



PIKE PINE RENAISSANCE ACT ONE

PUBLIC OPEN
HOUSE SUMMARY

January 17, 2017



Pike Pine Renaissance: Act One

In-Person and Online Open House

Summary

Project overview

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 pedestrian 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, January 17, 2017, the City of Seattle's Office of the Waterfront and DSA co-hosted a public open house to kick off Act One of the Pike Pine Renaissance. The meeting was intended to share information as well as gather feedback about existing conditions on Pike and Pine and the community's vision for future pedestrian mobility and street vitality improvements for the area.

In addition to the in-person open house, an online open house ran from January 24 through February 14, 2017. This online platform allowed community members to review project materials online and allowed participation from community members unable to attend the open house on January 17. The online open house featured the same interactive activities and opportunities to provide feedback.

Meeting format and materials

The open house was organized into five stations: pedestrian mobility, street vitality, places to linger, nighttime experience and an overall feedback station. Each station included informational display boards as well as activities to collect public feedback. Attendees received a meeting guide and a project folio when they signed in.

Below is a summary of content at each station:

- **Pedestrian mobility**
 - *Display boards* – mobility hub map, pedestrian volumes map, traffic volumes map, intersections map, sidewalk pavement conditions map and "Pedestrian Mobility Toolbox" showing examples of design improvements to enhance pedestrian mobility
 - *Roll plot activity* – asked the question, "As a pedestrian on Pike and Pine, what areas are easy or challenging to navigate? Use a green sticky note to show us areas you really like. Use a red sticky note to show us areas where you'd like to see improvements. What improvements would you like to see?"
- **Street vitality**
 - *Display boards* – street vitality map, street vitality and development projects map and "Street Vitality: Share Your Thoughts" board
 - This station did not include a roll plot activity
- **Places to linger**

- *Display boards* – seating areas, street trees and "Places to Linger: Share Your Thoughts" board
- *Roll plot activity* – asked the question, "What areas of Pike and Pine make you want to stop and linger, and what areas could use improvements? Use a green sticky note to show us existing locations you like. Use a red sticky note to show us areas that need improvements. What improvements would you like to see?"
- **Nighttime experience**
 - *Display boards* – lighting, visibility, storefront hours and "Nighttime Experience: Share Your Thoughts" board
 - *Roll plot activity* – asked the question, "Where do you feel most and least welcome when out at night in Pike and Pine? Use a green sticky note to show us areas that work well at night. Use a red sticky note to show us areas that need improvements. What improvements would you like to see?"
- **Final feedback station**
 - *Roll plot activity* – roll plot of the entire project area that asked, "Based on what we've shared tonight, and your own Pike and Pine experience, use sticky notes to tell us: What areas do you love? What could be improved?"

In addition to these stations, the project introduction station had the following content:

- Project overview
- Leadership, project background and guiding principles
- Related projects
 - Related projects featured at the open house included: Once Center City, Washington State Convention Center (WSCC) addition, Third Avenue Transit Corridor Improvements, Center City Connector, Center City Bike Network and Westlake Park Activation
 - Project staff from some of these related projects were at the open house to help answer questions about their specific projects
- Schedule/budget
- Public engagement/Sounding Board

The meeting boards are included in Appendix B.

Advertisements and event notifications

The open house was advertised using a variety of methods to target businesses, residents and other stakeholders near the project area. Notifications were distributed via postal service, online and in-person methods.

Postcard

A postcard was mailed announcing the event to 17,145 addresses in an area of approximately a quarter-mile radius around Pike and Pine streets between 1st and Melrose avenues.

Poster

150 posters were distributed on Pike and Pine streets between 1st Ave and 15th avenues on Capitol Hill. The posters were displayed in windows and community bulletin boards in businesses and community centers, including Seattle Central College, Mudbay and several Starbucks locations.

Flyer

120 promotional flyers were distributed to businesses on Pike and Pine streets between 1st and Melrose avenues.

Email newsletter

The Office of the Waterfront and DSA each sent email newsletters announcing the open house to their email subscriber lists: 6,500 subscribers and 3,810 subscribers, respectively.

Social media

In the weeks ahead of the event, the Office of the Waterfront and DSA each promoted the open house using their Facebook and Twitter accounts. Combined, this outreach had the potential to reach approximately 22,000 Facebook followers and 65,000 Twitter followers based on the number of followers for each account.

Partner organization promotions

The Office of the Waterfront and DSA each shared promotional information with key stakeholder groups, providing these groups with text and images to promote the event via their organization email lists and social media networks.

The Office of the Waterfront and DSA reached out to the following stakeholder organizations to promote the event:

- Pike Place Market
- Washington State Convention Center
- ACT Theater
- Paramount Theater
- Melrose Market
- Friends of Waterfront Seattle
- Capitol Hill Community Council
- Pike Pine Urban Neighborhood Council
- Seattle Metropolitan Chamber of Commerce
- DSA members, retailers, merchants
- Downtown Residents' Council
- Belltown Community Council
- West Edge Neighborhood Association
- Lid I-5 group

Website

Notification materials directed the public to the Pike Pine Renaissance: Act One [webpage](#) hosted on the Waterfront Seattle website at waterfrontseattle.org/pike-pine. The webpage provided more detailed information about the project and encouraged attendance at the open house.

The online open house was advertised using a variety of methods to target additional stakeholders near the project area and others interested in the project. Notifications were distributed via online methods, including social media, listserv email and website.

Social media

The Office of the Waterfront and DSA promoted the online open house using their Facebook and Twitter accounts. Combined, this outreach had the potential to reach approximately 22,000 Facebook followers and 65,000 Twitter followers based on the number of followers for each account.

In addition, the Office of the Waterfront used Facebook and Instagram ads to promote the online open house. The Facebook and Instagram ads reached a combined audience of 25,727 people (the number of people who saw the ad at least once). The combined number of clicks on the link was 586.

Email newsletter

The Office of the Waterfront and DSA sent newsletters announcing the online open house to their email subscriber lists: : 6,500 subscribers and 3,810 subscribers, respectively.

Website

The homepage of the Waterfront Seattle website at waterfrontseattle.org include a link to the online open house during the duration of the online open house.

Attendee statistics

In-person open house

Attendees

140 attendees signed in, though it is estimated that attendance was closer to 160 people, based on observations of sign-in behaviors. For example, sometimes only one person in a couple signed in, and others elected not to sign in at all.

Zip codes

Attendees were asked to provide their zip codes. Of the zip codes provided, the vast majority (98%) are located in Seattle. Of the Seattle zip codes provided, 77% are in the downtown neighborhood district.

| City | Count |
|----------|-------|
| Seattle | 113 |
| Bellevue | 1 |
| Kent | 1 |

Seattle zip codes

| Count | Zip code | Neighborhood districts associated with this zip code* |
|-------|----------|---|
| 63 | 98101 | Downtown |
| 16 | 98121 | Downtown |
| 3 | 98164 | Downtown |
| 5 | 98104 | Downtown |
| 7 | 98122 | Central, East |

| | | |
|---|-------|-----------------------------------|
| 6 | 98102 | East, Lake Union |
| 3 | 98117 | Ballard |
| 3 | 98119 | Magnolia / Queen Anne |
| 2 | 98109 | Lake Union, Magnolia / Queen Anne |
| 2 | 98112 | East |
| 1 | 98108 | Greater Duwamish |
| 1 | 98118 | Greater Duwamish, Southeast |
| 1 | 98126 | Delridge, Southwest |

*Neighborhood districts defined by [City of Seattle Department of Neighborhoods](https://www.seattle.gov/neighborhoods/neighborhood-districts)

<https://www.seattle.gov/neighborhoods/neighborhood-districts>

Online open house

The online open house had a total of 1,519 users, and 1,712 sessions (a session is a period when the user is actively engaged with the website); there could be more sessions than users if a user actively engaged with the website more than once. Approximately 1,499 (88%) of sessions were new visitors, and approximately 213 (12%) of sessions were returning visitors. The average amount of time someone spent on the online open house was 2 minutes 30 seconds.

Demographics

The table below shows the top 10 cities by number of online user sessions (a session is a period when the user is actively engaged with the website):

| City | Count (# people who visited the online open house) |
|---------------------------|--|
| Puget Sound region | |
| Seattle | 1,220 |
| Bellevue | 40 |
| Tacoma | 17 |
| Olympia | 13 |
| White Center | 13 |
| Everett | 13 |
| Renton | 11 |
| Other | |
| San Francisco | 30 |
| San Jose | 22 |
| Portland | 12 |

Feedback collection methods

Feedback from attendees was collected via comments written on roll plots of the project area, visual preference surveys and paper and online comment forms.

Roll plot activities

The roll plot activities were designed to collect geographically-specific feedback on existing conditions on Pike and Pine streets, including areas and elements that are liked and areas and elements that could be improved. Attendees used sticky notes to indicate their comments.

Visual preference surveys

The visual preference surveys were designed to collect feedback on specific improvements that could be implemented on Pike and Pine streets. Attendees were shown images of potential improvements, and they used dot stickers to indicate their preferred improvements. Attendees also used sticky notes to give comments on specific elements.

Comment forms

After visiting the stations and participating in the feedback activities, attendees had the option to fill out a comment form. The forms were available in hard copy and on laptops.

Following the meeting, data from the visual preference surveys was compiled. Comments from sticky notes and comment forms, were transcribed and organized by the geographic block referenced (e.g., Pike St and 3rd Ave) and then coded by key themes (e.g., safety, public art). In many cases, comments on the roll plots were not focused strictly on the station topic; for example, comments about pedestrian mobility were placed on the nighttime experience roll plot. During analysis, we coded feedback to reflect intent of the comment. As a result, some comments received multiple codes.

Feedback results

Results are organized by the four open house station themes – pedestrian mobility, street vitality, places to linger and nighttime experience, and include all comments from the in-person and online open house. All comments related to a theme are included in that section regardless of where they were collected. For example, a pedestrian mobility comment from the overall feedback roll plot is accounted for in the pedestrian mobility summary section.

Some sections include geographic themes pertinent to that specific topic. The "overall geographic themes" section at the end of this document includes general feedback pertaining to geographic locations.

Pedestrian mobility

At the pedestrian mobility station, attendees were shown a "Pedestrian Mobility Toolbox" displaying examples of potential improvements – this board was not an interactive activity. Attendees were asked to use sticky notes on a roll plot map of the project area to answer the questions, "As a pedestrian on Pike and Pine, what areas are easy or challenging to navigate? What improvements would you like to see?"

Key themes

Overall, the comments that meeting attendees shared regarding pedestrian mobility focused on the effects of roadway traffic, including suggestions for enhancing the I-5 overpass and improving crosswalks and sidewalks. In addition, commenters suggested improvements to transit stations and connections, as well as pedestrian wayfinding, particularly at transit hubs.

Comments that meeting attendees shared related to pedestrian mobility are summarized below. Each key topic is categorized by common themes that emerged. Each bullet reflects examples of these topics from attendees. Based on the comments recorded at this station, as well as pedestrian mobility comments from the overall feedback roll plot, the online and paper comment forms and other stations, the following key themes were noted:

| Number of comments | Key topics |
|--------------------|---|
| 50 | <p>Roadway and transportation</p> <ul style="list-style-type: none"> • Reduce vehicle speeds • High traffic volumes and noise, especially bus volume, deters from the pedestrian experience, especially along 3rd and 4th avenues • Eliminate parking and vehicle space to create more pedestrian space • Improve bike routes on Pike and Pine streets |
| 40 | <p>Crosswalk and crossing improvements</p> <ul style="list-style-type: none"> • Raised crossings and shorter crossing distances throughout Pike and Pine • Fix sidewalks in disrepair • Safer crossings on Pine St at 8th and Terry avenues • Improve crossing on Pike St at Melrose and Boren avenues <p>Curb bulbs at high-capacity areas, such as 5th and 6th avenues</p> |
| 33 | <p>I-5 overpass improvements</p> <ul style="list-style-type: none"> • Add a "lid" over I-5 (most comments related to the overpass advocated for a "lid" concept) • Improvements to decrease traffic noise on the overpass, such as railings that reduce noise • Landscaping improvements on the overpass |
| 18 | <p>Pavement quality</p> <ul style="list-style-type: none"> • Areas cited for improvement included Pike and Pine streets between 1st and 4th avenues • Decorative brickwork at 1st Ave and Pike St uncomfortable for people in wheelchairs to navigate |
| 15 | <p>Wayfinding</p> <ul style="list-style-type: none"> • Wayfinding to direct people to light rail stops • Better wayfinding at major bus stops on 3rd and 4th avenues • Wayfinding at 8th and 9th avenues • Clear, intuitive access from waterfront to commercial core <p>Better signage for popular destinations</p> |
| 12 | <p>Transit stops and transit connections</p> <ul style="list-style-type: none"> • Bus stop at Pike St and 4th Ave good example of a stop that reduces crowding • Remove bus stops between Virginia and Pine streets • Make bus stops more pleasant, via art and cleaning up litter • Improve connection between light rail and Monorail, and between light rail and the Convention Center |
| 10 | <p>Wider sidewalks</p> <ul style="list-style-type: none"> • Wider sidewalks encouraged, including suggestions to eliminate parking or vehicle lanes and replace with sidewalks |
| 7 | <p>Tree pits</p> <ul style="list-style-type: none"> • Make tree pits more attractive, either with ground level landscaping or decorative grates |
| 3 | <p>Parking garage exits</p> |

| | |
|--|--|
| | <ul style="list-style-type: none"> • Parking garage exits are a nuisance due to loud car-exit warnings and frequent driveways |
|--|--|

Pedestrian mobility geographic themes

The following geographic themes emerged from comments provided at the pedestrian mobility station. The "Overall geographic themes" section at the end of this document provides a holistic summary of geographic themes.

