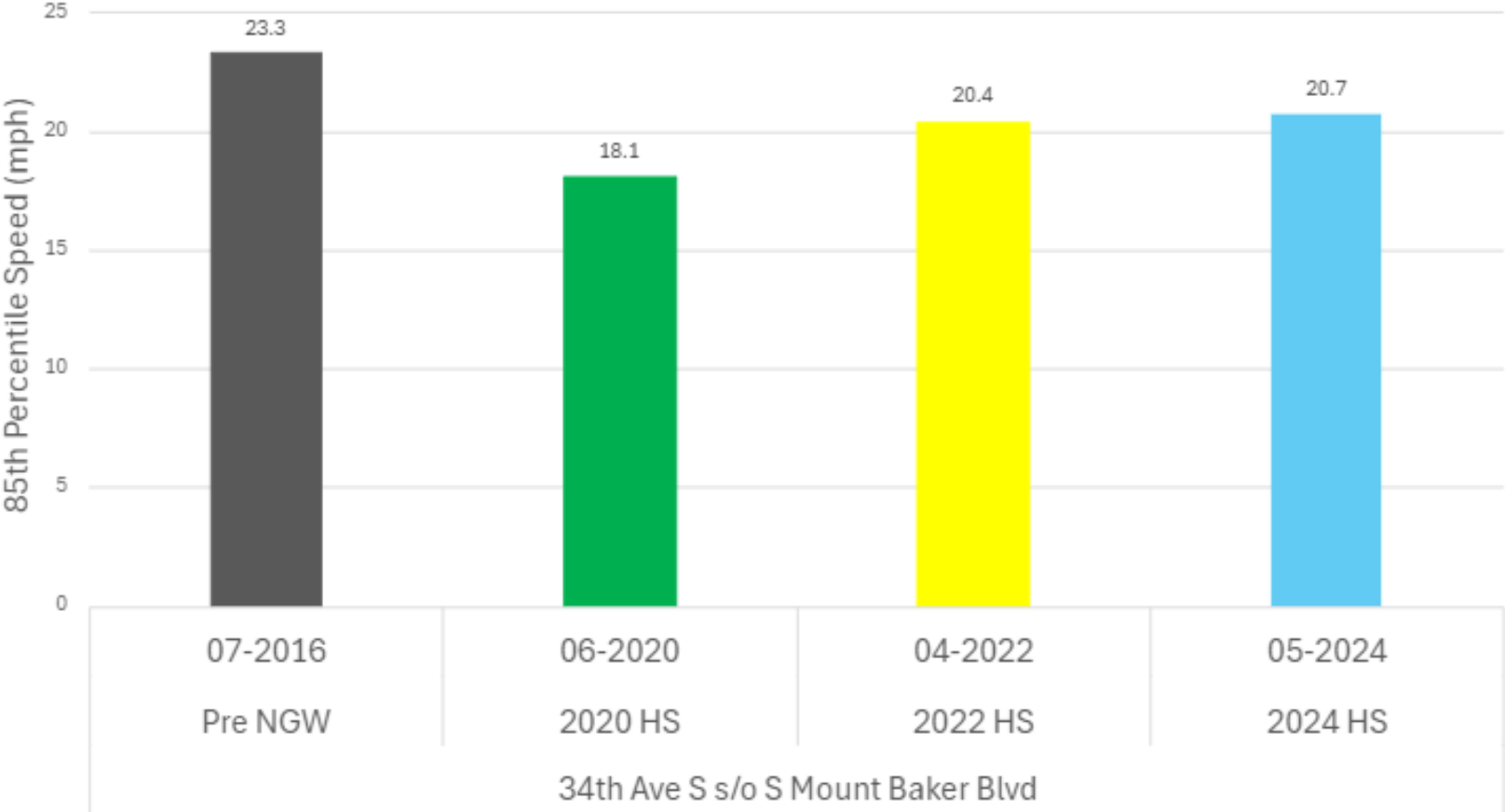
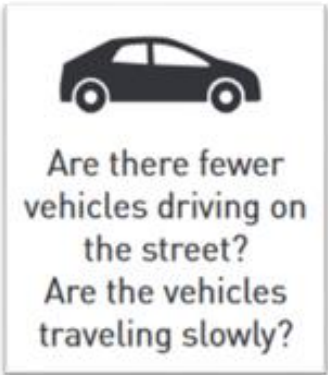
Seattle Transportation Plan's (STP)  
Goal: Reduce ADT to less than  
400 vehicles per day

