

Alki Point Keep Moving Street

Beach Drive SW and Alki Avenue SW from the north end of 63rd Ave SW to the south end of 63rd Ave SW

Evaluation 2022

Our Vision, Mission, Values, & Goals

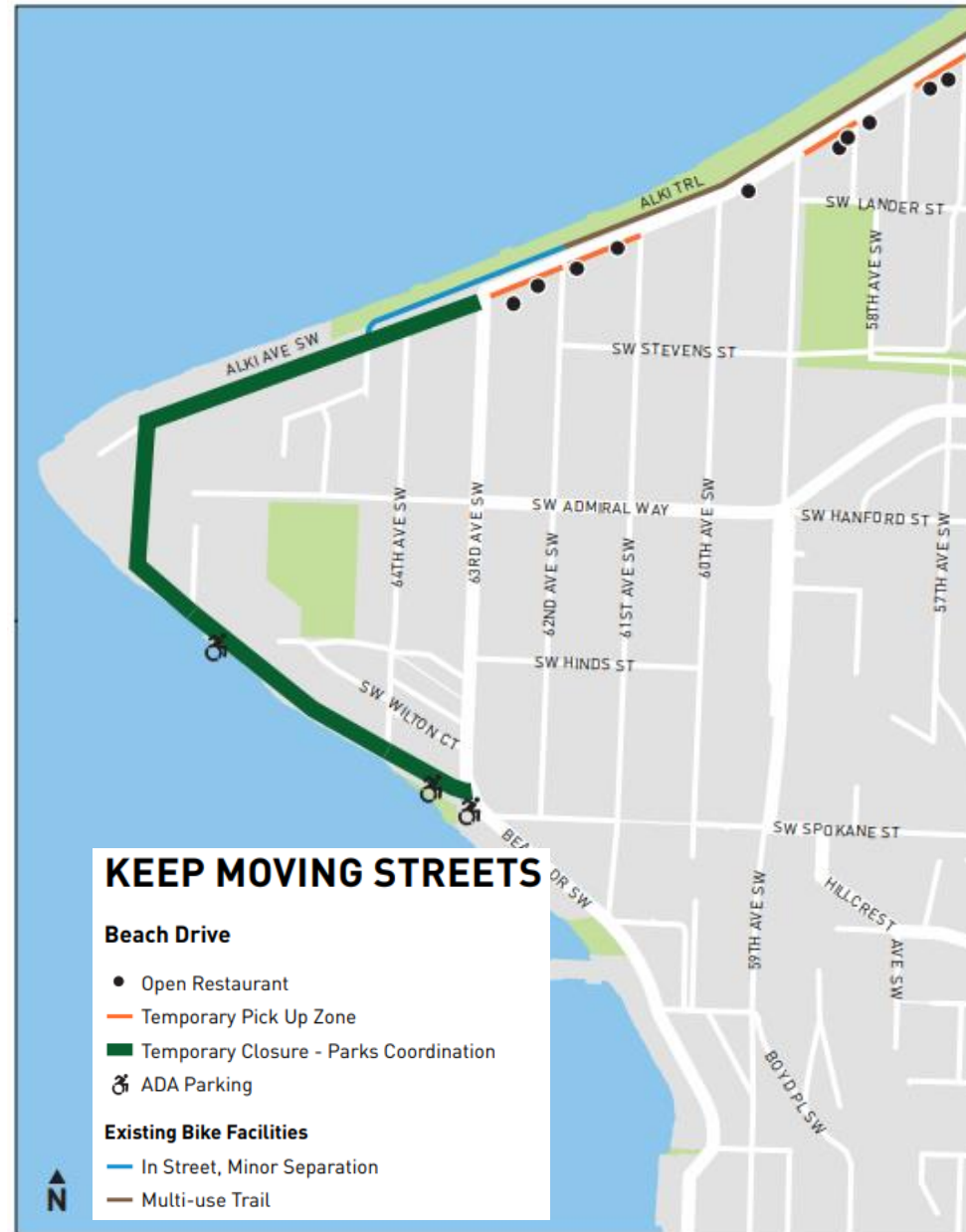
Seattle is a thriving equitable community powered by dependable transportation. We're on a mission to deliver a transportation system that provides safe and affordable access to places and opportunities.

Core Values & Goals:

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

Presentation Outline

- COVID-19 Response
- Alki Point data
- Alki Point Options Analysis
 - Background (5 alternatives)
 - Public Outreach (3 alternatives)
 - Recommendation
- Q&A