- Calls for sidewalk improvements centered on 1st through 4th avenues
- Positive perceptions regarding pedestrian mobility at Pike and Pine streets between 4th and 7th avenues
- Pine St near Boren Ave, and Pike St between 8th and Terry avenues, were cited as difficult to navigate as a pedestrian
- I-5 overpass was frequently cited as an area for improvements

Street vitality

At the street vitality station, attendees were shown a "Street Vitality: Share your Thoughts" board displaying examples of potential street vitality improvements. Attendees were asked, "What improvements are needed to increase vitality on Pike and Pine? Place a dot on the improvements you like. If you have a specific comment, write it on a sticky note." There was no roll plot activity at this station, but attendees placed sticky note comments related to street vitality on the overall feedback roll plot and on the paper comment forms.

Key themes

Overall, attendees' comments and dot exercise votes related to street vitality emphasized that active and transparent storefronts, as well as improved visibility, are a top priority. Landscaping was a top priority for online open house commenters, specifically the addition of more trees in the project area. While not specifically asked, multiple commenters suggested reducing sidewalk litter and clutter, and adding awnings and other weather protections as tools for increasing street vitality.

Comments that meeting attendees shared related to street vitality are summarized below. Each key topic is categorized by common themes that emerged. Each bullet reflects examples of these topics from attendees. Based on the comments recorded at this station, as well as street vitality comments from the overall feedback roll plot, the online and paper comment forms, and other stations, the following key themes were noted:

| Number of comments | Key topics |
|--------------------|--|
| 33 | Active/transparent store fronts <ul style="list-style-type: none"> • Preference for active, transparent and engaging storefronts • Increase transparency by encouraging shop owners not to block windows with merchandise • Comments identified specific facades that currently show high and low vitality, with praise for frontages between 5th and 8th avenues • Desire for greater visibility and vitality at light rail entrances |

| | |
|----|--|
| 31 | <p>Landscaping</p> <ul style="list-style-type: none"> • Keep existing street trees and add additional street trees • Add flower baskets, especially between Terry and Boren avenues <p>Overall call for additional green space</p> |
| 23 | <p>Cleanliness and clutter</p> <ul style="list-style-type: none"> • Reduce garbage, litter and lack of sidewalk cleaning, particularly near 1st and 3rd avenues • Add attractive garbage and recycling cans and ash urns, and avoid dumpsters on sidewalks <p>Reduce sidewalk "clutter", including A-frame signs, undefined seating areas and utility boxes that attract loitering</p> |
| 21 | <p>Food trucks, pop-up retail, "quick vending"</p> <ul style="list-style-type: none"> • Most comments focused on food trucks as opposed to other forms of vending or pop-up retail • Food trucks generally seen as positive, though participants offered several ideas for improvement, including: <ul style="list-style-type: none"> ○ Eliminate gasoline generators by allowing food trucks to plug into utilities ○ Encourage nighttime vendors ○ Diversify vendors in terms of price point ○ Regulate vendors |
| 20 | <p>Awnings and protections from the weather</p> <ul style="list-style-type: none"> • Add additional awnings and heaters for weather protection • Praise for glass "lid" at WSCC |
| 19 | <p>Public art</p> <ul style="list-style-type: none"> • Comments regarding public art covered a wide range of suggestions, including: <ul style="list-style-type: none"> ○ Recognize Duwamish Tribe with art and native plants ○ Opportunity for public art on Pike St between 7th and 8th avenues ○ Add light and art at WSCC ○ Bring back bells on Pike St between 7th and 8th avenues ○ Fix fountain on Pine St between 3rd and 4th avenues and keep it running ○ Keep waterfall on Pine St between 4th and 5th avenues running ○ Save some Alaskan Way Viaduct columns |
| 14 | <p>Street furniture</p> <ul style="list-style-type: none"> • Add trash cans, ash urns, benches • Prefer not to have dumpsters on the street |
| 4 | <p>Parklet, Sidewalk Café</p> <ul style="list-style-type: none"> • Like parklet in front of Monorail Espresso |









Street vitality geographic themes

The following geographic themes emerged from comments provided at the street vitality station. The "Overall geographic themes" section at the end of this document provides a holistic summary of geographic themes.

- High perceived vitality between 5th and 6th avenues
- Low perceived vitality on:
 - Pike and Pine near 9th Ave and to the east
 - Pike and Pine between 3rd and 4th avenues

Visual preference survey results

The results from the visual preference survey that asked, "What elements would make you want to stop and stay awhile on Pike and Pine? Place dots on up to three of the corresponding images" are shown below:

| STREET VITALITY - Image categories with number of dots received | | |
|--|--|--|
|  <p>Active and transparent storefronts 73</p> |  <p>Public art 49</p> |  <p>Increased building lighting 47</p> |
|  <p>Consistent street light fixtures 44</p> |  <p>Human-scale facades 44</p> |  <p>Food trucks 32</p> |
|  <p>Pop-up retail 27</p> |  <p>Quick vending 22</p> | <p>Other – in addition to dots, people posted sticky notes on the 'other' category of the visual preference survey. These comments are reflected in the "key topics" table above.</p> <p>Other 13</p> |

Places to linger

At the places to linger station, attendees were asked to use sticky notes on a roll plot map of the project area to answer the questions, "What areas of Pike and Pine make you want to stop and linger, and what areas could use improvements?"

In the places to linger visual preference survey, attendees were shown a board with images of potential "places to linger" improvements. Attendees were asked: "What elements would make you want to stop and say awhile on Pike and Pine? Place dots on up to three of the corresponding images." Attendees also added sticky-note comments to the board.

Key themes

Overall, the comments that meeting attendees shared prioritized landscaping and shared streets as tools to help facilitate places to linger. Comments suggested community members preferred having fewer, concentrated and successful places to linger rather than diluting these amenities across a broad area. Concerns regarding places to linger centralized around Pike and Pine streets between 1st and 4th avenues and consisted of many comments about homelessness, safety and the overall unpleasant experience that hinders people from lingering in these locations. Attendees praised Westlake Park and Freeway Park, but some noted they would benefit from additional programming to improve perceptions of safety.

Comments that meeting attendees shared related to places to linger are summarized below. Each key topic is categorized by common themes that emerged. Each bullet reflects examples of these topics from attendees. Based on the comments recorded at this station, as well as places to linger comments from the overall feedback roll plot, the online and paper comment forms and other stations, the following key themes were noted:

| Number of Comments | Key topics |
|--------------------|--|
| 56 | <p>Landscaping and green space</p> <ul style="list-style-type: none">• More green space, including street trees, ground-level landscaping, pocket parks and hanging flowers• Additional dog-friendly areas• Green stormwater infrastructure encouraged• Maintain landscaping for appearance and visibility• Freeway Park is seen as a good downtown park, though some note need for improved visibility and programming here to increase perceptions of safety |
| 26 | <p>Shared streets</p> <ul style="list-style-type: none">• Promote shared streets in high-volume pedestrian areas, particularly between 1st and 3rd avenues• Consider permanent and temporary pedestrian-only areas• Barcelona's "ramblas" and Bell Street Park cited as a good example of pedestrian-friendly streets |
| 20 | <p>Parklets and sidewalk cafes</p> <ul style="list-style-type: none">• Some support transforming some street parking spaces into parklets, while others oppose it in order to maximize parking capacity |

| | |
|----|--|
| | <ul style="list-style-type: none"> • Improve existing parklets, particularly parklet on 2nd Ave • Encourage sidewalk cafes • Minority of commenters call for management to prevent panhandling near sidewalk cafes • Be cautious of not blocking pedestrian pathways and open plazas with parklets and sidewalk cafes <p>Provide free Wi-Fi</p> |
| 18 | <p>Programming</p> <ul style="list-style-type: none"> • Positive perception of existing programming at Westlake Park and Pike Place Market • Increase programming and activation at other areas of Pike and Pine, including the area around the WSCC • Programming suggestions include: <ul style="list-style-type: none"> ○ Healthy eating workshops ○ Live music ○ Youth programming ○ Family activities ○ Other forms of arts and recreational activities • Encourage free and inexpensive activities |
| 3 | <p>Decorative paving</p> <ul style="list-style-type: none"> • Decorative brickwork in Westlake Park provides good sense of place |

Places to linger geographic themes











The following geographic themes emerged from comments provided at the places to linger station. The "Overall geographic themes" section at the end of this document provides a holistic summary of geographic themes.

- Westlake Park and Pike Place Market listed as popular places to linger due to activity and programming
- Respondents identified areas where they currently prefer not to linger such as Pike and Pine streets between 1st and 2nd avenues

Visual preference survey results

The results from the visual preference survey that asked, "What elements would make you want to stop and stay awhile on Pike and Pine? Place dots on up to three of the corresponding images" are shown below:

PLACES TO LINGER - Image categories with number of dots received

| | | | |
|--|---|---|--|
|  <p>Shared streets 49</p> |  <p>More street trees 42</p> |  <p>Parklets 35</p> |  <p>Public art 29</p> |
|  <p>Permanent seating 29</p> |  <p>Free wi-fi 23</p> |  <p>Programming 21</p> |  <p>Ground-level landscaping 17</p> |
|  <p>Moveable seating 14</p> |  <p>Family activities 12</p> | <p>Other – in addition to dots, people posted sticky notes on the 'other' category of the visual preference survey. These comments are reflected in the "key topics" table above.</p> <p>Other 4</p> | |

Nighttime experience

At the nighttime experience station, attendees were asked to use sticky notes on a roll plot map of the project area to answer the questions, "Where do you feel most and least welcome when out at night in Pike and Pine? What improvements would you like to see?"

In the nighttime experience visual preference survey, attendees were shown a board with images of potential nighttime experience improvements. Attendees were asked "What would help you feel more welcome when out at night on Pike and Pine? Place dots on up to three of the corresponding images." Attendees also added sticky-note comments to the board.

Key themes

Overall, the comments that meeting attendees shared focused on perceptions of safety, active storefronts and visibility, lighting, nighttime programming and extended store hours. Safety was the most common theme mentioned, with commenters citing illicit activity, frequent panhandling and poor visibility and lighting in certain areas. Suggestions for improving the nighttime experience included increased police presence, consistent lighting and evening programming and shop hours. Comments about feeling unsafe and insufficient lighting were concentrated between 1st and 5th avenues. There were also several comments about wanting to improve lighting east of 8th Ave.

Comments related to nighttime experience are summarized below. Each key topic is categorized by common themes. Each bullet reflects examples of these topics from attendees. Based on the comments recorded at this station, as well as nighttime experience comments from the overall feedback roll plot, the online and paper comment forms, and other stations, the following key themes were noted:

| Number of Comments | Key topics |
|--------------------|---|
| 43 | Nighttime safety <ul style="list-style-type: none">• Commenters feel least safe at night on Pike and Pine between 1st and 5th avenues, and 8th and Boren avenues• Desire for increased security and/or police presence in the evenings• Appreciation for Pike Place Market security guards• Drug-related activity and aggressive panhandling cited as frequent |
| 35 | Unwanted behavior <ul style="list-style-type: none">• High presence of loitering, camping and sleeping on the sidewalk seen as unpleasant for pedestrians• Poor perceptions of safety due to criminal activity and drug use• Decrease skateboarding on sidewalks, in Westlake Park and at WSCC |
| 31 | Lighting <ul style="list-style-type: none">• Support for consistent lighting, but no clear preference for particular types of lighting or fixtures• Improving lighting in areas including Pike and Pine streets between 1st and 4th avenues and east of 8th Ave• Improve lighting in alleyways to increase visibility and safety• Be cautious of light pollution |
| 14 | Active storefronts and visibility <ul style="list-style-type: none">• Illuminate entrances to building and transit tunnel to keep sidewalks illuminated and help pedestrians see around corners• Preference for areas that are currently well-lit with active storefronts, particularly Pike and Pine streets near 5th Ave• Improve areas that are currently dark with inactive or less-active store fronts, particularly Pike and Pine streets near 2nd and 3rd avenues and certain blocks near WSCC and I-5 crossing• Activate empty or underused store fronts with lighting and art |
| 12 | Nighttime programming and extended store hours including <ul style="list-style-type: none">• Host evening programming, such as farmers' markets, crafts fairs, late night food trucks, and evening ping pong |

- | | |
|--|---|
| | <ul style="list-style-type: none">• Host events similar to Pike Place Market's Night Market in Westlake Park• Extend evening hours for area businesses |
|--|---|









Nighttime experience geographic themes

The following geographic themes emerged from comments provided at the nighttime experience station. The "Overall geographic themes" section at the end of this document provides a holistic summary of geographic themes.

- Comments cited Pike and Pine between 1st and 5th avenues as feeling the least safe, due to illegal activity and inconsistent lighting
- Commenters suggested more lighting near light rail entrances and around WSCC
- Commenters cited Pike between 1st and 2nd avenues, and Pike and Pine streets between 5th and 7th avenues, as being well-lit and feeling safer than other areas of the corridor
- The comments that mentioned specific areas for improvements clustered around the west (between 1st and 5th avenues) and east (from 8th Ave on) ends of Pike and Pine streets.

