



Pike Pine Renaissance: Act One Concept Design public feedback summary

EXECUTIVE SUMMARY

In October 2017, the Office of the Waterfront and the Downtown Seattle Association (DSA) co-hosted a public open house at the Washington State Convention Center and an online open house to share the concept design for Pike Pine Renaissance: Act One.

Attendance and feedback:

- More than 180 people attended the public open house on October 3, 2017
- 1,298 unique users visited the online open house between October 3 and 24, 2017
- Attendees at the open house and visitors to the online open house submitted 201 comment forms, 100 notes on the concept design roll plot and 4 relevant emails

Key feedback themes included:

- Broad support for the project overall, and validation that the proposed design will improve the feeling of continuity on Pike and Pine streets
- Agreement with the plan to target improvements in the areas from 1st – 4th avenues and 9th – Melrose avenues
- Appreciation for the concept design's proposed improvements to bike mobility, and encouragement to make protected bike lanes continuous through 1st – 2nd avenues and Westlake Plaza area
- Strong support for increasing pedestrian space near Pike Place Market, including a desire for pedestrian-only zones, and emphasis on the need to ensure that curbless shared streets don't increase risk of conflicts between people using all modes of travel
- Emphasis on the importance of ensuring the design works well for all users, including people with disabilities
- Enthusiasm for proposed activation strategies to foster positive social activity, and encouragement to make sure activation is welcoming to all users
- Approval of the concept design's landscaping plan, and requests to add even more greenery than proposed
- Requests to plan for long-term maintenance of all project improvements



INTRODUCTION

As part of the City's Waterfront Seattle Program, the City of Seattle's Office of the Waterfront and the Downtown Seattle Association (DSA) are leading the design of Pike Pine Renaissance: Act One. This is the first phase of a multi-year effort to improve the streetscape experience and connect Pike and Pine to the waterfront – from Pike Place Market to Capitol Hill. The City will construct these improvements as part of the Waterfront Seattle Program.

On Tuesday, October 3, 2017, the Office of the Waterfront and DSA co-hosted a public open house for more than 180 people to share the latest concept designs for Pike Pine Renaissance: Act One and provide Waterfront Seattle Program updates. The open house was held at the Washington State Convention Center's Skybridge from 5 to 7 PM. Attendees had the opportunity to view the full concept design roll plot, as well as display boards highlighting block-by-block existing conditions and proposed improvements, elements of continuity throughout the corridor and activation strategies.

Following the open house, an online open house was launched from October 3 to October 24, 2017, to provide additional opportunities for feedback. The online open house featured identical content to the open house display boards. Visitors were offered the opportunity to fill out a survey at the end of the online open house, with questions that matched the comment forms provided at the public meeting. The online open house received 1,298 unique visitors.

Notifications

The open house and online open house were promoted via the following notification methods:

- Postcard mailer to residents in the project area
- Posters distributed to buildings along Pike and Pine streets
- Email newsletters to the subscriber list of the Waterfront Seattle Program and DSA
- Social media, including paid social media advertising on Facebook and Twitter
- Online display ads in Seattle-based ethnic media publications

Feedback mechanisms

In total, 305 comments were submitted during the feedback period from October 3 – 24, 2017.

At the open house on October 3, 2017, attendees submitted:

- 100 comments on a roll plot of the concept design
- 41 comment forms

After the open house, between October 3 – 24, 2017, members of the public submitted:

- 160 online surveys on the online open house, matching the comment form questions
- 4 feedback emails to the Waterfront Seattle Program inbox