Making life easier during COVID-19

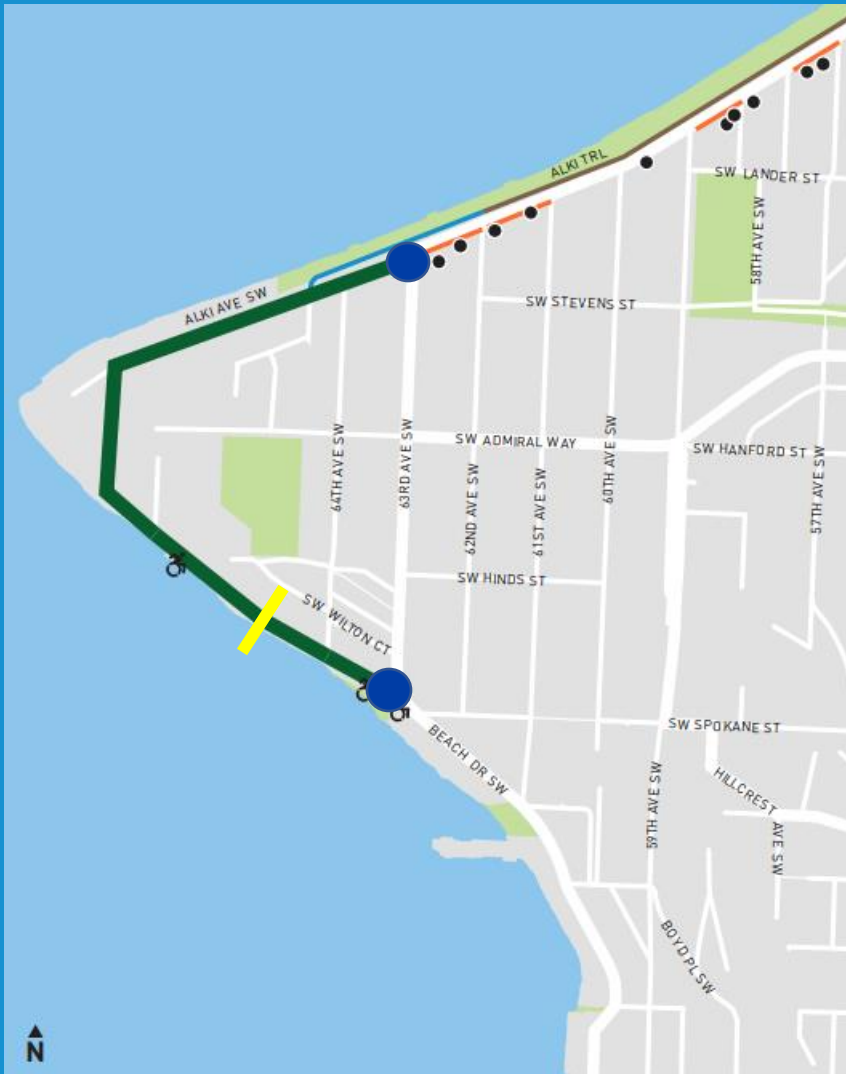
Keep Moving Streets were added to:

- Support social distancing and safer ways for getting to popular destinations parks
- Close pass-through traffic to provide a safe space to walk and bike
- Provide more space for people to get outside adjacent to parks and to improve community and individual health
- Reduce impacts to hospitals and essential workers