Nighttime experience visual preference survey

The results from the visual preference survey that asked, "What would help you feel more welcome when out at night on Pike and Pine? Place dots on up to three of the corresponding images" are shown below:

| NIGHTTIME EXPERIENCE - Image categories with number of dots received | | |
|---|---|--|
|  <p>Active storefronts 76</p> |  <p>Consistent light levels 56</p> |  <p>Festival lighting 47</p> |
|  <p>Evening programming 40</p> |  <p>Facade lighting 34</p> |  <p>Character lighting 31</p> |
|  <p>Accent lighting 25</p> |  <p>Greater storefront visibility 14</p> | <p>Other – in addition to dots, people posted sticky notes on the 'other' category of the visual preference survey. These comments are reflected in the "key topics" table above.</p> <p>Other 10</p> |

Overall geographic themes

To understand whether some of the comments or themes express themselves differently throughout the corridor, we analyzed the comments in four geographic groups listed below. The key takeaways are that the need for safety improvements emerged most strongly from 1st to 3rd avenues with some carryover to 5th Avenue. Looking at comments further east toward and across I-5, the focus shifted to how storefronts, lighting and programming affect the pedestrian experience.

1st to 3rd avenues:

- Pedestrian mobility was a major focus, particularly the need for better crosswalks and sidewalks and a desire for less traffic and slower vehicle speeds.
- Safety was a major theme in this area; comments included words like "dangerous," and some commenters wanted to see police and security presence.
- Street vitality is particularly low in this area and that was attributed to storefront and frontage uses that were not active or welcoming to pedestrians; commenters also noted a sense that this area is often dirty and trash is visible.

3rd to 5th avenues:

- Commenters noted Westlake Park as bright spot in the pedestrian experience and wanted to see even more activation and programming.
- In contrast, the transit tunnel in this area was noted as "creepy" and commenters identified the need for improved signage, wayfinding and lighting to direct pedestrians to tunnel entrances.
- Some of the safety concerns noted between 1st and 3rd avenues were echoed in this area. Comments specifically mentioned drug dealing, loitering at Westlake Park and the corner of 3rd Ave and Pike St as problem areas.

5th to 9th avenues:

- Comments noted that sidewalks are "dark" and "gloomy" and asked for more and better lighting throughout these blocks.
- Nordstrom and Pacific Place were noted as the types of inviting storefronts that are desired, in contrast to the "blank walls" or inactive storefronts further to east near the Convention Center.

9th to Melrose avenues:

- There is strong interest in improving pedestrian crossing of I-5 for safety and comfort, including some comments specifically asking to build a lid over I-5.
- Commenters also asked for a better overall pedestrian environment, including better sidewalk paving, lighting and landscaping.
- Some comments expressed a desire for the atmosphere of Melrose Market to spill out onto the sidewalk.

Overarching themes

Analyzing all comments from the open house revealed five overarching themes. These themes are inclusive of other themes and comments articulated earlier in the summary by station and geography. In this section, quotes from members of the public are used to illustrate the type of feedback received.

Theme 1: Safety and comfort are a priority for improving the pedestrian experience

When people are engaged in a conversation about the pedestrian experience in the Pike Pine corridor, safety emerges as a priority. There are many perspectives on how to improve the sense of safety and

comfort in this corridor, from lighting and programming to activate spaces day and night to operational changes to address crime and homelessness.

Illustrative quotes from the public include:

- "Dark alley way[s], need more lighting"
- "Need welcoming light coming from light rail entrances"
- "Too many [drugs] on Pike, Westlake to the market"
- "Dirty, smells of pot"
- "I stopped going to [8th and Pine] because of being hounded by pan handlers upon leaving the building."
- "More entertainment and businesses open later – more active gathering spaces past 6-9 pm"
- "More late night food truck options"

Theme 2: Active and transparent storefronts encourage a positive pedestrian experience

Commenters recognize that building frontages and storefronts play an important role in the pedestrian experience. There is a desire for frontages that put eyes on the street and create transparency into buildings. For example, blocks with multiple entrances and active storefronts are more inviting than blocks with solid, blank walls. Locations such as 5th Avenue were identified as examples of what people would like to see.

Illustrative quotes from the public include:

- "5th is great: well lit, prominent retail displays"
- "Lack of retail storefronts [Pike Street between 7th and 8th avenues]"
- "External entrances to individual stores within the mall would activate the street and remove blank walls"
- "Blank street wall ... poor pedestrian experience"
- "The lack of storefront/street activity and the [building at 3rd and Pine] canopy make for a dank, unwelcoming block; It's a very poor threshold between 3rd and 4th"
- "Great frontage and street trees at city center/US bank towers"
- "Back side of [hotel at 6th and Pike] deadens the block"

Theme 3: Improvements to Pike and Pine should consider many modes

People are looking for a more calm and connected pedestrian experience. Comments range from improving the pedestrian crossing of I-5 to slowing speeds on north-south streets to raised intersections along Pike and Pine. There were some topics with diverging perspectives, including street parking and bike lanes – for both topics some felt they were needed and some felt they were a negative.

Illustrative quotes from the public include:

- "Shared street (1st and 2nd)"
- "Close traffic on weekends to start. End with only pedestrians someday"
- "Terrible pedestrian experience across I-5 to Cap Hill; add lushness and widen sidewalks"
- "Need a sound barrier. Connect Cap Hill to Downtown!"
- "Put a lid over the freeway"
- "Please please please slow down traffic Pike/1st/2nd/3rd/4th."
- "More parking!! Less expensive! Perks to get shoppers downtown. Better pedestrian walking space."
- "Diagonal parking spaces are not urban"
- "Add raised intersection all along Pike and Pine"

- “Please no bike on Pike”
- “Safer bike routes down Pike and Pine would increase commuting”

Theme 4: Pike and Pine need more green and landscaping

Commenters expressed a desire for more landscaped elements – trees, plantings, parklets and the like. This is especially true in comments related to places to linger. While the comments reflect an overall interest in green space along the corridor, specific locations were also identified as good examples or opportunities to add landscaping or park-like spaces.

Illustrative quotes from the public include:

- “Tree and sidewalk lighting like SLU help improve dark evening”
- “Recognize the Duwamish Tribe with art and native plants”
- “Downtown needs more planting or grass”
- “Great green space at 8th”
- “More green pocket parks”
- “When you go to put in trees and landscape, incorporate green storm drain infrastructure. Tree planters wherever is possible”
- “Green space needed”
- “Parklet in front of Monorail Espresso would be great!”
- “Extend park over the freeway”
- “Trees please!”
- “Keep trees on 1st. More trees”

Theme 5: Build on the successful activation and programming happening at Westlake Park

Commenters noted the successful activation at Westlake Park and want to see more programming both in the park and throughout the corridor. Ideas for programming including active uses (live music, ping pong) and passive uses (outdoor seating, grass, night markets).

Illustrative quotes from the public include:

- “Activation works! Good job Westlake park...”
- “Need art, food trucks, coffee carts.”
- “Food trucks or vendors at night”
- “Parts of Westlake should be grass. Could be artificial turf”
- “Landscape interactions/outdoor seating”
- “Ping pong tables in open spaces”
- “Host evening markets - a la Urban Craft Uprising or Farmers Market on weekends at Westlake”

Lessons learned

Based on the feedback collected, we identified the following “lessons learned” we will use to guide public outreach for future Pike Pine Renaissance: Act One efforts:

- Work more closely with community organizations and partner projects to promote events to their networks, tracking their outreach in order to measure reach and tailor approaches for future outreach efforts

- Utilize targeted advertising, such as social media, to reach more racially and socioeconomically diverse audiences
- Collect additional demographic information -- such as home and work zip codes, primary reasons for visiting the corridor -- on comment forms in order to better segment feedback by demographic

Appendices

- A. Raw feedback from station roll plots
- B. Raw feedback from dot exercises
- C. Raw feedback from written comment forms
- D. Raw feedback from online open house
- E. Event photos

Pedestrian Mobility rollplot: Attendees were asked to mark areas that do and do not work well for pedestrian mobility and share their suggestions for improving pedestrian mobility.

| STICKY NOTE TEXT | STICKY NOTE LOCATION |
|---|--|
| Dirty, smells of pot | Pike between 1st & 2nd |
| This sidewalk is a hazard and the building is an eyesore | Pike between 1st & 2nd |
| 1st and Pike brick intersection is a delight to market visitors but it is a problem for my wife in a wheel chair. | Pike between 1st & 2nd |
| Challenge for visitors | Pike between 1st & 2nd |
| All these improvements would be great! | Pike between 1st & 2nd, Pike between 2nd & 3rd, Pike between 3rd & 4th, Pike between 4th & 5th, Pine between 1st & 2nd, Pine between 2nd & 3rd, Pine between 3rd & 4th, Pine between 4th & 5th |
| Please please please slow down traffic Pike/1st/2nd/3rd/4th. Metro - stop running red lights. | Pike between 1st & 2nd, Pike between 2nd & 3rd, Pike between 3rd & 4th, Pine between 1st & 2nd, Pine between 2nd & 3rd, Pine between 3rd & 4th |
| Better street scape! | Pike between 2nd & 3rd |
| 2nd and 3rd between pike and pine and threatening and dangerous to pedestrians; thugs, loitering, panhandling and mentally ill disturbances | Pike between 2nd & 3rd, Pine between 2nd & 3rd |
| Biking here is treacherous at rush hour | Pike between 3rd & 4th |
| Poor frontage at Century Sq - especially garage entry on Pike | Pike between 3rd & 4th |
| Bus stop at Pike/4th seems like a good solution for a difficult situation/location | Pike between 3rd & 4th |
| Space is not very exciting - more opportunities for outdoor activities. Too many buses. | Pike between 3rd & 4th |
| Less bus concentration | Pike between 3rd & 4th |
| Skateboards on 4th Ave near Pike/Pine | Pike between 3rd & 4th, Pine between 3rd & 4th |
| Like the improvements here | Pike between 4th & 5th |
| Keep the waterfall going all the time! | Pike between 4th & 5th, Pine between 4th & 5th |
| Love the art installations! | Pike between 4th & 5th, Pine between 4th & 5th |
| Lively, active space! | Pike between 4th & 5th, Pine between 4th & 5th |
| Parklet in front of Monorail Espresso (510 Pike St) | Pike between 5th & 6th |
| This block at City Center is really good | Pike between 5th & 6th |
| Parklets: outdoor dining/gathering | Pike between 6th & 7th |
| Garage entries are a nuisance esp. when they scream at peds | Pike between 6th & 7th |
| Add raised intersection all along Pike and Pine | Pike between 6th & 7th, Pine between 6th & 7th |
| Like the glass canopy | Pike between 7th & 8th |
| Needs more active storefronts | Pike between 8th & 9th |
| Remove the big box that is used by folks to beg | Pike between 8th & 9th |
| Crossing safety | Pike between 8th & 9th, Pike between 9th & Terry Ave |
| Need a sound barrier. Connect Cap Hill to Downtown! | Pike between 9th & Terry Ave |
| Landscape interventions | Pike between 9th & Terry Ave, Pike between Terry Ave & Boren Ave |
| Landscape interventions | Pike between 9th & Terry Ave, Pike between Terry Ave & Boren Ave, Pine between 9th & Terry Ave, Pine between Terry Ave & Boren Ave |
| Remove auto slip lanes for ped safety | Pike between 9th & Terry Ave, Pine between 9th & Terry Ave |
| Improve left hand bike turn lane/signals | Pike between Boren Ave & Melrose Ave |
| Bus lanes on Pike-Pine further east | Pike between Boren Ave & Melrose Ave, Pike between Terry Ave & Boren Ave |

| | |
|--|--|
| Improve pedestrian experience at freeway crossings! | Pike between Boren Ave & Melrose Ave, Pike between Terry Ave & Boren Ave, Pine between Boren Ave & Melrose Ave, Pine between Terry Ave & Boren Ave |
| Boren is a pedestrian barrier - lights fired to Boren auto traffic | Pike between Boren Ave & Melrose Ave, Pine between Boren Ave & Melrose Ave |
| Fast moving traffic, not super walkable | Pike between Terry Ave & Boren Ave |
| Lid please | Pike between Terry Ave & Boren Ave, Pine between Terry Ave & Boren Ave |
| This parklet is a TOTAL FAIL | Pine between 1st & 2nd |
| Always lots of trash by bus stop | Pine between 2nd & 3rd |
| Close McDonalds | Pine between 3rd & 4th |
| Unpermitted vendors that create a "suspect" environment | Pine between 3rd & 4th |
| Drug / criminal activity | Pine between 3rd & 4th |
| More police presence! | Pine between 3rd & 4th |
| Need better wayfinding at transit here. Signage! | Pine between 3rd & 4th |
| Loitering gangs at Westlake | Pine between 4th & 5th |
| Gangs and loiterers near Westlake | Pine between 4th & 5th |
| Improve connection to monorail as a transit link (stairs are horrible) | Pine between 4th & 5th |
| Need to be able to turn right since you are eliminating Olive turnaround | Pine between 4th & 5th |
| Green crossing | Pine between 4th & 5th |
| Nordstrom frontage really good | Pine between 5th & 6th |
| Panhandlers by large tree | Pine between 5th & 6th |
| Good space for small square! Needs more outdoor rec opportunities | Pine between 5th & 6th |
| Please don't build tower at McGraw/Bank of America. When streetcar station moves, we need a park/less congestion | Pine between 5th & 6th |
| Need to focus on useful signs - too many and you see nothing. | Pine between 5th & 6th |
| Pacific Place frontage really good | Pine between 6th & 7th |
| No on-street parking! Give space to pedestrians! | Pine between 6th & 7th |
| More parking!! Less expensive! Perks to get shoppers downtown. Better pedestrian walking space. | Pine between 6th & 7th |
| Safer bike routes down Pike and Pine would increase commuting | Pine between 7th & 8th |
| Develop/activate land next to Paramount Theater | Pine between 9th & Terry Ave |
| Improve wayfinding! | Pine between 9th & Terry Ave |
| Need a sign to tell what it is please!! | Pine between 9th & Terry Ave |
| Convention Place Link Station. Now it's needed with development. | Pine between 9th & Terry Ave |
| Terrible ped experience across I-5 to Cap Hill add lushness and widen sidewalks | Pine between 9th & Terry Ave, Pine between Boren Ave & Melrose Ave |
| Awful ped access and crosswalk here @ I-5 on-ramp - Dangerous!! | Pine between Boren Ave & Melrose Ave |
| Any of these improvements you make would be great! | Pine between Boren Ave & Melrose Ave |
| Lid is a great opportunity - better connection to Capitol Hill | Pine between Terry Ave & Boren Ave |
| Looking forward to development here with WSCC growth! More park area! | Pine between Terry Ave & Boren Ave, Boren Ave between Pike/Pine St |