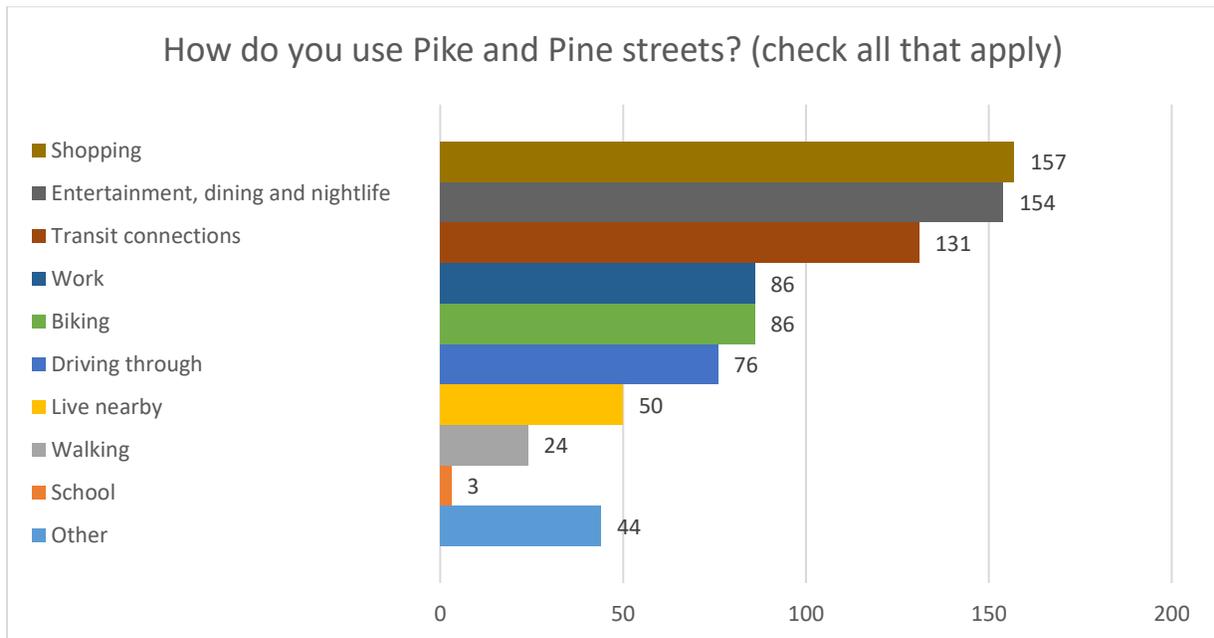


RESPONDENT DEMOGRAPHICS

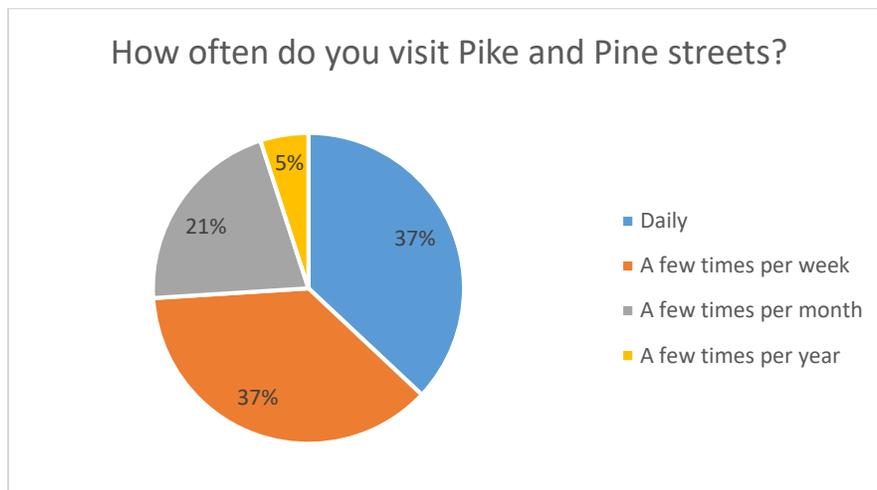
Uses of Pike and Pine

Respondents who completed the comment forms at the open house or the online survey were asked to provide additional information about how they used the Pike Pine corridor.

- 199 respondents answered the question “How do you use Pike and Pine streets?” Respondents could check more than one box from multiple options provided, as well as write in an answer:



- 196 respondents answered the question “How often do you visit Pike and Pine?” and were asked to choose from one of four options:





Zip codes

Respondents who submitted a comment form or the online survey were asked to provide the zip codes for their home and workplace. Not all respondents provided both their home and work zip codes.