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


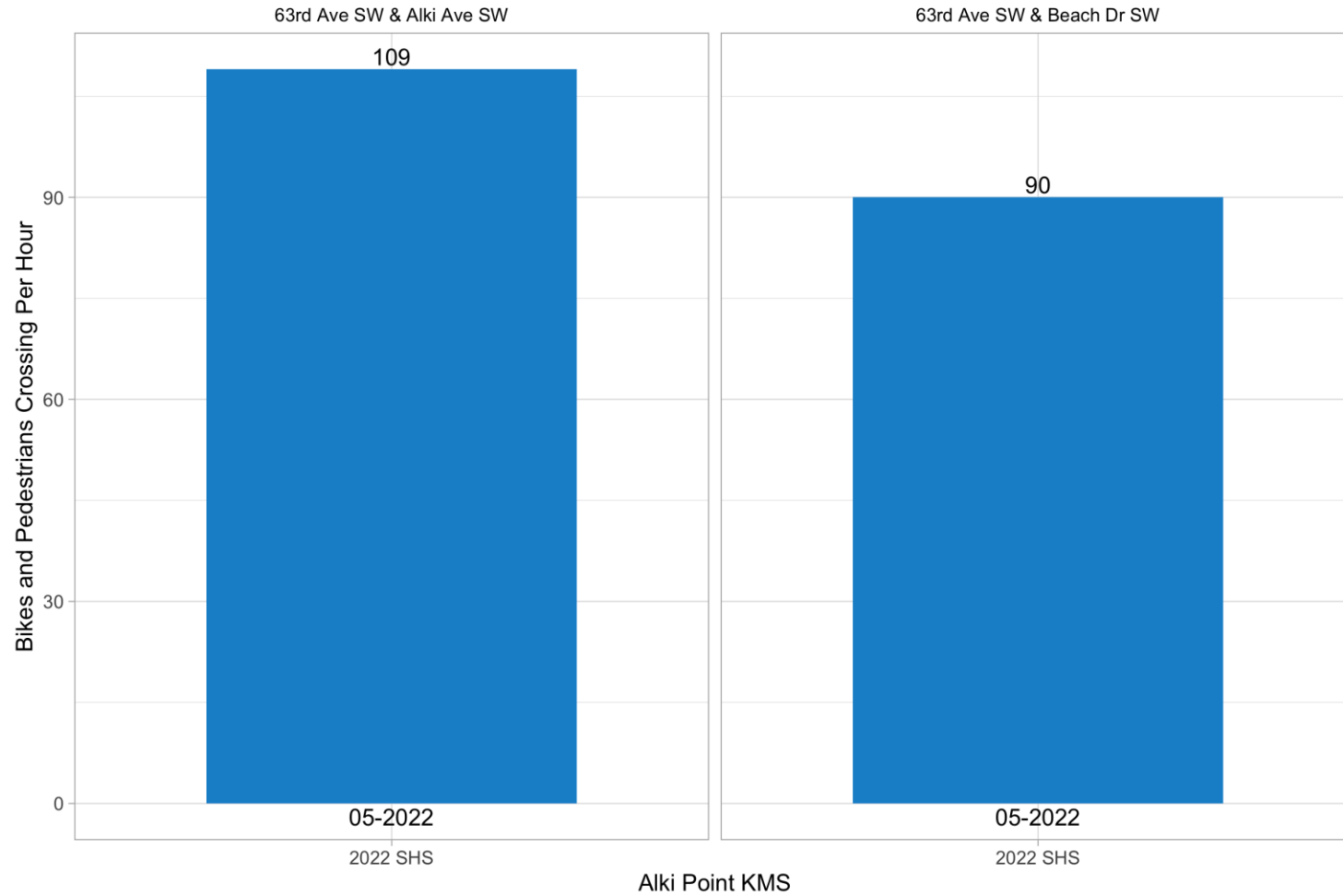


Data Collection Locations



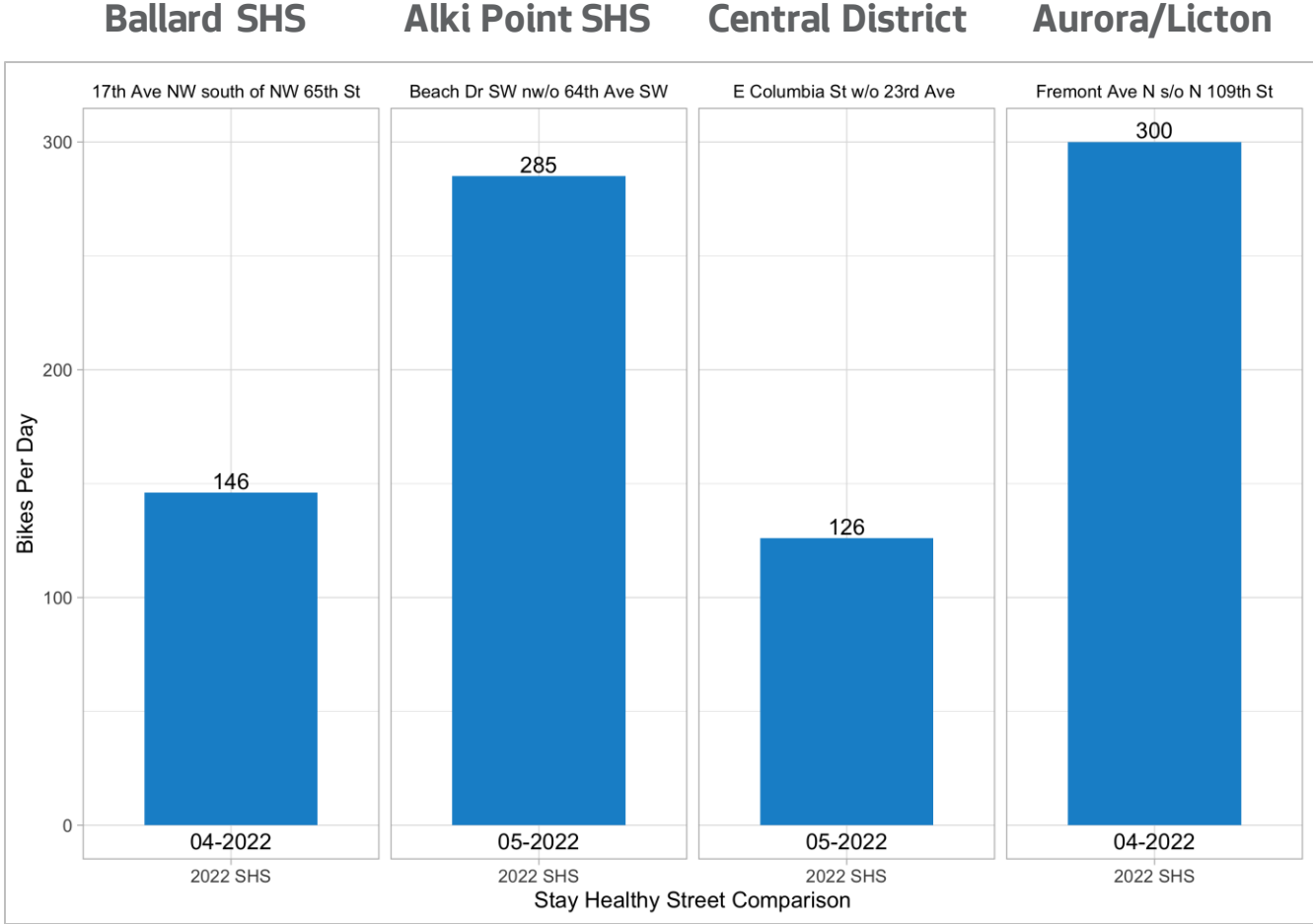
Icon	Location	Type
●	63rd Ave SW & Alki Ave SW	Turning Movement Count
	63rd Ave SW & Beach Dr SW	
—	Beach Dr SW NW/O 64th Ave SW	7-day bike data 7-day vehicle data