PLACES TO LINGER ROLL PLOT: Attendees were shown a roll plot map of the project area. Attendees were asked: "What areas of Pike and Pine make you want to stop and linger, and what areas could use improvements? What improvements would you like to see?" This roll plot received 35 sticky notes comments.

| TEXT OF STICKY NOTE | STICKY NOTE LOCATION |
|---|--|
| Sidewalk quality bad, crazy people, dirty | Pike between 1st & 2nd |
| Not an attractive to stop and linger | Pike between 1st & 2nd |
| No parkettes in parking spheres | Pike between 1st & 2nd |
| Pike between 2nd and 1st should be a shared street. There is enough pedestrian traffic to demand this | Pike between 1st & 2nd |
| Agree with other comment "Pike between 2nd and 1st should be a shared street. There is enough pedestrian traffic to demand this" | Pike between 1st & 2nd |
| Like the brick | Pike between 1st & 2nd |
| Could we do something like Bell St where sidewalks are wider and traffic slows down - Pike from 1st to 3rd | Pike between 1st & 2nd, Pike between 2nd & 3rd, Pike between 3rd & 4th |
| 2nd bet pine + union dangerous and threatening | Pike between 1st & 2nd, Pine between 1st & 2nd, South of Union St |
| 3rd + pike has been seedy and dirty for as long as I can remember! | Pike between 2nd & 3rd |
| 3rd between pine and union is threatening and to be avoided | Pike between 2nd & 3rd, Pike between 3rd & 4th, Pine between 2nd & 3rd, Pine between 3rd & 4th |
| Close Mcdonalds | Pike between 3rd & 4th |
| Ramblas like in Barcelona, Spain along Pike to 4th | Pike between 3rd & 4th, Pike between 4th & 5th |
| Westlake Park needs more live music, a productive activation for drug addicts and homeless youth. More positive activities, skateboard obstacles. Basketball hoops, more at night light projection. | Pike between 4th & 5th, Pine between 4th & 5th |
| Westlake Park is way better than before but still not a good place to linger | Pike between 4th & 5th, Pine between 4th & 5th |
| [westlake park] Great space | Pike between 4th & 5th, Pine between 4th & 5th |
| Parklet in front of Monorail Espresso would be great! | Pike between 5th & 6th |
| Continuous weather protection (awnings) | Pike between 8th & 9th, Pine between 8th & 9th |
| Stairs to freeway park should be inviting but aren't | Pike between 9th & Terry Ave |
| Extend park over the freeway | Pike between 9th & Terry Ave, Pike between Terry Ave & Boren Ave |
| Cap the freeway and this would be good to linger | Pike between 9th & Terry Ave, Pine between 9th & Terry Ave |
| This is the zone of doom - need low plantings to be pretty by not blocking views. Need art, food trucks, coffee cars | Pike between Terry Ave & Boren Ave |
| Heaters on the side of the street that doesn't get sun | Pine between 1st & 2nd, Belltown |
| Light rail needs stronger visual inviting entrances - like Paris metro | Pine between 2nd & 3rd |
| Diagonal parking spaces are not urban | Pine between 3rd & 4th |
| Poor Macys frontage | Pine between 3rd & 4th |
| Blank street wall + low Macy's canopy = poor ped experience | Pine between 3rd & 4th |

| | |
|---|--|
| Macys needs to reopen cafe | Pine between 3rd & 4th |
| Love the change in paving - creates a square | Pine between 4th & 5th |
| Would rather see the places to linger concentrated into a few successful places than to dilute the activity across a broad area | Pine between 5th & 6th |
| Agreed with other comment: " Would rather see the places to linger concentrated into a few successful places than to dilute the activity across a broad area" | Pine between 5th & 6th |
| External entrances to individual stores within the mall would activate the street and remove blank walls | Pine between 6th & 7th |
| It's great that Barnes & Noble has own inviting entrance | Pine between 6th & 7th |
| Until developed, the construction fencing needs to be more pedestrian friendly | Pine between 9th & Terry Ave |
| Currently a dead zone on both sides of the street | Pine between 9th & Terry Ave, Pine between Terry Ave & Boren Ave |
| Great green space [8th & Union] | South of Union St |

NIGHTTIME EXPERIENCE ROLL PLOT: Attendees were shown a roll plot map of the project area. Attendees were asked: "Where do you feel most and least welcome whenb out at night in Pike and Pine? What improvements would you like to see?" This roll plot received 42 sticky note comments.

| STICKY NOTE TEXT | STICKY NOTE LOCATION |
|---|--|
| Need really cool signs call [name] [number] | Belltown |
| uncomfortable crosswalk | Boren Ave between Pike/Pine St |
| Night market @ end of Pike "in the market" until 8 PM | Pike between 1st & 2nd |
| "free lance" parking attendant | Pike between 1st & 2nd |
| Dangerous | Pike between 1st & 2nd |
| Unsafe | Pike between 1st & 2nd |
| Great intersection -well lit -good retail options w/high traffic | Pike between 1st & 2nd |
| Too many drugies on pike, westlake to market | Pike between 1st & 2nd, Pike between 2nd & 3rd, Pike between 3rd & 4th, Pike between 4th & 5th, Pine between 1st & 2nd, Pine between 2nd & 3rd, Pine between 3rd & 4th, Pine between 4th & 5th |
| Love knowing Pike Place Mkt security guards are around at night when I walk through | Pike between 1st & 2nd, Pine between 1st & 2nd |
| 3rd Ave & Pne St. Danger Cuidado! | Pike between 2nd & 3rd, Pike between 3rd & 4th, Pine between 2nd & 3rd, Pine between 3rd & 4th |
| 3rd between Pine + Union very unsafe | Pike between 2nd & 3rd, Pike between 3rd & 4th, Pine between 2nd & 3rd, Pine between 3rd & 4th |
| 2nd & 3rd Pike & Pine | Pike between 2nd & 3rd, Pine between 2nd & 3rd |
| Unsafe 2nd between Pine + Union | Pike between 2nd & 3rd, Pine between 2nd & 3rd, South of Union St |
| Very large congregation of illegal activity up to 50 people (3rd & Pike) | Pike between 3rd & 4th |
| Unsafe | Pike between 3rd & 4th, Pine between 3rd & 4th |
| Unsafe | Pike between 4th & 5th, Pine between 4th & 5th |
| Unsafe | Pike between 4th & 5th, Pine between 4th & 5th |

| | |
|--|--|
| 5th feels good lighting is nice | Pike between 5th & 6th |
| 5th is great - Well lit - Prominent retail displays | Pike between 5th & 6th |
| dark cut-outs in buildings Boren->Market | Pike between 6th & 7th |
| Glum!!! dark, unwelcoming, no personality | Pike between 7th & 8th |
| Lighting at night @ the convention center is poor | Pike between 8th & 9th |
| Convention center canon is unpleasant | Pike between 8th & 9th |
| This is a dangerous place at night | Pike between 8th & 9th, Pine between 8th & 9th |
| uncomfortable ped space | Pike between 9th & Terry Ave |
| driveways around Convention Center don't feel welcoming Unsafe | Pike between 9th & Terry Ave Pine between 1st & 2nd |
| Great intersection -walkable w/all-way crossing -great public market offerings | Pine between 1st & 2nd |
| No police presence after 5pm- 6pm | Pine between 3rd & 4th |
| Need welcoming light coming from light rail entrances | Pine between 3rd & 4th |
| Unfriendly Poor sidewalk conditions Close Macdonalds | Pine between 3rd & 4th Pine between 3rd & 4th |
| Poor lighting No police presence at night - at least a visible one Too much drug/crime activity | Pine between 4th & 5th |
| more lighting!! all along 5th from Pike down to Stewart, thru hotel areas Dark alley way Need more lighting | Pine between 5th & 6th Pine between 5th & 6th |
| More police presence | Pine between 5th & 6th |

I stopped going to the Paramount bc of being hounded by pan handlers upon leaving the bldg.

Pine between 9th & Terry Ave

Cover this hole and improve the sidewalks, lights, and plantings around this block

Pine between 9th & Terry Ave

Exposed uncomfortable space

Pine between Terry Ave & Boren Ave

From SIFF movies down to 5th NO FEAR!

Pine between Terry Ave & Boren Ave

I love the

South of Union St

Empty, dark, & unsafe

South of Union St

FINAL FEEDBACK ROLL PLOT: Attendees were shown a roll plot map of the project area and asked: "Based on what we've shared tonight, and your own Pike and Pine experience, use sticky notes to tell us: What areas do you love? What could be improved?" This roll plot received 148 sticky note comments.

| TEXT OF STICKY NOTE | STICKY NOTE LOCATION |
|---|--|
| "Marketfront" Project Leverage | 1st between Pike/Pine St |
| Pike Place street should be for service vehicles only | 1st between Pike/Pine St |
| Foster "urban arboretum" on First Ave to Virginia to Denny WFR | Belltown |
| Slow down traffic! Photo enforce | Pike between 1st & 2nd |
| fix heaved sidewalks | Pike between 1st & 2nd |
| Don't need separate vehicle and bike lanes | Pike between 1st & 2nd |
| More green vest pocket parks | Pike between 1st & 2nd |
| Future park | Pike between 1st & 2nd |
| Restrict cars at market entry | Pike between 1st & 2nd |
| Ped only | Pike between 1st & 2nd |
| Shared street (1st and 2nd) | Pike between 1st & 2nd |
| Scary | Pike between 1st & 2nd |
| Sidewalk/ Streetscape enhancement | Pike between 1st & 2nd |
| Recognize the Duwamish Tribe with art and native plants | Pike between 1st & 2nd |
| I'd like to feel safer after dark on these streets (1st, 2nd, 3rd etc) | Pike between 1st & 2nd, Pike between 2nd & 3rd |
| Fix sidewalk. Make this street ped only like Bell St. | Pike between 2nd & 3rd |
| Keep trees | Pike between 2nd & 3rd |
| Ped only | |
| No curb | |
| SPD needs to have 24 hr presence! | Pike between 2nd & 3rd |
| Avoid 3rd ave if I can help it. loose a need, lots of pot and loitering | Pike between 2nd & 3rd |
| Please no bike on Pike | Pike between 3rd & 4th |
| Pike bet 2nd and 4th need improvement under sidewalk | Pike between 3rd & 4th |
| Close traffic on weekends to start. End with only pedestrians some day | Pike between 3rd & 4th |
| Tourist info at Westlake | Pike between 4th & 5th |
| Free wifi city wide | Pike between 4th & 5th |
| Save wicktdori sandstone bencher remains of earlier "urban design" | Pike between 4th & 5th |
| Activate intersections with coroner bulbs for street performers and hi-capacity ped service | Pike between 5th & 6th |
| I experience this area as someone who bikes between downtown and capital hill. The stretch of Pike b/w 2nd and 8th could be improved to feel safer for people of all ages and abilities who bike. 2nd ave bike lane is a great start. | Pike between 5th & 6th |
| great frontage and street trees at city center/US bank towers | Pike between 5th & 6th |
| SDOT doesn't always paint lane lines consistently | Pike between 6th & 7th |
| Back side of Sheraton deadens the block | Pike between 6th & 7th |
| Up lights at WSCC overhead valet | Pike between 7th & 8th |
| Foreboding and dark | Pike between 7th & 8th |
| Scary at night | Pike between 7th & 8th |
| Don't like garage entries that scream at pedestrians | Pike between 7th & 8th |
| love the clean and quiet electric trolley. Bus artwork with short waits. they should be provided in lane stops and high reliability | Pike between 7th & 8th |
| This is a horrible intersection going from 2 way to one way. The traffic regularly goes the wrong way and causes accidents. | Pike between 7th & 8th |
| World class streets like Barcelona waterfront | Pike between 7th & 8th |
| Lack of retail storefronts | Pike between 7th & 8th |
| More retail | Pike between 7th & 8th |
| Covered walkways without "break" that allow dripping rain | Pike between 7th & 8th |
| WSCC blocks are boring | Pike between 7th & 8th |
| Public art opportunity under canopy? | Pike between 7th & 8th |
| Light and art at WSCC | Pike between 7th & 8th |
| Bring back bells | Pike between 7th & 8th |
| Extend freeway park landscape to pike street | Pike between 8th & 9th |
| LID!! | Pike between 8th & 9th |
| Lid I-5 | Pike between 8th & 9th |