City	Home	Work
Seattle	181	136
Other King County	6	4
Other Washington State	2	4
Out of state	2	2

Seattle zip codes:

Zip code	Home	Work	Neighborhoods
98101	29	45	Downtown
98122	24	7	Central District, Madrona
98121	14	13	Belltown, Downtown
98102	14	3	Capitol Hill, Eastlake
98103	10	0	Fremont, Phinney Ridge, Greenwood
98144	10	2	North Beacon Hill, Leschi, Mt. Baker
98112	9	2	Central District, Capitol Hill, Madison Valley
98107	8	3	Ballard
98115	7	2	Wedgwood, Ravenna, Sand Point
98117	7	1	Ballard, Crown Hill
98104	7	32	Downtown, Pioneer Square, International District, First Hill
98109	7	9	South Lake Union, Lower Queen Anne, Queen Anne
98199	5	2	Magnolia
98118	5	0	Columbia City, Seward Park, Rainier Valley
Other	24	16	Other neighborhoods in Seattle



KEY FEEDBACK THEMES

All comments collected at the open house, from the online open house survey and from relevant emails to the Waterfront Seattle inbox were categorized by topic. A qualitative analysis was conducted to identify major themes, which are described below, along with representative comments. Comments have been edited for brevity and clarity.

Elements of continuity

Most respondents liked the elements of continuity (paving, light, landscaping and protected bike lanes) proposed throughout the corridor, agreeing that they would increase the feeling of cohesion along Pike and Pine streets.

Representative comments:

- “Really support a simple palette of materials. Consistent with the rest of Seattle. Which I think is what you're proposing. Continuity is good.”
- “Lighting, crosswalk visibility, bike lanes, and shrubbery are all great improvements to what it is today.”

Paving and crosswalks

Most respondents supported the concept design’s plans to improve broken and uneven pavement throughout the corridor and provide signature crosswalks:

- Approval of proposed plans to improve paving quality
- Support for consistency in paving and signature crosswalk design along corridor
- Requests to consider accessibility for people with disabilities when designing paving and crosswalks
- Emphasis on the need for long-term maintenance and upkeep of pavement

Representative comments:

- “Uniform paving and sidewalk go a long way. In those respects, I liked it.”
- “I like the idea of different paving for the crosswalks instead of just zebra stripes. Just make sure it fits with the character of the buildings.”
- “Make sure all paving treatments work well with wheelchairs & walkers. Hard to navigate/push over too many ridges/depressions.”
- “Like the features presented. Concerns are long term maintenance to assure that level paving is maintained over time as tree roots grow & uplift paving; existing Westlake paving is slippery when wet so can that be corrected, if not, do not extend.”



Lighting

Many people indicated support to create consistent levels of pedestrian lighting throughout the corridor, but only some people commented on types of lighting fixtures:

- Strong support for project goals to create consistent levels of light throughout the corridor
- Encouragement for designs that save energy and reduce light pollution, including suggestions for shades on two-globe lights to point light downward, LED bulbs and on-demand lighting
- Appreciation for the concept design's proposed bridge-mounted pedestrian lighting on the freeway overpasses

Representative comments:

- "I really like the idea of having a single consistent street light fixture along the entire corridor. The 2-bulb or 3-bulb lamp post fixtures seems nice as long as it's a traditional design."
- "The lighting would be especially welcome at night."
- "I like the idea of lighting up the streets. But I am concerned about light pollution and the waste of energy that goes with it. Would you consider 'on-demand lighting' where the street lights come on sensing movement and go off afterwards?"
- "Will lighting be green? LEDs for long life, weather resistant to minimize replacement and save on energy, solar paneling perhaps. Globes made from material resistant to fading, cracking over time."
- "The examples of the bridge-mounted lighting are very cool – doesn't need to be that exact design, but something out of the ordinary that is very iconic for both people on the overpasses and drivers below could really help enhance the corridor experience."

Trees and landscaping

Most respondents expressed strong approval of the concept design's proposed landscaping plan. Many respondents expressed further interest and suggestions related to landscaping and greenery:

- Strong support for proposed landscaping improvements in the concept design, including additional trees, landscaping on freeway overpasses and a vegetated bike lane buffer
- Desire from many to see even more greenery than proposed, while others worried that too many trees or plantings would limit visibility
- Requests for future landscaping plans to use plants native to the area
- Emphasis on the importance of long-term upkeep and pruning for landscaping

Representative comments:

- "I think the consistent trees and vegetation work well to accomplish continuity."
- "The vegetated bike lanes are a wonderful idea to make biking more pleasant to integrate the lanes into the broader corridor beauty."