**Legend:**  
NGW - Neighborhood Greenway  
HS - Healthy Street  
ADT - Average Daily Traffic

\*Note: All Seattle public schools were closed due to the pandemic from March 2020-September 2021. Data collected during this period do not reflect typical volumes when school is in session.



# Vehicles Speed (85% of vehicles drive this speed or slower)



**Legend:**  
NGW - Neighborhood Greenway  
HS - Healthy Street

*\*Note: All Seattle public schools were closed due to the pandemic from March 2020-September 2021. Data collected during this period do not reflect typical volumes when school is in session.*

# 2024 Evaluation

## What We Have Learned:

- Peak hour volumes of pedestrians and bikes using the Healthy Street significantly increased by 417% at 34th Ave S & S Mt Baker Blvd from pre-NGW to post-HS in 2024
- Average vehicle volumes on the Healthy Street decreased by 3.2% from pre-NGW to post-HS in 2024
- Average vehicle speeds on the Healthy Street decreased by 11.2% from pre-NGW to post-HS in 2024
- While a reduction in volume and speed since before and after the NGW is shown in the data, volume has increased steadily since 2020 and speed has shown a small increase since 2020. This data shows that there is a need for a more robust closure.

	Pre-NGW	2024 HS	% Change
Total Ped & Bikes (PPH+BPH)	6	31	+417%
Vehicle Volume	188	182	-3.2%
Vehicle Speed (mph)	23.3	20.7	-11.2%

# Community Sentiment

20 comments through the Healthy Street Feedback Form were received:

- **75% of comments received during outreach were positive, focusing on how Healthy Streets provide safer streets and gives the community more space to walk and bike.**

*"I like that it slows cars down, especially near John Muir Elementary and Franklin High School where there are frequently lots of kids walking. It also provides a somewhat more safe bike path on a critical route north south in Rainier Valley/Mt. Baker. There are essentially no other north/south safe bike paths in the area so it helps avoid the very dangerous process of biking on Rainier or MLK Jr. Way. It also provides a walking connection from Rainier Valley to Colman Park and the lake that I see get utilized frequently. Please don't cut this street from the Healthy Street project. Bike infrastructure in South Seattle is already so bad, and you have the chance to protect both children and bikers with a few simple measures to slow down cars...I drive a car too, and yet it doesn't do anything to inconvenience me by making some small side streets off-limits to non-resident cars. The Healthy Streets program was one of the best things that came out of the pandemic, don't get rid of it now. Ultimately the signs just aren't good enough as well - something more permanent would make drivers really consider not using these streets."*

- **15% of comments received were mixed, generally supporting the idea of HS but voicing their concern about vehicles disregarding the closed street signs.**

*"I love that it exists at all - we need bike infrastructure to connect different neighborhoods of the city. Cars completely disregard the "street closed" signs, and this poor implementation undermines the street's value. Please add physical barriers to disincentive car traffic. Provides missing link to connect walkers/rollers/bikers to different neighborhoods of the city."*

- **10% of comments received was negative due to drivers disregarding the closed street signs and making the street unsafe.**

*"People no longer observe the closed to through traffic signs. Drivers make it unsafe to use the street. Make the road a one-way street to discourage pass through traffic. I don't see anyone but cyclists in the street anymore. I think most people don't think it's safe."*



Is there  
neighborhood  
support for  
keeping the Stay  
Healthy Street?