| | |
|---|--|
| Lid is a landmake not a land take!! | Pike between 8th & 9th |
| Beautification on the overpasses | Pike between 8th & 9th |
| uphill eastbound Pike/Pine bike lane | Pike between 8th & 9th |
| Downtown needs more planting or grass | Pike between 8th & 9th |
| Downtown needs more planting or grass | Pike between 8th & 9th |
| Uncomfortable ped street space | Pike between 8th & 9th, Pike between 9th & Terry Ave |
| Ped crossing at 9th ave and Pike street needs improvement | Pike between 8th & 9th, Pike between 9th & Terry Ave |
| Keep moving East. Cap Hill needs help too | Pike between Boren Ave & Melrose Ave |
| When you go to put in trees and landscape, incorporate green storm drain infrastructure. Tree planters wherever is possible | Pike between Boren Ave & Melrose Ave |
| More garbage cans and street cleaning | Pike between Boren Ave & Melrose Ave |
| Pike needs better upkeep. It's trashy | Pike between Boren Ave & Melrose Ave |
| Love city, love spaces would be cool | Pike between Boren Ave & Melrose Ave |
| Too dark at night | Pike between Terry Ave & Boren Ave |
| More flower baskets. Boxes color! | Pike between Terry Ave & Boren Ave |
| We like the pedestrian bridge- nice connector and fun visual | Pine between 1st & 2nd |
| Only handicap parking at pike place | Pine between 1st & 2nd |
| Street car: | Pine between 1st & 2nd |
| 1. WAY TOO EXPENSIVE to build | |
| 2. Construction process tears up neighborhood for years | |
| 3. Messes up flow of all other traffic | |
| 4. Tracks TERRIBLY Dangerous to bicycles | |
| 5. Very slow | |
| 6. Zero advantage over electric buses | |
| 7. 19th century technology for 21 century | |
| Remove all bus stops between virg. and pine | Pine between 1st & 2nd |
| Sidewalk wide equals good | Pine between 1st & 2nd |
| Keep trees on 1st. More trees | Pine between 1st & 2nd |
| Not safe: afraid to walk at night | Pine between 2nd & 3rd |
| Need great wayfinding on streets for tourist pedestrians | Pine between 2nd & 3rd |
| Needs to be safer | Pine between 2nd & 3rd |
| Macy's needs better frontage on all sides | Pine between 2nd & 3rd |
| Illegal street vendors. No permit | Pine between 2nd & 3rd |
| 3rd and Pine look at businesses promoting, assisting 'ding, trallicing and mitigate ASAP "mcdonalds, check cashing, tabaco store | Pine between 2nd & 3rd |
| Close McDonalds on 1st and pine | Pine between 2nd & 3rd |
| Top floors of Macy's lease as office space | Pine between 2nd & 3rd |
| Pine between 2nd and 4th needs improvement, wider sidewalk | Pine between 2nd & 3rd, Pine between 3rd & 4th |
| The lack of storefront/street activity and the Macy's canopy make foe a dank, unwelcoming block. It's a very poor threshold between 3rd and 4th | Pine between 3rd & 4th |
| Creepy entrance at street (transit) | Pine between 3rd & 4th |
| Fix the fountain | Pine between 3rd & 4th |
| Food trucks or vendors at night | Pine between 4th & 5th |
| Improve transit link to monorail as a transit link | Pine between 4th & 5th |
| I'd like mid block traffic light. Calms down traffic | Pine between 4th & 5th |
| Connect transit and Monorail to Seattle Center | Pine between 4th & 5th |
| Westlake park, a good destination | Pine between 4th & 5th |
| Like the activity at the park | Pine between 4th & 5th |
| Nordstrom a good destination | Pine between 4th & 5th |
| Great holiday destination- not so good other times. | Pine between 4th & 5th |
| Parts of Westlake should be grass. Could be artificial turf | Pine between 4th & 5th |
| Activation works! Good job ob Westlake park. Save good for walked | Pine between 4th & 5th |
| Reclose the street to cars through Westlake mall | Pine between 4th & 5th |
| Food trucks too heavy | Pine between 4th & 5th |
| Streetcar station moves from McGraw square, developers will want to build here at Bank America adjacent space, Please convert this area into a park!! this area is bring overbuild, too congested | Pine between 5th & 6th |
| Trees please! | Pine between 6th & 7th |
| Make doorways a bad place to sleep-everywhere | Pine between 6th & 7th |
| Like to walk in Pacific Place | Pine between 6th & 7th |

| | |
|--|--------------------------------------|
| Green space needed | Pine between 7th & 8th |
| Canopies please, it rains in Seattle | Pine between 7th & 8th |
| Difficult pedestrian crossing and vehicle flow | Pine between 8th & 9th |
| Seattle should not assume that the WSCC will take CPS and end joint bus-rail operation in the tunnel prematurely. It makes downtown more difficult. | Pine between 8th & 9th |
| Seattle should encourage the WSCC to expand on another block that does not degrade transit capacity so much. How about between poke-pike streets over I-5? SDOT considers the transit tunnel in a transit way. Closing it to buses prematurely has a negative impact on downtown | |
| Tear down abandoned motel where drug activity occurs | Pine between 8th & 9th |
| Canopies please. Pedestrian friendly environment | Pine between 8th & 9th |
| More healthy food trucks | Pine between 8th & 9th |
| Clean up Sound Transit parcel | Pine between 9th & Terry Ave |
| Difficult to navigate as pedestrian | Pine between Boren Ave & Melrose Ave |
| Enhanced crosswalk | Pine between Boren Ave & Melrose Ave |
| Put a lid over the freeway | Pine between Boren Ave & Melrose Ave |
| Lid please | Pine between Boren Ave & Melrose Ave |
| Long range. short range strategic plan LID | Pine between Boren Ave & Melrose Ave |
| Thick glass on I-5 to cut down on noise | Pine between Boren Ave & Melrose Ave |
| I love the views down the hill from here | Pine between Boren Ave & Melrose Ave |
| Love Melrose market | Pine between Boren Ave & Melrose Ave |
| Put brew pubs all in a regrow- street beer districts | Pine between Boren Ave & Melrose Ave |
| Connection to new Melrose Promenade | Pine between Boren Ave & Melrose Ave |
| Landscape intervention | Pine between Boren Ave & Melrose Ave |
| Improve the dog park and the 1st part of the LID | Pine between Boren Ave & Melrose Ave |
| Have market do farmers market on Cap Hill | Pine between Boren Ave & Melrose Ave |
| Flower stalls, vendors and musicians at "dog park" | Pine between Boren Ave & Melrose Ave |
| No dumpsters on street | Pine between Boren Ave & Melrose Ave |
| Like 1201 third | South of Union St |
| Town Hall | South of Union St |
| Bad crossing on 8th Seneca/Madison | South of Union St |
| Enhanced crosswalk | South of Union St |
| Too much traffic on 5th Ave | South of Union St |
| Need better signage to guide people to light rail (agreed) | South of Union St |
| Symphony a destination | South of Union St |
| Asian buffet. Like! | South of Union St |
| Love freeway park | South of Union St |
| Love freeway park. Concerned about security | South of Union St |
| Give some love to freeway park entrances | South of Union St |
| This parklett work! | South of Union St |
| Love freeway park but keep trees trimmed for sight lines safety | South of Union St |
| Don't move this please | Waterfront at Pike and Pine |
| Keep this open | Waterfront at Pike and Pine |
| I used to play here | Waterfront at Pike and Pine |
| No buildings | Waterfront at Pike and Pine |
| My house | Waterfront at Pike and Pine |
| Remove ASAP | Waterfront at Pike and Pine |
| Save Battery tunnel as "low lane" urban water digester | Waterfront at Pike and Pine |
| Hill camp watershed | Waterfront at Pike and Pine |
| Use multi routes to access waterfront | Waterfront at Pike and Pine |
| Move connector from Pine to Pike | Waterfront at Pike and Pine |
| Pike place market great dest. | Waterfront at Pike and Pine |
| Pike place should be ped only | Waterfront at Pike and Pine |
| don't like the cars. Should be delivery only perhaps | Waterfront at Pike and Pine |
| Hill climb needs activation safety | Waterfront at Pike and Pine |
| Make ped routes funky like the market, not big | Waterfront at Pike and Pine |
| Save some viaduct columns. | Waterfront at Pike and Pine |

PEDESTRIAN MOBILITY TOOLBOX: Attendees were shown a board with images of potential pedestrian mobility improvements. While attendees were not specifically asked to provide feedback on this board, some attendees left comments on the images.

| PEDSTRIAN MOBILITY TOOLBOX - Image categories | | COMMENTS (no dot exercise included at this station) |
|---|--|--|
| Landscape elements in overpass | | |
| Bi-directional curb ramps | | |
| Improved crosswalk markings & mmaterials | | |
| Improved wayfinding | | |
| Shorter crossings | | <ul style="list-style-type: none">Distance |
| Transit stops that reduce crowding | | |
| Wider sidewalks | | <ul style="list-style-type: none">Would love to see Pine down to 1 lane per direction and the rest be sidewalk |
| Retrofitted tree pits | | <ul style="list-style-type: none">Landscaping around tree pitsDo not like these! Need green! Grass is growing through this materialAdd artistic grates similar to those on 2nd Ave |
| Higher railings on overpass | | |
| Raised intersections | | <ul style="list-style-type: none">Lower the crosswalk area over larger area like this picRaised intersections |
| Improved paving | | |
| Other | | <ul style="list-style-type: none">Maps at bus stopsSidewalk café boundaries need to be consistent |

STREET VITALITY: Attendees were shown a board with images of potential street vitality improvements. Attendees were asked: "What improvements are needed to increase vitality on Pike and Pine? Place a dot on the improvements you like. If you have a specific comment, write it on a sticky note."

| STREET VITALITY - Image categories | # OF DOTS | COMMENTS |
|------------------------------------|-----------|--|
| Active and transparent storefronts | 31 | <ul style="list-style-type: none"> • Active edges w/ canopies • Small storefronts with additional storefront windows • More restaurants that are more local – great outdoor seating (where patrons won't be bothered by homeless) |
| Increased building lighting | 18 | <ul style="list-style-type: none"> • Variety of scale • Dark sky lighting |
| Consistent street light fixtures | 16 | |
| Pop-up retail | 14 | |
| Public art | 14 | |
| Human-scale facades | 13 | <ul style="list-style-type: none"> • Protect historic buildings. Consider new buildings that reflect/interpret existing historic character of the pike/pine area |
| Food trucks | 7 | <ul style="list-style-type: none"> • Food trucks tie into city utilities; no gasoline generators please • I agree! Plug 'em in • Moderate priced food trucks! Should be cheaper than a restaurant! Seriously • Food truck "lot" • @ nite • More late night food truck options • City must reevaluate food truck permitting and locations |
| Other | 5 | <ul style="list-style-type: none"> • Wide sidewalk plazas – buildings can get bigger (wide) 5-8 floors up • Increase greenery • Close pike to cars between 1st and 2nd, make it wide sidewalks, bus & bike only • Make pine from 1-5 to 1st two-way and commercial vehicles only (bus, taxi, truck). Leave 1 lane per direction • Seating • Better restaurants • Green space • Green – plants, trees for beauty, air quality, and SW management • Buildings with setbacks so there can be public spaces • Traffic free days on streets • Wifi • Activate vacant storefront • More housing above • More entertainment and businesses open later – more active gathering spaces past 6-9 pm • Dog-friendly tree gardens/pits. Garden areas and dogs allowed, bags to clean up and more trash cans/recycling • Better sidewalks |
| Quick vending | 4 | <ul style="list-style-type: none"> • How could this be promoted/enhanced? Provide overnight storage to vendors? |

PLACES TO LINGER: Attendees were shown a board with images of potential "places to linger" improvements. Attendees were asked: "What elements would make you want to stop and say awhile on Pike and Pine? Place dots on up to three of the corresponding images." Attendees also added sticky-note comments to the board.

| PLACES TO LINGER - Image categories | # OF DOTS | COMMENTS |
|-------------------------------------|-----------|---|
| Ground-level landscaping | 17 | <ul style="list-style-type: none"> • Landscaping, especially around trees • Not ideal in the heart of downtown, gets trampled. Do more with trees instead • More dog friendly green areas. 0 dog areas. The bees, butterflies and birds. Bird boxes? |
| Shared streets | 14 | <ul style="list-style-type: none"> • Pedestrian walkway, fewer vehicles, eventually all peds no cars |
| More street trees | 13 | <ul style="list-style-type: none"> • Please don't remove trees on pike/pine. Need treets on streets without fast vehicle traffic |
| Public art | 10 | |
| Parklets | 9 | <ul style="list-style-type: none"> • – dots. It's a huge fail on 2nd between pike/pike • These only work on a street with low car traffic • Need ideal conditions: sun protection, calm traffic, actually be a good place |
| Free wi-fi | 8 | <ul style="list-style-type: none"> • Fast |
| Permanent seating | 7 | <ul style="list-style-type: none"> • "Micro-places" where 2-3 people might stop to chat |
| Moveable seating | 4 | <ul style="list-style-type: none"> • Works best with cafe or coffe cart |
| Programming | 3 | <ul style="list-style-type: none"> • Popup retail to activate most hours |
| Family activities | 3 | |
| Other | | <ul style="list-style-type: none"> • Better sidewalks • Seating & sidewalk cafes should not be at the expense of wide sidewalks & plazas • Amenities: trash cans, benches, green for humans, ash urns (like ones in Belltown, butts recycled) • Seating, but more importantly, a food truck lot!! Like Portland – they do this so well • Street furniture. Waste/recycling receptacle • Close off Westlake area from Pine/4th/5th for pedestrians only, all seating, NY style |

NIGHTTIME EXPERIENCE: Attendees were shown a board with images of potential nighttime experience improvements. Attendees were asked "What would help you feel more welcome when out at night on Pike and Pine? Place dots on up to three of the corresponding images." Attendees also added sticky-note comments to the board.

| NIGHTTIME EXPERIENCE - Image categories | # of DOTS | COMMENTS |
|---|-----------|---|
| Active storefronts | 35 | • Need businesses that stay open past 6p or 8p |
| Consistent light levels | 26 | • Bright! |
| Festival lighting | 22 | • Light the alleys • Host evening markets - a la Urban Craft Uprising or Farmers Market on weekends at Westlake |
| Facade lighting | 18 | • Facade lighting as art • Illuminated exterior entrances needed |
| Evening programming | 16 | |
| Character lighting | 14 | • Replacing marquee/overhang at Egyptian Theatre on Pine and Harvard |
| Accent lighting | 11 | • Tree and sidewalk lighting like SLU help improve dark evening |
| Greater storefront visibility | 7 | |
| Other | 3 | • Lighted art • Alley lighting & activation • Vacant storefronts should be used- maybe artists • Persuing these great goals while being conscious of light pollution and keeping light where it's most needed :) • Ping pong tables in open spaces (paddles + ping pong balls might need to be brought by players) • Windows or glass block walls to make inviting |

OPEN COMMENT FORMS: Attendees could write-in open comments on written forms or type them on a computer. The comment form asked: "Share your thoughts about Pike Pine Renaissance: Act One." Comments are listed in-full below. We received 20 comments.