People Walking and Biking Per Hour



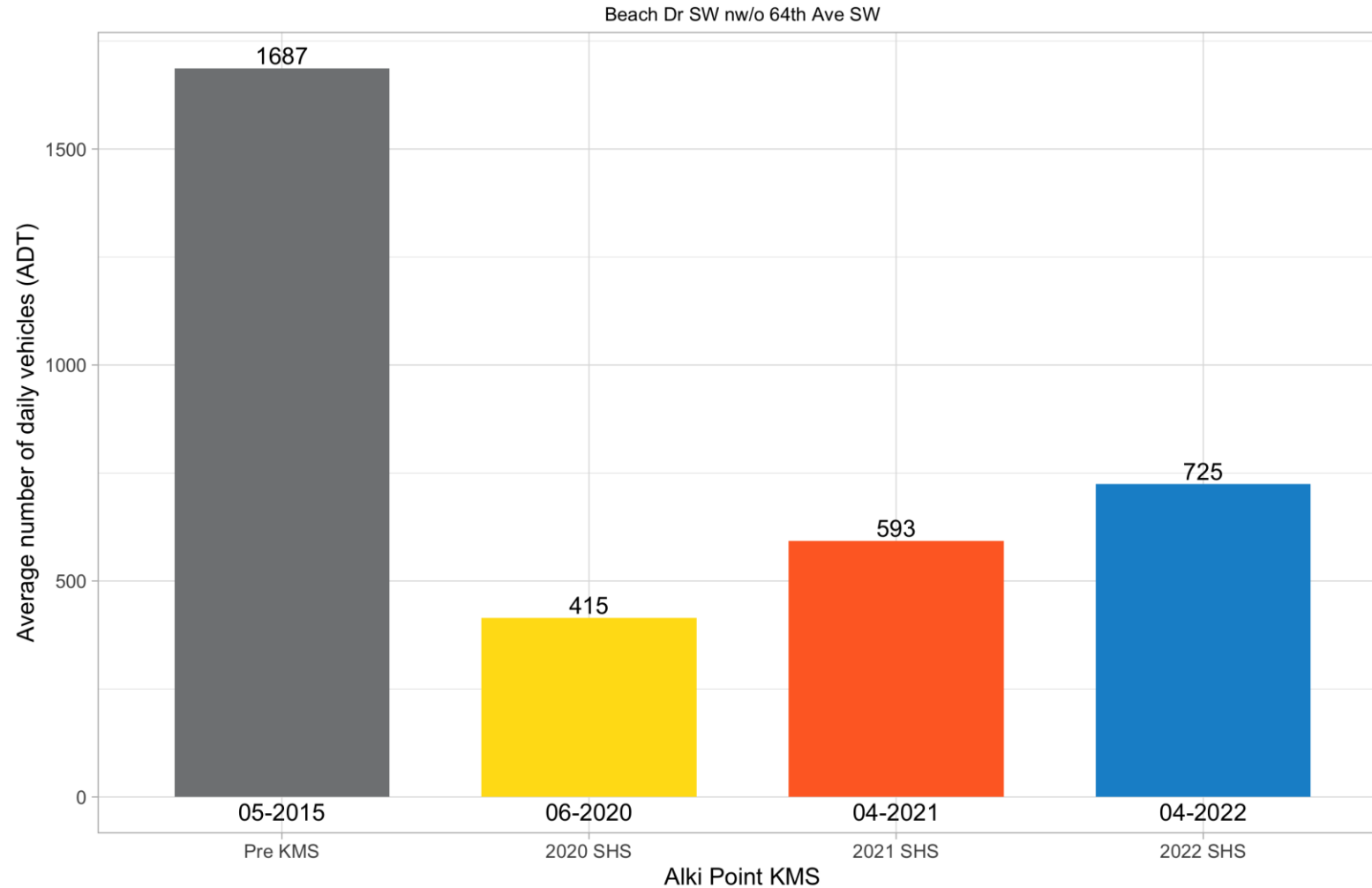
Are there more people walking, rolling and biking?

People Biking Per Day (7-Day Average)