- “The plan looks good. I am another advocate of greenness. The more trees, plants, flowers, the better.”
- “The detailed drawing looks like even more trees could be added. It would be nice to have more continuous canopy cover.”
- “Who should maintain the trees and keep them trimmed and healthy?”
- “I would like to see the use of native plants used throughout and if possible, incorporated into natural storm water treatment facilities.”

Protected bike lanes

Most comments addressing protected bike lanes (PBLs) indicated strong appreciation for the concept design’s proposed PBL improvements, including the vegetated buffer to separate PBLs from the roadway. Many respondents indicated concerns about specific aspects of the proposed PBL improvements:

- Strong support for proposed PBL improvements, including creating protected bike lanes throughout most of the corridor, raising the bike path to sidewalk level and installing a vegetated bike lane buffer
- Calls for increases in predictability for people riding bikes in curbside shared streets between 1st and 2nd avenues, and in the shared street experience on Pine St between 4th and 5th avenues
- Worries about the potential for conflicts between pedestrians and bikes at street crossings, in accessing parked cars or if pedestrians walk in PBLs
- Concerns that the bike lanes would create conflicts for pedestrians with visual or mobility impairments
- Emphasis on the need to create designs that reduce the potential for conflict between bikes and vehicles at street crossings, turns and loading zones

Representative comments:

- “Thanks for the protected bike lane - it's a very common route, and in the past 2-3 years, I've seen this city become safer to bike in. This is great!”
- “I'm glad you're prioritizing more space for pedestrians and especially more space for bikers! Having protected bike lanes, separated from car traffic, and reducing the number of parking spots for cars that take up so much room, is incredibly important to me.”
- “The interruption of the current and future bike lane going down Pine with Westlake center/park is poorly designed - continuity promotes safety.”
- “Bike lanes flush with the sidewalks encourage people to walk or jog in the bike lane (as shown in your bike lane renderings), effectively making it a multi-modal shared path, not a dedicated bike lane.”
- “One thing I didn't see in the plans is how turning/connections with other bike lanes will work. With the lanes separated from traffic as much as they are, it's important to think through how



bicyclists will exit the lanes, and be able to turn without blocking users continuing straight behind them.”

Geographic themes

Many respondents commented on concept design features and existing conditions at specific geographic areas in the corridor:

Pike and Pine from 1st – 2nd avenues: Curbless shared streets

Most respondents expressed excitement about prioritizing pedestrians near Pike Place Market. For many, the proposed curbless shared street designs fulfilled those desires, while others expressed concerns:

- Strong approval of the proposal to make the area near Pike Place Market more welcoming to pedestrians
- Support from many to see pedestrian-only zones near Pike Place Market instead of shared streets for all modes
- Encouragement for measures to reduce accidental or terrorism-related conflicts between vehicles and pedestrians and bikes, including reducing the proposed 14’ width of shared curbless lane and adding bollards or diverters to separate vehicles
- Requests that the proposed curbless street designs account for the needs of visually-impaired pedestrians to maintain wayfinding and prevent conflicts with vehicles or bikes
- Some concern that the proposed reduction in lanes would increase traffic congestion for vehicles and public transit, limit delivery access for local businesses and reduce parking for visitors and people with mobility impairments

Representative comments:

- “I think the shared street idea is good closer to Pike Place. Wide sidewalks are great. It looks like a lot of thought has gone into activating these corridors and overall looks good.”
- “I’m excited by the curbless design, I love all of the ideas presented, you are on the right track!”
- “I like the idea of pedestrian and biker friendly streets. In fact, I strongly feel that the Pike Place Market and a buffer of 2 streets all around should be restricted to only pedestrians.”
- “Curbless streets only feel safe for pedestrians if vehicular traffic is limited (perhaps using diverters to prevent use as a through street), traffic is calmed (using speed humps or grade changes or chicanes), and pedestrians are protected (since curb protection will be eliminated, steel bollards need to be added).”
- “I’m concerned about the width of the shared lane on both Pike and Pine between 1st and 2nd. A successful shared street requires slow traffic, and a 14-foot lane communicates to drivers that they can drive quickly. That lane should be 10 feet to keep everyone moving smoothly.”
- “I approve of the direction. Be careful with curbless streets to ensure they’re legible to the sight-impaired. Greater color contrast and raised bumps communicate to a sight-impaired person that they’re moving from a pedestrian-only space to a shared space or street.”