COMMENT FORM TEXT

Free wifi
More greenspaces
Better lights
Clean up homeless

What is the plan to address homelessness and pan handlers? With all this development and street level improvements, there will surely be more of a drawing of homeless (overpasses to sleep under, more activity = more people to beg for money). U Village does a great job with this where as the ave in the UD does an absolute terrible job. Many times I feel unsafe walking to the Ave past 7 pm, and I'm a 6'3" male...

The transition across I-5 is just awful. Going through there an aesthetic nightmare. We need to cover the freeway and deaden the noise. Joining downtown and Capital Hill would be a huge benefit to the downtown area's viability and attractiveness.

Make monorail visible + accessible connection
<-> Westlake - Seattle Center - Uptown <->

Create a safe and exciting pedestrian experience by adding raised intersections along Pike/Pine. Combine this with more sidewalk cafes and storefronts. We should encourage these stores to stay open later.

A philosophical thought from my wife. Seattle has been characterized by neighborhoods: Ballard, Central District, International District, Capitol. These and others are diminishing in character by demographic shifts and growth. Is this a loss to Seattle or just natural change? Does Pike/Pine corridor represent loss or a gain in neighborhood feel? Troubling? Exciting?

I encourage Waterfront Seattle to continue to consider people who bike in their planning process. This area is a major multi-modal corridor and a key bike connection between Downtown and Capitol Hill. Bike infrastructure beyond protected bike lanes, such as attractive, functional, maybe even covered bike parking, can contribute to the vibrancy of the neighborhood and increase traffic to local business by making it easy for people who bike to stop and explore the neighborhood

- Please improve all the sidewalks + pavements, broken sidewalks are dangerous
- Please dramatically increase lighting
- Please, please clear out the dangerous and threatening people + behavior on 2nd and 3rd between Pine + Union it is a disgrace and pedestrians avoid these areas completely if they can.
- Please regulate scooters + skateboards on sidewalks - very dangerous + scary to pedestrians'

Please make sure that downtown street cars do not noisily "bing bing" each time they start. Thanks

As a manager of a downtown business on Pine St, this has been a great opportunity to give input + feel a part of the process! Thank you!

Remove the utility box in front of the Cheesecake Factory. The 1st thing folks see leaving the Convention Center are folks w/ their dogs - soliciting

I love this work! Please pull in a study that was done in the last year or so on traffic impacts of the alley access to the half dozen new high-rise condos around 2nd + Pine. A condo association hired a professional who did excellent analysis of impacts on pedestrian foot traffic on the surrounding sidewalks, etc. Sorry to be so vague... Source: West Edge Neighborhood mtg. Summer 2016 (?) Thank you!

Extend the market into the center city by creating a "Ramblas" like the one in Barcelona Spain where flower vendors and benches line the esplanade. This might require temporary closure of the portions of the Pike and or Pine street on Saturday and or Sunday mornings to mid-day.

Pike Pine is a critical corridor in Seattle. This should be our most beloved pathway and therefore deserves a great level of investment. This should be an area Seattle is extremely proud of and represent the values we share - environmentalism, shared public space, art, and equity.

Hello, My name is [name].

I was born and raised in Seattle. I am very excited to see the transformation of this small sleepy port town into a booming metropolis. Here are some things I have noticed over the years of living in Seattle, and traveling and working in Cities like Berlin, Copenhagen, Auckland and San Francisco just to name a few.

- It would be great to see more public art in the streets, anything from more large scale murals, obscure video projections, live music, cutting edge sculptures, more health food carts, more positive and healthy places to spend time and socialize outside.

- It would be beautiful to see urban youth sports embraced more. that would hold space for Skateboarding, BMX, bicycle polo and breakdancing.

- Westlake park has had a war against skateboarders and BMXers, yet it holds space for drug dealers, drug addicts and homelessness.

- Westlake park could hold workshops on how to eat healthy, and or provide an instructor to teach skateboard classes, teach breakdancing classes, this could be outside and free to whoever wants to learn.

- If we could have young and fresh energy on the creative end of the pike and pine renaissance. Perhaps that would ensure young voices would be heard as well as people of color, and disenfranchised communities

- Heated salt water pools along the water front

- No car access from 4th and pike & pine ave down to the water front.

- The mcdonalds on 3rd and pike should be turned into a lovecitylove, which is an all ages venue that couples as an art gallery, music venue, and healthy alternative to drinking and partying culture.

Unique architectural markers/kiosk and bus shelters/stops to reinforce a sense of place. This will also encourage the use of those resources and moving visitors along.

Create a market street on either Pine or Pike where pop up vendors and artists both visual and performing can share their craft and talent.

Create a hospitable and safe environment with the use of city of park employees meet, greet and offer information to visitors. As well police the area to help make it enjoyable and welcoming to all.

Why is the design process three years long? The Gustafson report done in collaboration with DSA came out three years ago and was full of great detail. Why is the City re-starting the design process? There's no reason to delay all improvements for a minimum of three years.

This was an exciting open house to attend. I am impressed with the quality people involved, and the ideas and work already done. Kudos. I read many post-it notes that I am in agreement with. Although it isn't directly a part of the waterfront or Pike-Pine corridor directly, I would like you to know how strongly I am in favor of a lid over I5. I encourage you to work with those involved in trying to forward the Lid concept in conjunction with your projects.

Great work. Here are a few simple suggestions to (1) help now while the planning and work is being implemented and (2) reduce the risk that uncaring people will undermine the livability benefits we hope to gain from these capital expenditures:

1. Bring MID to Capitol hill or at least up Pike Pine. MID did a great job enhancing livability in Belltown. If merchants want the benefit of taxpayer funded improvements to their streetscape, they need to chip in for MID.
 2. Enforce existing laws to make merchants keep the sidewalks and streets in front of their establishments clean. Some large companies are the biggest offenders, including QVC and walgreens on Broadway at Pike and Pine. Many storefronts are disgusting -- trash and food all over. Maybe we need a boycott started? Or maybe we citizens pick up the trash and dump it inside their stores. Hard for subway to object when we return all those yellow wrappers left on the street in front of the stores.
 3. First floor retail storefronts often have windows. Clearly intended by well meaning urban planners and architects to bring daylight into the retail site and to create a sense of safety by bringing interior lighting and activity visible to the street. But the tenants often cover up the windows with the back of their vending machines and inventory shelving. Next time you walk past a convenience store, ask yourself if it could be less integrated to the streetscape and you will discover the ingenuity of the merchants in maximizing their shelf space. We need a happy medium. E.g., frosted glass and products up to the first 4 feet and thereafter it needs to be open so people inside and out can see each other (unless the window is dedicated to a nice display -- not the back of a vending machine!)
 4. The Pike Pine initiative is designed to promote livability. That means vagrants and heroine users can't be allowed to make the streets their homes. We don't need to replace sidewalks so the houseless have a flat sidewalk on which to sleep. There are far more compassionate ways to address the houselessness issues than to surrender our streets.
 5. Nothing more important to connecting Pike/Pine from downtown to Capitol Hill than lidding I-5 between Pike and Pine. Lidding also connects the two convention center buildings and would provide a park from which to view our \$1.6B architecturally distinctive expansion building.
 6. Autonomous cars are coming fast! We need more pull outs for those pick up and drop off of riders. Otherwise we will have a double parking nightmare. Plus more consumer goods are delivered by trucks that have no place to unload/deliver. Curb cuts everywhere! Small cost to embrace autonomous vehicles and today's lifestyles.
 7. Club Z on Pike just E of Boren needs to go. Capitol Hill can take pride in being gay friendly. But a bathhouse that has hosted so much underage prostitution, drug dealing and even murders has no place in a community trying to revitalize. Please clean it up!
 8. Are bus stops intended to be trash bins inhabited by the homeless or places for people to wait safely outside of the rain while waiting for a bus? A walk up Pike Pine any eve or night will demonstrate that the preferred use is the former, not the latter. Either keep the bus stops clean and free of people looking for a place to sleep, or eliminate them entirely. No vulnerable person would wait under many of the bus stops for fear of being mugged or having someone throw up on them.
 9. Enhance the entrances to Freeway park. I wanted to go for a walk in the park last week but encountered a user with a needle still in his arm next to steps covered in vomit. We need power-washers more than new sidewalks. And park entrances that don't frighten away residents who want to see green grass without score a dime bag.
 10. Wider setbacks needed between new buildings and between new buildings and the curb. Taller buildings are shutting out light at street level. Setbacks designed for 7 story buildings make no sense for 45 story buildings.
- I am very excited about the plans for Pike Pine. Connecting Capitol Hill to downtown will be glorious. But implementing some of these suggestions (except maybe #10) could help as much or more than expensive renovations of the street scape. Personally, I'd like to see both! Thank you for all your hard work.

The timeline for this project is far too long. This "kickoff" open house is happening 4 years after the "Design Vision" group met in 2013, and yet construction still won't start until 2019-2022? Will it really take a decade of design and planning just to improve the sidewalks? I was expecting to see plans for actual changes on streets, not boards asking me how I experience the area. Incredibly frustrating.

I do appreciate the cookies :)

PEDESTRIAN MOBILITY ONLINE: Online open house visitors were asked: "As a pedestrian on Pike and Pine, what areas are easy or challenging to navigate? What improvements would you like to see?" This activity received 37 comments.

Don't miss the opportunity to innovate and experiment, like NYC did, trying out very inexpensive versions first. Better use of \$\$, PR, community involvement and support.

Where the entrance to Light Rail is should be clearly noted along the corridor. Everytime I go there I have to remember/guess where it might be. Anticipatory signage for this and other major downtown destinations (freeway entrances n & s, market, library, Benaroya, Art Museum, etc) should be attractively displayed every few blocks so folks don't have to get lost or spend time figuring it out OR as now have no indicators until one is right on top of it. Maybe a (reflective so it can be seen at night) street sign "tree" visible from the road with for example "library 6 blocks s, 4th Columbia" or at least "library" plus an arrow.

The intersections around the freeway can definitely be tricky to navigate, due to high volumes of pedestrians and vehicles. I'd love to see some out of the box-type designs on how to solve the most challenging intersections!

There are a number of obstacles on Pike between 3rd Ave and 1st Ave that make navigation difficult, including broken pavement, obstructions on the sidewalk from businesses, etc. Also crossing 2nd Ave at Pike and crossing Pike by Target is confusing for a lot of people. I'd like to see it be comfortable for buskers and people sitting on the pavement, but still be easy for people navigating with strollers, wheelchairs, and walkers. Accessibility and clear signage is a huge priority.

The difficult areas for pedestrians you have marked are very difficult. Directions are hard for visitors-need better signs and consistent look. Hard for visitors to know where things are along these streets/in the Pike Pine area. Sidewalks need to be improved. All your suggestions are good.

Ban right on red. Instead, have pedestrian and bike only signal cycles.

When wet the Westlake Park & surrounding sidewalks paving is slippery--we try to avoid on rainy days. The I-5 overpass on Pine is not pedestrian friendly.

2nd through 5th Aves are challenging from a security perspective. I'd like to see increased lighting to discourage loitering, drug sales, and theft. In particular the Macy's block, Starbucks at Westlake Plaza (where landscape elements have been added, but no lighting at night encourages malfeasance), and 3rd/Pine. Until SPD did a sweep last summer, I was avoiding 3rd/Pine altogether; walking north or south around that intersection.

Please find a route for the trolleys that used to be on the waterfront!

Minimize disruption imposed by nearby professional sports stadiums.