**Seattle**  
Department of  
Transportation



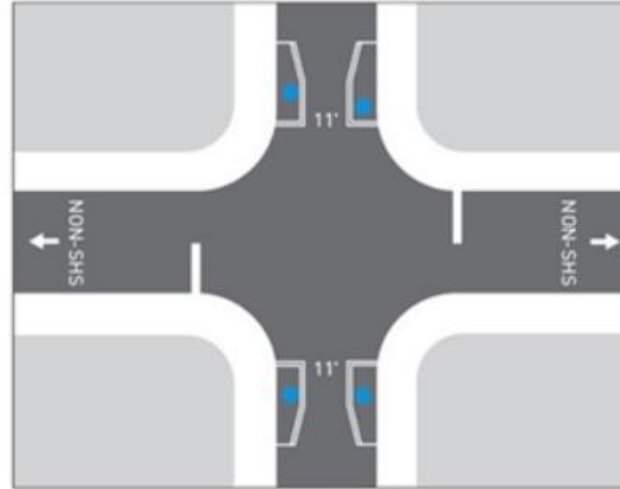
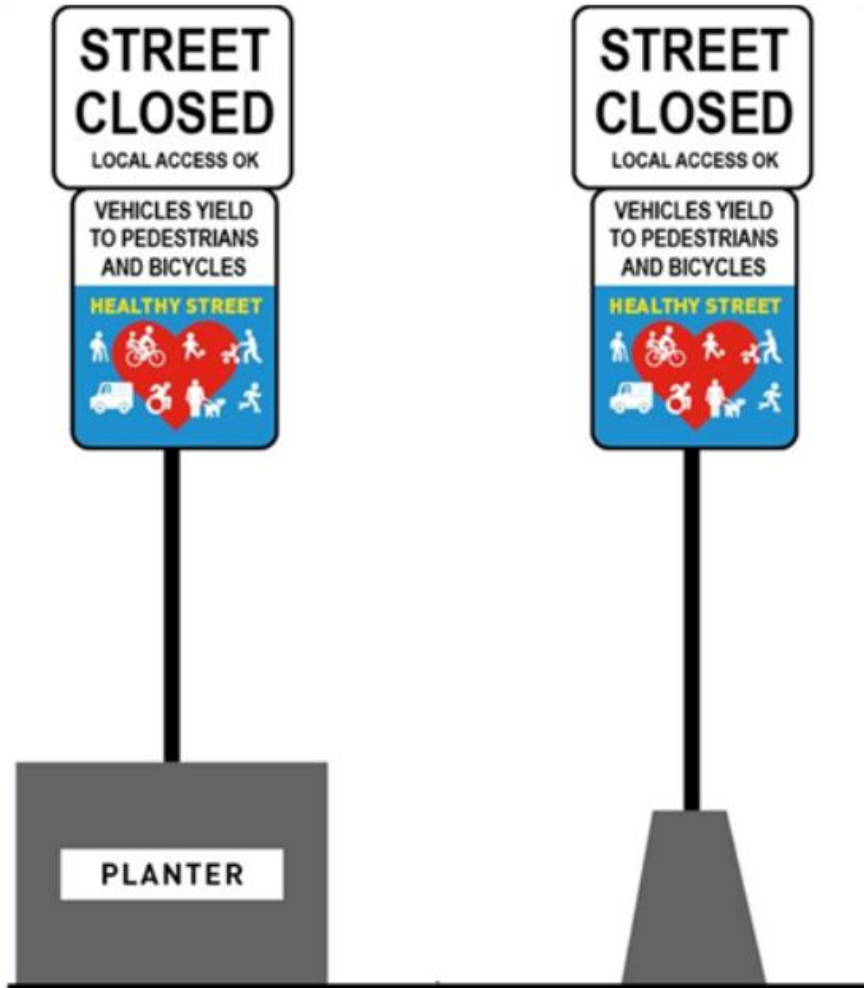
# 2024 Evaluation Decision

Make the following section permanent:

- Healthy Street on 34<sup>th</sup> Ave S from S Mount Baker Blvd to S Horton St



# Permanent Healthy Street Options



Conceptual diagram of Healthy Street intersection



Permanent Healthy Street treatments in Greenwood







From the entire SDOT Team:  
**Thank you!**



**Seattle**  
Department of  
Transportation