Pine St from 3rd – 4th avenues: Activation zone and transit connections

Most respondents expressed broad support for the concept design's proposed improvements in this area:

- Support for project goals to increase legibility of transit station entrances, to make transit connections easier to find and increase feelings of safety and comfort
- Approval of proposed activation strategies at 3rd Ave and Pine St, indicating that activation would promote social activity, while others worried that activation would not be sufficient to reduce unwanted negative social activity

Representative comments:

- “Wonderful ideas. Let's get the full Westlake experience from all four directions before you even see the park! Making the transit station entrances more transparent and less of a hangout den for sketchy characters would be a major improvement for everybody living, working, and traveling that area. Pairing that with activation of the block between 3rd and 4th on Pine, I see this being a very successful space!”
- “If activation along 1st-2nd-and-3rd can remove the open-air drug dealing, please, activate! I have no problem with non-violent people sitting and enjoying chess or the cafe tables - it's been great watching Westlake Park come online.”

Pine St from 4th – 5th avenues: Bike connections and Westlake paving

Many comments expressed strong concerns about mobility for bikes and pedestrians on the block of Pine St at Westlake Park and plaza:

- Worries that the lack of a protected bike lane between 4th and 5th avenues would increase conflicts between bikes and vehicles and introduce a confusing merging experience
- Requests to remove the curb bulb on Pine St and 5th Ave so that people riding bikes would no longer need to merge with vehicle traffic in the intersection
- Concerns that the Westlake signature brick paving is difficult to traverse for bikes and pedestrians with mobility impairments

Representative comments:

- “Between 4th and 5th on Pine, there is an awkward transition for cyclists. Not only is this experience not consistent, it forces bikes to merge with car traffic which is a huge problem from a Vision Zero perspective.”
- “Take out curb bulb on Pine west of 5th Ave and continue the PBL.”
- “Mostly excellent, although the unchanged section of pavers in front of the Westlake center is dangerous to pedestrians and bikers.”



Pike and Pine streets from 9th Ave to I-5: Convention Center and freeway entrance

Respondents indicated support for improvements near the Washington State Convention Center, and noted concerns about mobility:

- Support for the project goals to increase activation around the Washington State Convention Center
- Appreciation for the concept design's plan to redesign the intersection at Pike St and 9th Ave
- Concerns about vehicle movement and wayfinding at I-5 express lane entrance/exit
- Desire to create a more legible, accessible entrance to Freeway Park

Representative comments:

- "Convention Center and highway overpass are dead zones. Convention center designers need to do way more than they are doing to make that link."
- "So glad to see redesign/rationalization of intersection at Pike and 9th."
- "Let's make the entrance to Freeway Park more visible, comfortable, and safer. It's a hidden, back-door entrance to an underutilized public space."

Pike and Pine streets from I-5 to Melrose Ave: Freeway overpass improvements

Most respondents expressed strong support for the major elements of the concept design on freeway overpasses, but some felt that the proposed improvements were not robust enough:

- Strong approval of the concept design's plan for wider sidewalks, higher railings, increased landscaping, protected bike lanes and increased pedestrian lighting
- Suggestions for further improvements to make freeway crossings more pleasant and reduce noise, such as creative railing designs and even more greenery
- Specific appreciation for the concept design's protected bike lane improvements in this area
- Requests from many that the design allow for the possibility of a future lid over I-5

Representative comments:

- "I think this will provide a really good example of how a city can be safe and welcoming. The current overpass sidewalks in these areas are loud, the sidewalk itself is skinny, and the railings are low. The wider sidewalk and green buffers will reduce noise and stress, as groups of people would be able to pass more comfortably and safely."
- "Looks good. Especially the over freeway lighting. I love that element."
- "This seems like a good start. Hopefully, more can be done to reduce the very loud highway noise. Perhaps there's some type of sculpted element that could line the railings that could also mitigate the highway noise?"
- "I avoid walking downtown primarily because the overpass is currently so distasteful. I would love to have a safe corridor to bike to and from downtown. I'd probably visit it more."
- "Think about future I-5 lids!"