Bicycle infrastructure improvements: reliable parking. Shorter crossings with longer crossing signals, protected pedestrian signals, automatic pedestrian crossing signals (non-button). Sidewalk seating. Vehicular traffic calming for an improved audible experience on sidewalk. Sidewalk public seating.

Difficult areas are the lengthy intersections crossing I-5 and the noise.

I would like to see Pike place made a pedestrian only zone except for delivery vehicles. Bollards that would lower for trucks, delivery vehicles when they approach and prohibit cars. But that requires a commitment to be a real metropolitan world center.

As a mother with kids in strollers and kids bikes, the crossing ramps on 3rd Ave that are placed right in the corner are very dangerous because it leads right into traffic. It can discourage parents to allow their kids to ride their bikes/scooters around downtown. Many of the options you describe above can solve that problem (such as bidirectional crossings).

seating trees and plants

making the tree pits "walkable" would help with sidewalk space. Providing dog waste bags would help keep these areas clean (MID will do this.) Anything that can be done to increase pedestrian safety - including patrols to ticket cars/bikes that are not following the rules. Close Pine through Westlake Park again, and extend the closure to Third Ave.

Walk lights take too long. Some parts are even car-only(!) like 4th & Pike. 1st & Pike should allow N-S crossing 100% of the time.

The span from a few blocks before the convention center and a few blocks past the highway is a monotonous slog and the elevation gain and lack of street interest doesn't help. Would love to see more visual interest, more traction on very steep areas of the sidewalk, more landscape, and better street-level retail.

Boren/Pike intersection: crossing north across Pike from the southeast corner is difficult with wheeled luggage because the curb ramp does not face that crosswalk. Also, the southeast corner has a chunk of the sidewalk edge missing, making the crossing even more awkward/dangerous. And because the building on the southeast corner (Salvation Army Services?) comes out so close to the corner, crossing north here is almost a blind pedestrian crossing if any drivers coming down the steep Boren Hill plan on turning east on to Pike. Several restaurants on the north side of Pike have recently added alfresco dining (e.g. Tango, Stateside). This narrows pedestrian walk space to about 1.5 people abreast if that since there are also some landscape or other elements (e.g. signs) in places. It would be nice to have the sidewalk be wider at these locations (maybe by removing a couple of parking spaces and reducing a couple of others to 3-minute curve-in drop-off/pick-up locations only). Personally, I would like to see the Jim Ellis Freeway Park extend over and connect with portions of the Pike/Pine corridor. Retail could be located on the upper walkways in this "new" area of the park to increase activation of the entire Freeway Park.

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I frequently walk in small groups from Downtown to/from CapHill, and the Pike/Pine corridor is typically the closest option. However, Pike/Pine over the freeway are very loud and require each of us to pay close attention to the movement of cars, so it's really not an enjoyable experience for a group. In most cases we go out of our way and cross at Seneca next to Freeway Park just to enjoy the walk.

Clear, intuitive access from the waterfront up to the commercial core.

I never use Pine Street over I-5 because 1) it's scary and 2) even without that it is a most unpleasant pedestrian experience. I always use the south side of Pike Street, which is blessedly not suspended in air with I-5 below. The freeway is not going away, but stouter and higher railings are a minimum necessity on Pine Street. And to the extent possible, visual walls should be built to block the view of the vehicles rushing by underneath.

The connection from 1st to the waterfront is awkward. You can go through the market, but you kind of have to know where it is and in is not inviting. I would like to see a grand public stairway from Pike place and Pine Street to the waterfront. Something similar in design to the Harbor Steps on University St.

Several on-street parking pullouts along the corridor, especially in front of hotels or restaurants, narrow the sidewalk in the exactly place where more crowding is expected. Filling in the pullouts could provide new space for walking, furniture, trees, art, and other amenities.

crossing over the freeway is an unpleasant pedestrian experience.

Rope tow uphill. Zip line downhill.

1. 8th and Pike under the covered 8th avenue. When cars are going east up Pike and turning left onto 8th. This intersection is disastrous. I almost got hit here several times. It's TOO DARK. They cannot see you. 2. Why can't pedestrians CROSS DIAGONALLY? This is done in Denver. It moves people quicker and easier. Instead of making two crossings, they make one = less crowds at intersections. 3. Let people know that you can also transverse going all the way up the hill by GOING UNDERGROUND at gold's gym entrance at 4th and University. I NEVER knew this until recently! (good in bad weather, etc.) 4. Why don't most buildings HAVE AWNINGS to protect you from the wind and rain? This is a no-brainer. I believe the new Nordstrom re-design does. 5. Slippery grates have got to go. Have a contest to replace/redesign these for safety. It can be done!

All of these are very good ideas. It makes sense to make it as inviting a walk as possible but still have cross traffic. Cars and busses are still important

With the volume of traffic on these streets intersection crossings can be particularly difficult. Traffic congestion in the city is not getting better, it's getting worse, so these intersections can be even more difficult to safely cross. Especially in the summer with an influx of tourists the sidewalks on these streets do get quite crowded. If there are street performers, protests, etc. the sidewalk gets even more cramped. It would be nicer to have less traffic on these streets and more sidewalks.

The sidewalks and streets are in disrepair...fixing them is the best solution the rest of this is a waste of time and money and doesn't do anything.

The Pine/Boren and Pike/Boren intersections are very difficult to navigate. Regarding the Pike/Boren, it is incredibly dangerous as a pedestrian to cross Boren on the south side sidewalk. This is because drivers heading east on Boren (i.e., uphill) have a poor line of sight to pedestrians on this corner due to poorly placed utilities and a building with little setback. I cross at this intersection at least once every day and it's not rare at all for a car to turning south on Boren to have to slam on the brakes to avoid hitting a pedestrian trying to cross Boren. I'm not sure what the best improvement would be to fix this issue, but at the end of the day some kind of improvement is needed to increase visibility of pedestrians trying to cross Boren from the south side of Pike so drivers know to slow down before they turn. Regarding Pine/Boren, the biggest issue is the distance of the crosswalks as well as the fact that cars always encroach on the crosswalks. Perhaps a raised crosswalk? Also, I LOVE the retrofitted tree pits. A fantastic idea and I would prefer to see them throughout the city--a great way to expand the sidewalk space for pedestrians while maintaining landscaping.

Longer walk lights for those of us who have mobility issues

Pike from 3rd to 1st is awful.. Hopefully new developments and refurbishing of the Eitel Building will help.

Landscape elements at street level would improve pedestrian experience - attractive, eco-friendly, reduce noise & fumes, and aligned with NW values. Would be very nice to see nice-looking railings at corner curbs within busy intersections. Waiting for a light change at the curb can feel dangerous when people cut close on turns. Anything else that could be done to connect businesses and pedestrians to the neighborhood as they pass through - awnings, railings, building permits for innovative entryways, view spots, selfie-spots, historical plaques...

Smart traffic lights and pedestrian crossing signs that can sense when there is a break in traffic and when pedestrians are waiting to cross. So many times I've walked up to a crosswalk and hit the button only to wait for way too long while there is no traffic with a block of the crosswalk.

For busy pedestrian intersections add all way crossings

PLACES TO LINGER ONLINE: Online open house visitors were asked: "What elements would make you want to stop and stay awhile on Pike and Pine?" This activity received 27 comments.

I-5 bridges and adjacent blocks- need the most intervention and help. All west will continue to evolve with encouragement, but east end requires action. Landscape (widen!?) bridges- food carts, street vendors? White noise(?) Sound attenuation from highway? After waterfront, next big project to lid I-5, starting at Pike/Pine

Ask ZGF to map the photographability of Pike|Pine - where are the focal points of view? Where do people stand to take a photo? Where do they position themselves to get the perfect backdrop? What is that backdrop? This is by no means suggesting a "selfie station."

Sidewalk cafe seating counts for a lot on a street, but this requires creating level areas on the hill streets. If it's feasible, it could be cool.

Westlake Park when events are going on such as Christmas events. Between 1st and 4th, I just want to make it through as fast as I can or I avoid it altogether because it is uncomfortable, dirty, packed with people that are blocking the sidewalks. Wider sidewalks and areas to side for people to hangout without blocking the passage of others would be nice along with nice smelling plants to help with the urine smell.

Improvements - keep the sidewalks and streets clean. When there is litter everywhere one does not want to linger.

More restaurant sidewalk seating. But do it without impeding pedestrian flow or forcing pedestrians to walk sideways around them (restaurant on top of Harbor Steps is example of bad layout). Change state liquor laws (piece of cake right?) so seating doesn't need to be encapsulated.

The Pike Place Market and between Broadway and 12th on Pike-Pine are great and very lively, but the rest seems a little desolate, even at end of the day rush hour times when people are walking up to Capitol Hill.

Instead, why not take all this money you'll be spending on this project and do something to get the homeless people off the street, and get the drug dealers out of Westlake Park? Priorities!

Outside sales displays for certain retailers, such as Barnes & Noble bringing out book sales carts or GameWorks having an outside arcade when the weather is nice. When the weather is rainy, cover the movable seating areas with open awnings, where vendors can sell things like hot cocoa and soft-baked pretzels. When its cold, include mobile heat lamps at these locations during high-traffic times, such as when there is programming.

Would be great to see more street trees.

I wrote about trees in the last page's survey. I think they are crucial to making the corridor a pleasant experience. Tree pits MUST be wide enough to allow for future tree trunk growth and expansion. I am very heartened that it is city policy to plant trees on downtown streets.

Street trees are a big need, and it would be wonderful to have a continuous grove down Pike and Pine. This includes the I-5 overpasses, which are in dire need of "sprucing" up.

The worst street in the neighborhood is Third Avenue from Pine to Pike. Trying to get Ross to improve their street presence would help and keeping a strong police presence at the McDonalds and by the nearby bus stop. It's already better than it was a year ago, so things are improving.....

As much as I like Pike-Pine, I'm not going to linger outdoors because the road traffic is too busy/noisy/dirty to really enjoy being outside. When I sit and linger, I want tranquility, and that's not what Pike-Pine is about.

Shaded seating with access to clean and safe public restrooms and water. Music with shaded seating near it. Handmade art for sale (like the craftspeople that are currently at the market).

Four Columns Park on Pike needs to be cleaned up. The garbage behind and around it is super unwelcoming. It needs to have more lighting.

I am a big fan of more trees and greenery everywhere. Public art spaces are important. Busker spaces. Protest spaces. (yes) Games spaces. Instead do pop-up retail, do something else that does not profit corporations and can do a public service such as help for the homeless and helpless and disabled. In San Francisco there are 'shower' buses that travel around. Radical Hospitality. See video <https://www.youtube.com/watch?v=AekgQuQ8uTM> - Seattle should get some of these or design their own and provide a designated parking space(s) for them. If you're going to design areas, design something that will help all the people that will hang out downtown anyway.

Beautiful fountains are needed

Musicians and street performers and definitely more trees and parklets with light snacks and espresso. Seating is the key, especially covered seating. I know there is always the concern that it will just draw destitute, homeless people. My answer to that: they will be there no matter what. The issue is to make an attractive enough environment that those are not the *only* people who want to hang out there.

Stopping and lingering along the streets of Pike and Pine are ultimately tied to the homeless and vagrant issues that plague Seattle. Until that is addressed there isn't many improvements that would change my willingness to stop and stay along these streets.

I don't want to linger in this neighborhood

We have to be sure that places to linger don't become places to loiter or deal narcotics. Pike at 2nd and 3rd are horrible. And Pine at 3rd and 4th are similarly bad in that regard. We cannot have a vibrant inviting pedestrian corridor as long as people are forced to navigate an open air drug market and shooting gallery. I know people that work at 5th and Pike that are afraid to go to the Market for lunch. In the past, new parklets (on Second in front of Chromer Market with it was still there) simply became places to deal and use drugs.

Covered places to sit so you're out of the rain (or the sun, maybe).

Shopping areas and park areas make lingering easier but both would be improved by having some movable covers to allow for use during rain.

Crack down on the criminal element in the area! That, far beyond any physical improvements, would help in rehabilitate the area between Westlake Park and the Market! Priorities!

Have you considered planting Cherry Blossom Trees within the pocket parks, along streets. Nothing brings out pedestrians like Cherry blossoms. Cherry blossom viewing is a culture in many other countries which Seattle might be smart to add to its strategic planning. The trees are enlivening and enriching. South Lake Union Park could surely use some shade trees, especially Cherry blossom. They are magnificent.

STREET VITALITY ONLINE: Online open house visitors were asked: "What improvements are needed to increase vitality on Pike and Pine?" This activity received 24 comments.

Greenhouse type structures for public seating and very brightly colored street level elements - we need access to more natural light and color in the winter.

Good paving is essential. Doesn't need to be consistent material, but encourage good quality, attention to detail. Maintenance! Encourage busking, impromptu performance Bike Parking! and Lanes! Street closures for events, markets, weekend eves. Please not historic street light fixtures- priority good light quality, forward thinking design!

Signage of where major things are!

I would classify Pine going east of 9th as poor street vitality until reaching Melrose, a vast waste area. Ways to breakup the bleakness of that walk way would be a great addition. Same can be said on Pike from the Convention Center up to Boren. Having more overhangs from buildings along with attractive store fronts will attract people to feel in a friendly, safe area especially on dark, rainy evenings in the winter.

Cultural activities in storefronts, such as Velocity or Vera Project, especially near the Paramount. Changing art exhibits in storefronts.

Please find a route for the trolleys that used to be on the waterfront!