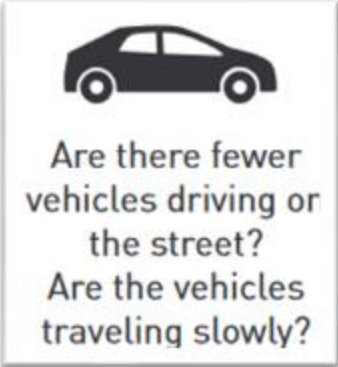
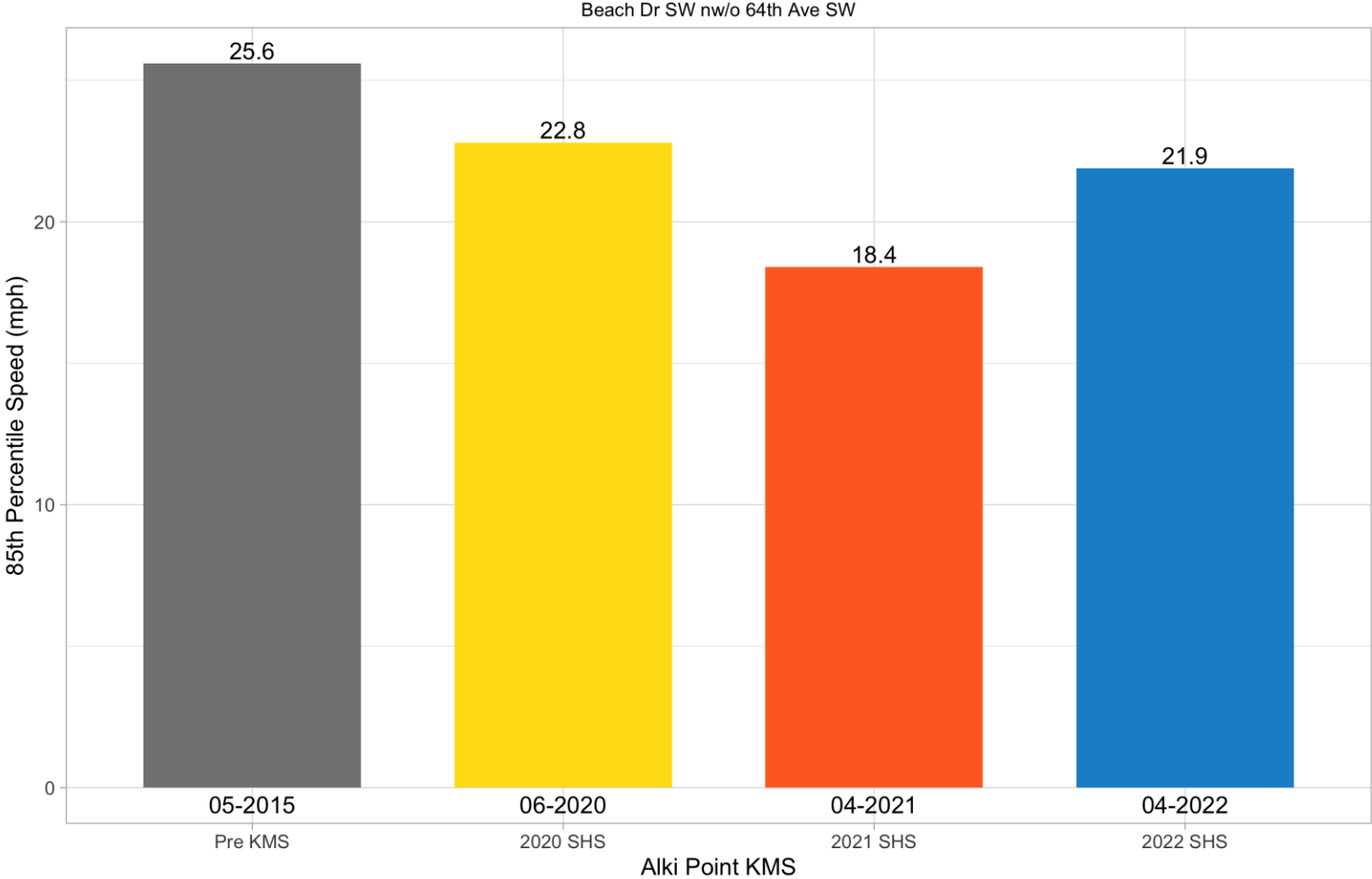

Are there more people walking, rolling and biking?

Vehicles Per Day (7-Day Average)



Are there fewer vehicles driving on the street?
Are the vehicles traveling slowly?

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



Background

- Residents have voiced that they desire the Alki Point Keep Moving Street to stay permanent to provide space for people to walk, bike, roll, and play



Stayhealthystreets.org

Background

In 2020, 5 permanent design options were created by the Stay Health Street team. The options were:

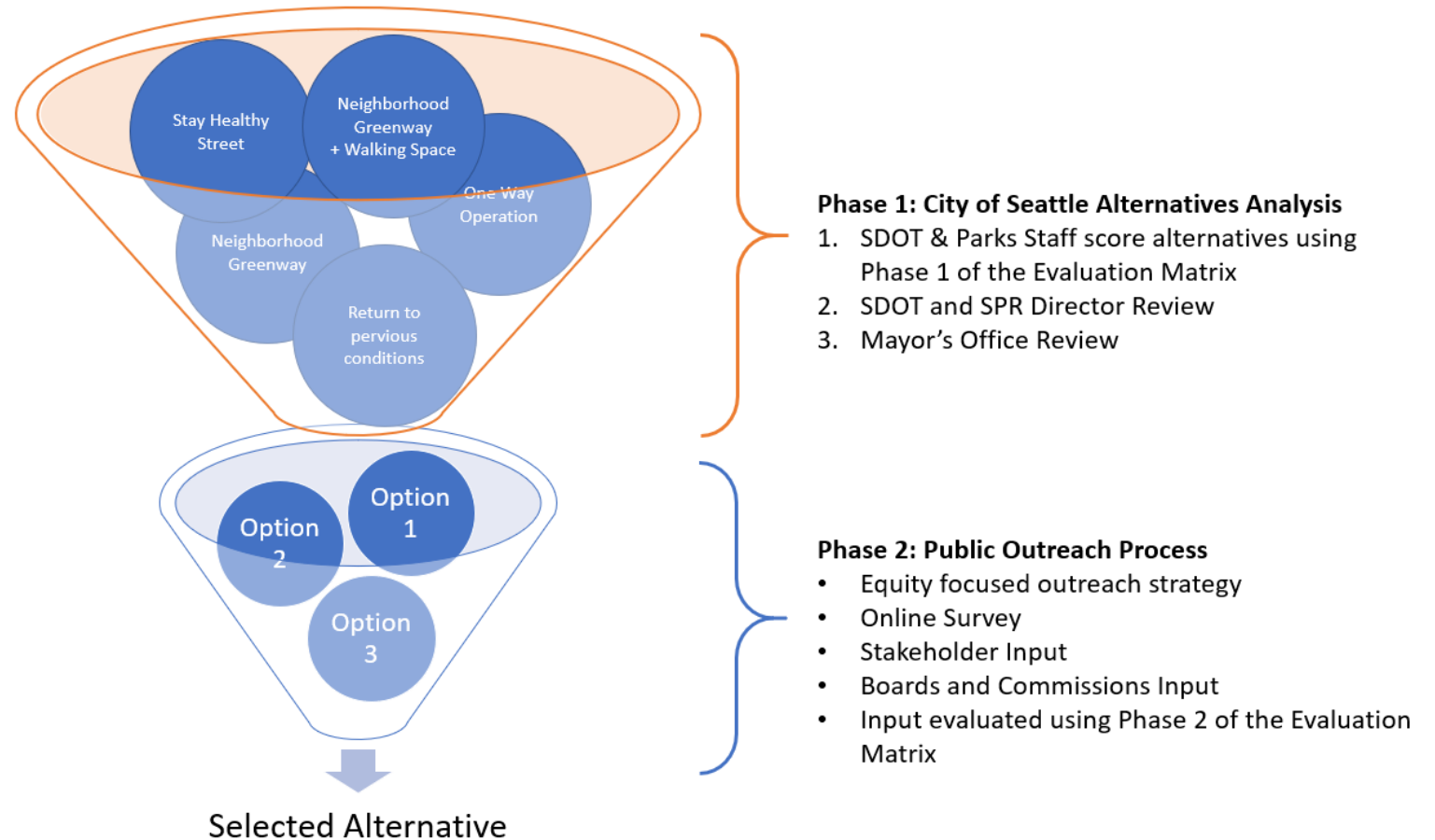
1. Return to previous (pre-KMS) operation
2. Convert to a Neighborhood Greenway
3. Convert to a Neighborhood Greenway with additional walking space
4. Convert to a Stay Healthy Street with Neighborhood Greenway elements
5. Convert to a one-way northbound operation with a multi-use trail for walking and biking