Mobility and channelization

Comments addressing changes to the proposed roadway channelization emphasized the importance of maintaining mobility for all modes of travel:

- Concerns that traffic congestion could be increased by the proposed reduction in general-purpose vehicle lanes and other related projects (Center City Connector, King County Metro plans to move buses onto 4th and 5th avenues)
- Apprehension that reducing parking and loading zones on Pike and Pine streets will limit access for visitors and constrain deliveries for local businesses
- Desire to see improved timing in traffic signals to prioritize pedestrian and bike crossings and improve traffic flow
- Strong support for plan to create space for freeway overpass improvements, but concern that one-way couplets specifically will encourage higher vehicle speeds and create confusion for people riding bikes

Representative comments:

- “Sacrificing two-way traffic on Pike and Pine is well worth it for the added sidewalk and bike features.”
- “The consistency is nice. The designs are beautiful. But I’m deeply concerned that they’re premised on the idea that Pike and Pine will both be one-way streets east of 9th. Many community members are opposed to changing the streets to one-way streets due to concerns about ped safety and about business access/visibility.”
- “It’s lovely but eliminating two all-purpose lanes for one bus-only lane will not work. Also people wanting to turn onto Boren Ave will back up traffic. What SDOT has done in the past is just make these intersections NO turn lanes. It keeps traffic moving for a few blocks but cars/trucks need to eventually turn somewhere up the hill creating congestion where none existed before.”
- “The movement of vehicles, bikes and people through specific corridors like Pike/Pine need to be re-visited to improve traffic flow conditions. Taking urban space away from vehicles needs to be coordinated with deployment of signs informing parking and space availability.”

Activation

Most commenters expressed significant support for the project’s proposed activation strategies to foster positive social activity and reduce existing negative social activity:

- Strong support for the concept design’s proposed activation focus areas from 1st – 4th avenues and 9th – Melrose avenues
- Strong approval for creating new pedestrian space for sidewalk cafes, seating, programming and other activation
- Appreciation of project goals to encourage street-level retail and active and transparent storefronts on Pike and Pine streets

- Encouragement of project plans to extend DSA's Westlake Park activation to other areas of along the corridor
- Excitement at project goals to introduce new public art on Pike and Pine, particularly between 9th and Melrose avenues
- Requests that the project include long-term strategies for keeping activation spaces clean and safe
- Apprehensions that activation strategies would create spaces that are unwelcoming for people experiencing homelessness, and suggestions for more amenities, outreach and social service support for people in need
- Desire to see activation that would work well in rainy, winter weather

Representative comments:

- "Good direction. I think walking will remain the primary use at this area, so that should be top on the list of improvements. More greenery, more public space for 'activation', more outdoor seating for restaurants and cafes, and more space and amenities for people who don't have homes."
- "I like all these ideas immensely including (but not limited to!) activating blank walls, space for sidewalk cafes, active street frontages, street level retail, and shared street space. I hope that the emphasis on transparent storefronts doesn't negatively impact the integrity and character of historic structures but instead emphasizes their value and beauty to the city."
- "I would love to see some more murals painted by local artists along the corridor. Public art is a big part of Seattle's landscape and a big draw for tourists as well as pleasant to look at for the locals."
- "Currently our sidewalks and public areas are not enjoyable because they are not clean. Do you have budget to clean, monitor, and mitigate the traffic impacts?"
- "I think this is a good idea, but again, the plans seem to be centered on a certain type of street user - namely, shoppers, tourists, people who have homes... it ignores the many people who are struggling to survive. More attention to amenities that are of interest and use to everyone, not just people spending money, would be appreciated. Water fountains, benches, etc."
- "Activation is a good idea but perhaps spending some money on outreach for the individuals that currently make these streets unpleasant would be a better use of part of the budget."
- "One of the biggest challenges, and source of my complaints about these efforts, is that the activation elements are focused on summer time. This is not Sonoma or San Francisco, we get rain, a lot of it, and it is dark quite a bit of the year. To activate the place, we need design that instills a sense of being and presence, more like Paris than California."