Enough with the food trucks already. Generator noise killing conversation. The lines killing space. The height eliminating visibility through/across street. The food is often overpriced, sized inadequately, and of dubious taste anyways. No one wants to be in their immediate vicinity unless they are ordering or waiting to pick up, and both of those activities are wrought with unpleasanties. Permanent restaurants, sidewalk seating, and quick vending at smaller scales help enliven a street/plaza. Food trucks turn an otherwise great pedestrian plaza into a shoddy, soggy outdoor cafeteria and parking lot for stank-smelling motor vehicles. What would Campo dei Fiori be like with a fleet of food trucks?

Pedestrian scale storefronts are most important. The convention center plinth is impenetrable

In the past few months I have found used/bloody syringes on main sidewalks like Pike St between 2nd and 3rd and 1st Ave between University and Seneca, while pushing my stroller and with my 5 year old riding his bike by my side. This happened during daylight I was disgusted and super stressed grabbing my son so he wouldn't ride his bike over the needle as we store his bike inside our condo where our younger child crawls around. I know addiction and homelessness is hard to solve, but while we struggle with this we need to prioritize funding on CLEANING, as plain and simple as doubling the numbers of downtown ambassadors that do such a great job at cleaning messes around downtown. We are talking about a health issue, safety for adults and kids. I no longer let my little curious kids walk around downtown, it is sad, but it is for their safety as they would not hesitate to grand used needles and show them to me to say "what is this mom?" I wish they could pick a flower or a clean fallen leaf in the fall as they walk around their neighborhood, a wonderful childhood experience that city kids should not be deprived of. Along this thought, I think that private active storefronts/restaurants might help with this problem because private businesses would be more interested and invested in the sidewalk adjacent to their business and would be encouraged naturally to keep it clean and beautiful with planters.

Planters/planting boxes and/or pop-up urban gardens to add natural elements at eye level.

More tree plantings. Trees improve air quality and provide the necessary green element.

More trees and bigger trees. Get sandwich boards out of the way. Heel all dogs. Add awnings for rain/sun protection. Huge penalties for red light running cars and cars in crosswalks.

Regarding Public art, it would be great to see installations that change over time. Perhaps there could be designated lots that artists could use for a specified period before another artist acquires that lot for their own installation. This could tie in quite nicely with the art walk idea, having the opening of an installation coincide with each monthly art walk.

I'm not sure if this will come up later, but for me, the number one mark of vitality are TREES! I think I read somewhere recently that on the Pike/Pine corridor someone objected to trees. I can't remember why, but if it was for VIEWS, puleeze! Trees are of course a proven calming measure, they are beautiful to look at and they help in the fight against global warming. But, as was mentioned, the tree pits are way too narrow and I'm afraid some downtown streets will be strangled unless the existing tree pits can be widened.

I enjoy the existing and recent awnings over sidewalks. But a massive opportunity is to provide continuous awnings above all sidewalks in the corridor, or at least make it easier for private property owners to retrofit their buildings with them. Awnings should extend to the boundary between the walking zone and the amenity zone, so that the drip line is not above people's heads.

clear paths of travel, seating incorporated into the site furnishing zones. opening up east west views.

Someone should talk to Ross at 3rd and Pike about the deplorable state of their street presence. It's a blight on the neighborhood with dirty window displays and dirtier windows. The alley entrances should be addressed off Pike and Pine. I was eating at Mae Phim the other night and looking out at the alley across Pike (north side) with overflowing trash receptacles. Very unappealing. Then walking west on Pike the same was true of the alley on the south side of Pike.

More places or reatail restaurant spaces that are more OPEN. New construction should be built to be able to open all their windows to the street. Second floor open balconies that overlook the street. (I haven't seen any of these, why?). I do NOT like the pop up reatail idea. Better off creating 'busker' areas. They will always be there anyway. While we are at let's face it SEATTLE is protest city. We have bike lanes, why not PROTEST LANES> I'm being serious. Especially around the few blocks at WESTLAKE.

With all that I checked it should be enormous gh

I haven't seen any improvements....it's becoming very suburban.....losing it's character and just a bunch of workout places and unfriendly buildings that are too big and bulky.

Awnings need more

Public Restrooms

Pocket parks, clean seating areas, street music or performance artists, temporary shelters for the homeless, street libraries, city gardens of edibles, statues or structures to climb on top of with friends, routes that make a story about the city history

All the physical improvements, "upgrades," new storefronts, new planters and better lightning will be a complete WASTE OF MONEY unless PUBLIC SAFETY problems are addressed and improved! The City & SPD must get TOUGH on the criminal element & social misanthropes that seem to congregate in and around Westlake Park and along Pike & Pine, between Westlake and the Pike Place Market! I BEG you - PLEASE - tackle the public safety issues I mentioned above BEFORE you invest in any capital improvements for the area! Otherwise, you'll be throwing away good money! Downtown citizens have waited FAR TOO LONG for the City to finally crack down on the persistent criminal elements in the area!

More police patrolling and elimination of loitering and drug dealing on Pike at 2nd (Ludi's) and Third (Walgreens) and on Pine at 3rd (McDonalds) and 4th (Starbucks/PF Changs). The inability or refusal of the city to prevent these corners from being misused will be the single biggest deterrent to people feeling good about using Pike and Pine as pedestrian corridors.

Third Avenue is none too pleasant around Macy's

NIGHTTIME EXPERIENCE ONLINE: Online open house visitors were asked: "Where do you feel most and least welcome when out at night on Pike and Pine? What improvements would you like to see?" This activity received 25 comments.

COMMENT

Festival streets downtown in evenings. Street musicians

Busking and street performance. Food vendors, carts Street closures for events, weekend eves, enhanced pedestrian. Maybe lane closures(?) Don't require façade lighting, if happens it's great but don't want Disneyland, artificial feel Programming Encourage restaurants, pubs over more retail. Balance mix. Not good right now.

Least: Between 4th & the Market. On Freeway overpass to Convention center area.

Between about 7th and Melrose-over freeway. Between 4th and 1st

street lights that focus their light onto the sidewalks along with greater storefront lighting and activity. If surroundings are well lite and active it makes walking more enjoyable. Street lighting that creates light diffusion upward is a waste, more effective is the lighting is focused on the walkways and streets especially in Seattle with the dark and rainy winter evenings.

Crossing I-5 is always unwelcoming, day and night. Please don't make all the lighting consistent. Spots of bright light versus darker areas give the street some rhythm and keep you moving forward, toward the next "pool of light."

Most welcome: Right by target because it is full of light. Least: 3rd and Pike/Pine does not feel safe , it is likely to see people arguing/fighting there and we know that most shootings happen in the evening. Lighting make s abig difference but also walking around where many others are feels good to, such as people waiting for the bus on Pike near 4th.

2nd and again 8the to east

I used to work on the pier. Coming home late at night was scary because if I needed to run there was no escape. There needs to be a greater police presence.

Regardless of light levels, I feel most comfortable where there are people around. For example, walking through most of Jim Ellis Freeway Park after dark feels okay at this time of year because there are lots of others walking through the park, possibly to see the trees that are covered in white and red lights: I believe that the lit trees are helping to activate the park after dark. Where I feel the least welcome are stretches where there are no storefronts, such as the stretch of Pike between 9th and Boren on its north side and the parallel stretch of Pine on its south side between these same avenues.

Accent lighting does not work as it breaks down and is not maintained. Just look at McGraw plaza. Many of the lights no longer work.

More downtown ambassadors and/or police patrols. The street can look great, but if drug dealers are active, then it is all for naught

The most notable problem are is 8th Avenue underneath the Convention Center. There are great green lights installed there that are not consistently on - they should be turn on every single evening to promote safety. Elsewhere, it would be fun to have a single consistent street light fixture along the whole corridor, along with banners, to help give the corridor its own identity and to make lighting more consistent. More transparent storefronts and businesses with extended retail hours would also help make the area feel more safe for me.

The block between 2nd and 3rd on Pike has been bad, but since there is major construction underway hopefully that will change. The other side of the block is bad also and needs more light. The entrances to the alleys seem threatening and could use more light and fewer trash receptacles.

I like there to be a steady flow of other people. If I'm going to be brutally murdered, I hope there's at least plenty of witnesses to avenge my death.

Music and other entertainment that is free - street musicians and other entertainment . There is a need for free and low-cost entertainment in Seattle. It has gotten far too high-priced, and my fear is this project is only going to make it worse.

I feel least welcome behind the Paramount on Pine going up over the freeway. The Four Columns Park could be more inviting if it had more visibility (less trees?). Maybe just more effective lighting on and around the columns. It attracts scary people at night so I avoid it all the time, even though I like walking by there because of the history of the columns.

Downtown 3rd and Pine. Pike and Pine madness on the weekends. Please close off some streets and make them pedestrian only as they simply are that way anyway on the weekends. What happened to the staggered bar closing hours????? I think that is a great idea that .. never happened? WHY?? It's simply too dark at night downtown also.

Secure parking or SAFE, regular public transit. Trying to get out of Seattle after commuting hours is a nightmare, with bus routes cut back to once an hour or even longer. Screw bike lanes, they serve only the fittest and wealthiest of us.

Safety.

Not interested in bright lightways that mask night sky. But safety lights, yes. Also, interested in limits on construction heights. 3-5 stories

Other than at least a reasonable level of lighting, activity is the key. Streets with lots of people out are generally safe. Even well-lit streets without people can still be dangerous.

The dim lighting and lack of nighttime amenities directly impact me not wanting to stay along these streets too late at night.

More police patrolling and elimination of loitering and drug dealing on Pike at 2nd (Ludi's) and Third (Walgreens) and on Pine at 3rd (McDonalds) and 4th (Starbucks/PF Changs). The inability or refusal of the city to prevent these corners from being misused will be the single biggest deterrent to people feeling good about using Pike and Pine as pedestrian corridors.

Third Avenue is none too pleasant around Macy's

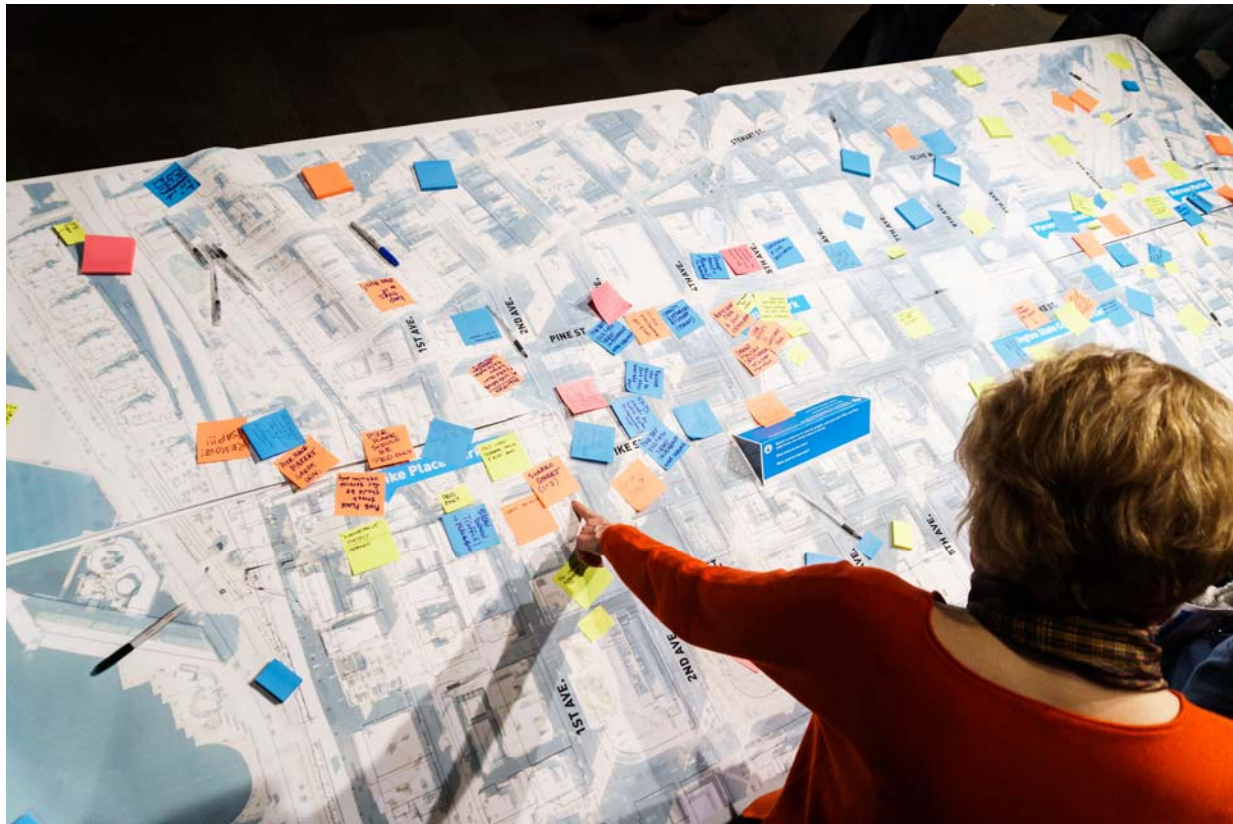
Appendix D: January 17, 2017 Pike Pine Renaissance: Open House Event Photos



Caption: Attendees engaging with project content at the meeting stations [photo credit: DSA]



Caption: Attendees engaging in conversation and providing comments at the overall feedback roll plot
[photo credit: DSA]



Caption: Attendee at overall feedback roll plot [photo credit: DSA]



Caption: Attendee writing a comment on a sticky note at a station roll plot [photo credit: DSA]



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