These five options were shared with community stakeholders in the fall 2020 and were intended to provide an opportunity to acknowledge community support for additional recreation space while also addressing community concerns.

Background

In order to have a more effective public engagement process, a **two-phase evaluation process** was created:

- **Phase 1:** narrow down from 5 options to 3
- **Phase 2:** narrow down from 3 options to the final option



Background

Phase 1: Evaluation Process & Outcomes

- Reviewers were chosen from a variety of City divisions and performed a design evaluation of the 5 options
- The table below shows how each set of reviewers scored the five design options based on the scoring criteria on slide **XX & XX**

	Option 1: Return to Previous Operation	Option 2: Convert to a NGW	Option 3: Convert to a NGW w/ additional walking space	Option 4: Permanent SHS, w/ NGW	Option 5: One-way street with additional multi-use space
SDOT PDD	42.50	51.50	67.43	58.57	67.50
SDOT TOD	60.50	60.50	43.07	48.07	38.79
PKS PDD	40.00	49.00	64.00	73.00	72.50
PKS ED	47.50	59.00	92.50	72.50	85.00
SDOT City Traffic Engineer	41.43	60.29	63.29	77.64	74.29
Average:	46.39	56.06	66.06	65.96	67.62

Recommendations

- The project team recommended advancing Option 3, 4, & 5

Option 1: Stay Healthy + Neighborhood Greenway

- Upgrade to a Neighborhood Greenway
 - Install stop signs, traffic calming measures, and wayfinding pavement markings & signs
- Include decorative design elements
- Install Stay Healthy Street signage at every intersection
- Remove approximately 5 parking spaces



Option 1: Community Survey Results

What elements of the Stay Healthy Street + Neighborhood Greenway design do you like?

ANSWER CHOICES	RESPONSES
Local Access Only	26%
Less vehicle traffic	23%
Additional space for people walking and biking	19%
Increased signage to enhance safety for people walking and biking	17%
Traffic calming enhancements, such as speed humps	15%
Total Respondents: 1,092	

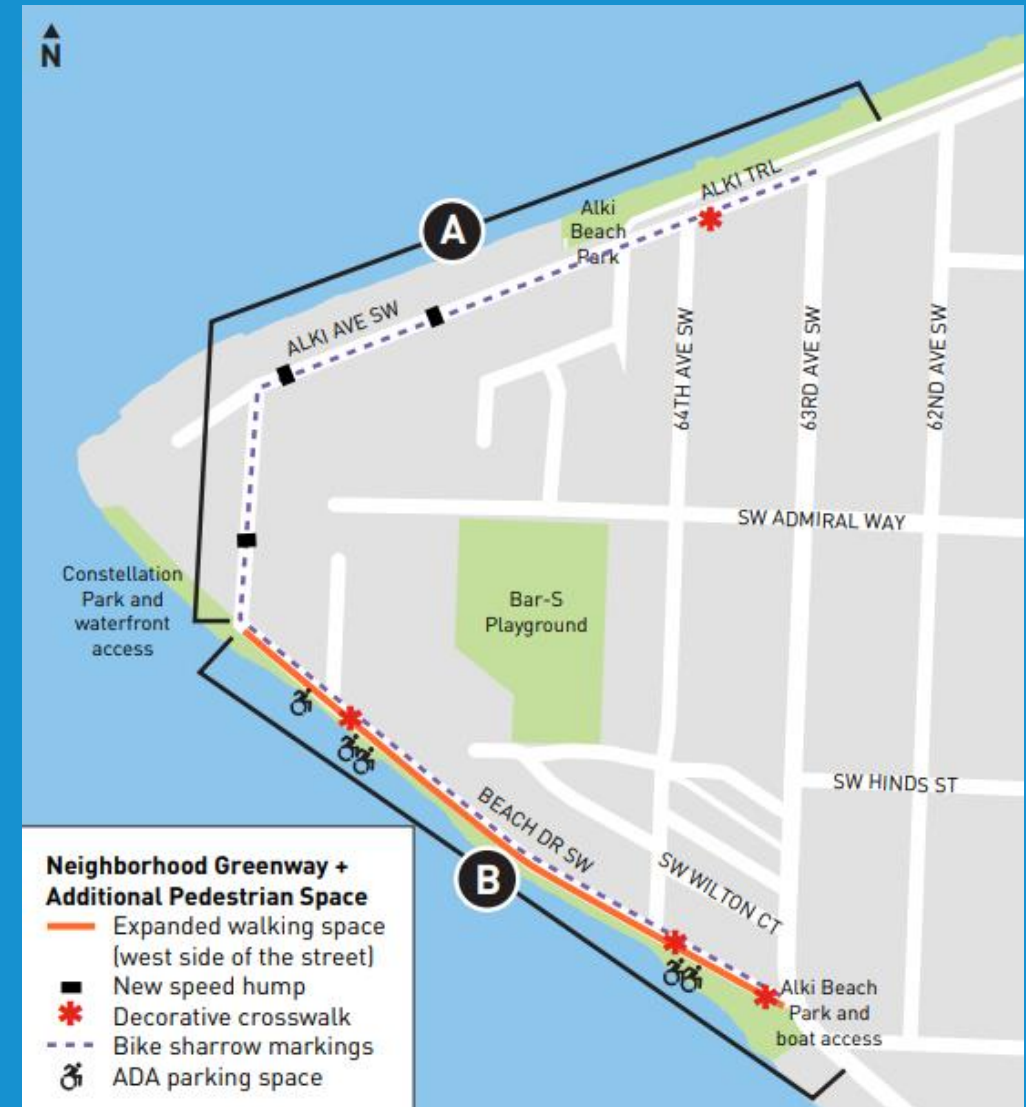
What elements of the Stay Healthy Street + Neighborhood Greenway design do you not like? Why?

ANSWER CHOICES	RESPONSES
Does not restrict vehicle access enough, there should be less parking and one-way traffic	26%
Limits vehicle access with Local Access Only restrictions	22%
Not comfortable/safe for people walking	16%
Not comfortable/safe for people biking	13%
Speed humps inconvenient for people driving	7%
Total Respondents: 993	

The SHS + NGW option was well liked and the most common response for what elements people did not like about this option was how it does not restrict vehicle access enough. Residents want more local access only restrictions compared to limiting vehicle access.

Option 2: Neighborhood Greenway + additional pedestrian space

- Upgrade to a Neighborhood Greenway
- Include decorative design elements
- Add pedestrian space along the beach
- Remove approximately 85-100 parking spaces



Option 2: Community Survey Results

What elements of the Neighborhood Greenway + additional pedestrian space design do you like?

ANSWER CHOICES	RESPONSES
Additional space for people walking	24%
Does not like this design	15%
Separation between people walking and people driving	8%
Separation between people walking and people biking	8%
Reduces parking	6%
Total Respondents: 908	

What elements of the Neighborhood Greenway + additional pedestrian space design do you not like? Why?

ANSWER CHOICES	RESPONSES
Reduces parking	24%
Does not restrict parking enough	14%
Dislikes bike sharrows, would prefer to have a bike lane	13%
Not a local access only option	10%
Does not like the project	5%
Total Respondents: 974	

The NGW + addition ped space option was not as well received as 15% stated they did not like this design when asked "what elements...do you like?" Both option 2 and 3's center around not liking reducing parking and prefer to maintain existing parking.

Option 3: One-way street + shared walking and bike path

- Create a separate walking and biking path adjacent to the existing beachside curb
- Include decorative design elements
- Adjust the street to operate as one way for vehicles
- Remove approximately 90-100 parking spaces



Option 3: Community Survey Results

What elements of the One-way street + shared walking and biking path design do you like?

ANSWER CHOICES	RESPONSES
Likes multi-use path	15%
Does not like this design	14%
Physical separation between people driving/people walking and biking	14%
Likes one-way travel for people driving	13%
Likes added pedestrian space	8%
Total Respondents: 882	

What elements of the One-way street + shared walking and biking path design do you not like? Why?

ANSWER CHOICES	RESPONSES
Parking removal	20%
Dislikes one-way travel for people driving	14%
Does not restrict parking enough	12%
Dislikes multi-use path, unsafe for people walking and biking	12%
Not a local access only option	10%
Total Respondents: 962	

The one-way street + shared walking/biking path option was not as well received as 14% stated they did not like this design when asked "what elements...do you like?" Both option 2 and 3's center around not reducing parking but prefer to maintain existing parking.

Public Engagement - Overview

- Conducted a survey with more than 2,000 responses
- Completed door-to-door outreach with nearby businesses
- Met with community groups and agency partners
- Attended 6 community meetings and events
- Received emails and phone calls from the community

Public Engagement - Themes

- Keep Moving Street is popular and seen as a success by most
 - Broad support amongst Alki Ave & Beach Dr community/neighbors for maintaining
 - Non-Alki Ave/Beach Dr residents generally supportive as well
 - Alki Point is a destination for many from recreation to simply taking in the views
- Concerns about the clarity and intent of Local Access Only
 - Rules regarding driving may be unclear, particularly for visitors, resulting in unsafe conditions for peds/bikers
 - Concerns about privatization, equity, and who has access to the public right-of-way
 - Emphasize local access for drivers/cars, public access for all other modes
- Seal Sitters, Kayakers, and other visitors may need parking access
 - Maintain ADA spots for elders, mobility challenged
- Adjacent resident group overwhelmingly prefers Option 1

Recommendation

Preferred Alternative: Stay Healthy Street + Neighborhood Greenway



This alternative is the preferred option due to:

- Community's preferred option
- 64% of people use Alki Point for walking, biking, roller blading, skateboarding, etc.
- 82% of people use walking as a mode of transportation
- 85% of people use this space to recreate and enjoy the waterfront
- Most people felt that they had better access, felt safer walking, biking, and rolling, and felt welcomed since KMS was installed on Alki Point
- The primary concern for this street is that there needs to be less access for vehicles without losing parking
- Majority of people desire to walk, run, or bike at Alki Point
- Majority have voted that they desire having the additional space for walking and biking the most for a permanent design

Elements to be incorporated

Neighborhood greenway elements would include:

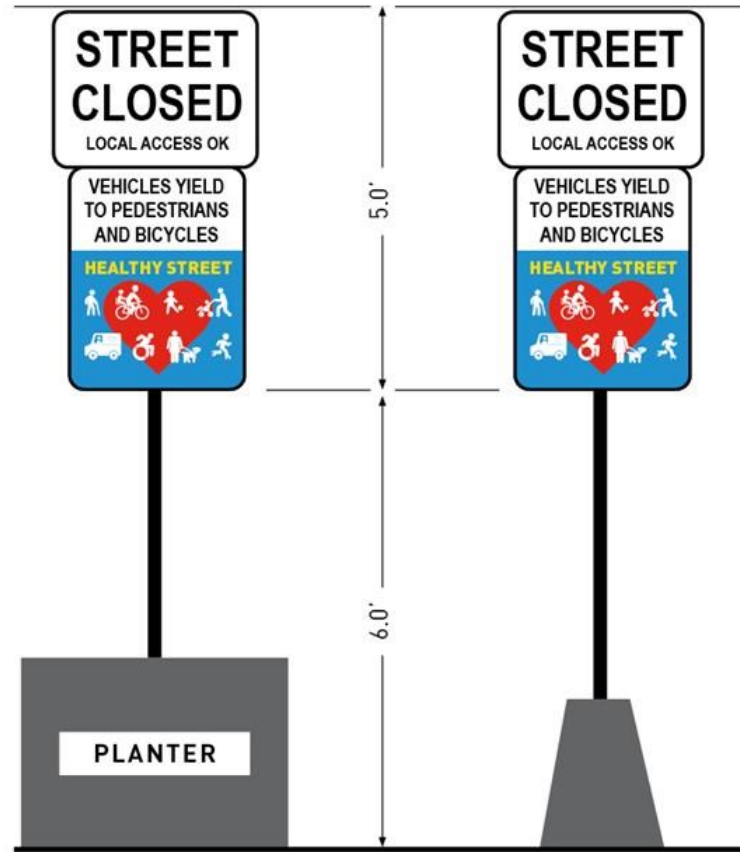
- Stop signs and stop bars at current neighborhood yield intersections
- Additional traffic calming so that spacing of speed humps and raised crosswalks is approximately every 300 feet (approximately 3-4 speed humps)
- Removal of parking spaces 20' within corners/intersections (approximately 5 spaces)
- Connectivity to the citywide bicycle network would be enhance through the addition of sharrow pavement markings and wayfinding signs



Elements to be incorporated (cont.)

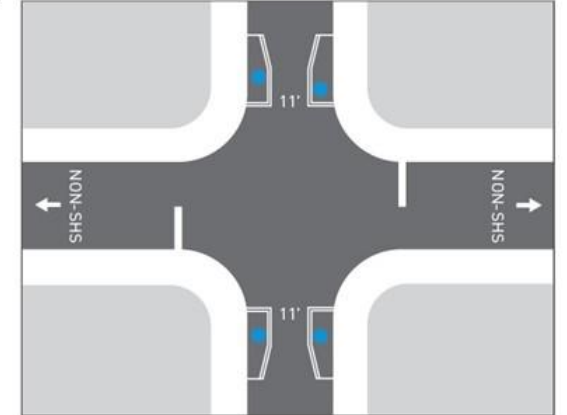
Upgrade to a permanent Stay Healthy Street, changes would include:

- All the neighborhood greenway enhancements listed on slide XX
- Street Closed and Stay Healthy Street signs at every intersection with durable materials
- Community placemaking elements



Planter:
42" Diameter x 30" Tall

Sign Block:
22" Diameter x 23" Tall



Conceptual diagram of Healthy Street intersection



Permanent Healthy Street treatments in Greenwood

Questions?

Stay in touch:



AlkiKeepMovingStreet@seattle.gov



206.735.8295



<https://www.seattle.gov/transportation/projects-and-programs/programs/stay-healthy-streets/alki-keep-moving-street>



From the entire SDOT Team:
Thank you!

