



PIKE / PINE PEOPLE STREET PROJECT



DRAFT 2016 ACTION PLAN

JULY 2016



framework

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THANKS!

If you're reading this, you're probably interested in or have a direct stake in the future of Pike St. We're issuing this draft report to get your thoughts and suggestions.

Our plan is to get a last batch of public feedback on preferences for when and how to reconfigure Pike St.

If you have ideas/concerns to share, want more information on the project, or would like to participate please visit:

WEBSITE

www.seattle.gov/transportation/pikeped.htm

EMAIL

Seth Geiser, seth.geiser@seattle.gov

PHONE

206-615-1035

COMMENT DEADLINE

August 19, 2016

Your feedback will be incorporated into the final version of this report and will help shape the future of Pike St.



CAPITOL HILL PIKE/PINE



EXECUTIVE SUMMARY

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PIKE/PINE

I. EXECUTIVE SUMMARY

Streets are critical features of any neighborhood as they provide mobility and access for residences and businesses. When they work best, streets also provide space for personal interaction, lively activity, and cultural expression. The challenge lies in balancing the use of space to provide room for these overlapping needs.

Pike/Pine is in the midst of rapid growth and change, which can be felt in its streets. To explore how to best balance the use of Pike Street, the City of Seattle has been testing a pedestrian pilot concept. In 2015, the goals for testing were to:

1. Increase pedestrian access and mobility
2. Improve the tone, feel, and attitude of crowds
3. Open the street to community-led programming to celebrate neighborhood character

Based on the successful tests of 2015, the community expressed a clear interest in continued exploration of the concept in 2016. While the goals of the program (noted above) were generally agreed upon, there has been a continuing conversation about how to best achieve those goals, given the many functions and needs of the street.

Through months of conversations, focus groups, and a community workshop, we have developed this report in to document work to date and outline recommendations for the program in 2016.

This report includes three street configuration options that reflect community feedback. The options provide scalable benefits depending on the desired amount of pedestrian space and level/type of street activities. All three of these options are viable and would generate valuable information through experiential testing.

STREET CONFIGURATION OPTIONS

1. The Nodes option uses selected parking spaces to allow for greater pedestrian mobility at sidewalk congestion points.
2. The Side Saddle option creates generous open space on the busiest blocks while still providing a flow of vehicle access and room for activity.
3. The Large option closes the full width of the block, creating the greatest amount of pedestrian space and potential for community-led activities.

Further information on these options and a 2016 action plan are detailed further in the report.

Feedback on these options is essential for the 2016 plan, so please give your thoughts **by August 19, 2016.**

More information on feedback can be found on Pages 21-22.



INTRODUCTION

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II. INTRODUCTION

PROJECT GOALS & CONTEXT

In August 2015, the city held a series of successful pedestrian street pilot events. These nighttime reconfigurations of street space were aimed at making room for better pedestrian mobility and community-oriented activity. On three Saturday nights from 8/10pm to 2am, E Pike Street between Broadway and 12th Ave was blocked to allow for pedestrian access only.

The goals of the 2015 tests were to:

- Increase pedestrian access and mobility
- Improve the tone, feel, and attitude of crowds
- Open the street to community-led programming to celebrate neighborhood character

During the first two pilot tests, the street space was opened without direct programming (except for the natural vibrancy of crowds). The third test had a

series of activities including yoga, a drag show, dancers, and classical musicians.

In post-event evaluations, 66% of those surveyed indicated that they wanted to see a continuation of the effort. This support was a product of an enhanced sense of safety, mobility, and neighborhood character. For the business community, support was almost evenly split due to concerns about vehicle access/parking and the limited focus on nightlife activity.

Since the time of that survey, people from the Pike/Pine community (residents, workers, property/business owners, visitors) have offered additional feedback what they would like to see in 2016 and beyond.

While this feedback has varied from person to person, clear themes have risen from the continued discussion. This feedback has been incorporated into our thinking on the project and helped inform the goals and proposals in this report.

2016 PROJECT GOALS

- » Provide more and better pedestrian space, especially at congestion points
- » Encourage community-led programming of the street space
- » Continue testing options at different times and days
- » Find a balance for vehicle access, pedestrian mobility, and streetscape activity
- » Incorporate and address continued community input
- » Gather experiential information to support future efforts

2015 POST PILOT REPORT



The 2015 Pike Street Pedestrian Pilots Data + Recommendations Report documented community feedback collected during and following the pilot dates to learn more about how people felt about the street closures and their interest in future pilot phases. This included pedestrian counts, two public feedback meetings, nine one-on-one interviews, and 272 survey responses.

LESSONS LEARNED

While a great deal was learned about Pike/Pine from the 2015 pilot, three large themes developed about how to best approach any future efforts.

1. Space and Activity Balance

The amount of street space closed for pedestrians should be scaled to the number of people out walking and the level/type of activity in the street. While many people appreciated having extra room to walk around and interact, there was a shared sense that the unprogrammed closures seemed underutilized. Creating such a generous pedestrian space without accompanying seating, dining, performances, and other activities felt like a missed opportunity.

The takeaway is that there are two levers, amount of space and amount of activation, which need to be adjusted into balance.

2. Fine-Tuned Approach

As Pike/Pine is home to a dense diversity of residents and businesses, the functions and needs of the streets change depending on the time and day. The proposed schemes should be reflective of the changing needs for the street. This more fine-grained approach would account for unique conditions on each block face and provide for more site-appropriate changes.

3. Community Ownership

Pike/Pine benefits from a strong and active community that takes a great deal of pride in their neighborhood. While occasional special events add new life and visitors to the area, most of the year sees a daily life vibrancy that is a product of intersecting communities, cultural expression, and commerce. The long-term success of any approach to the street should be influenced and directed by neighborhood partners. This could take the form of special, collaborative events or routine activity like outdoor dining.

LESSONS LEARNED: 2015 POST PILOT SURVEY

WHAT DID YOU LIKE ABOUT THE PEDESTRIAN PILOT?

(COUNT OF MOST COMMON RESPONSES)

Street safer for pedestrians
Less congestion on sidewalk
Vibrant street environment

WHAT DID YOU DISLIKE ABOUT THE PEDESTRIAN PILOT?

(COUNT OF MOST COMMON RESPONSES)

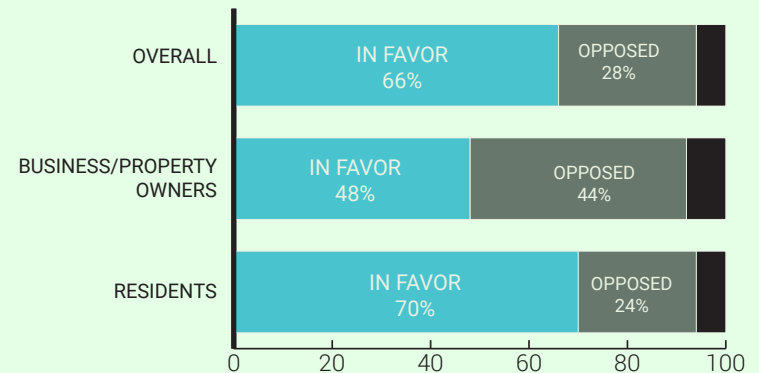
Caters only to partiers/bar owners, enables bad behavior

Should also be done during the day

Caused traffic/congestion/parking issues

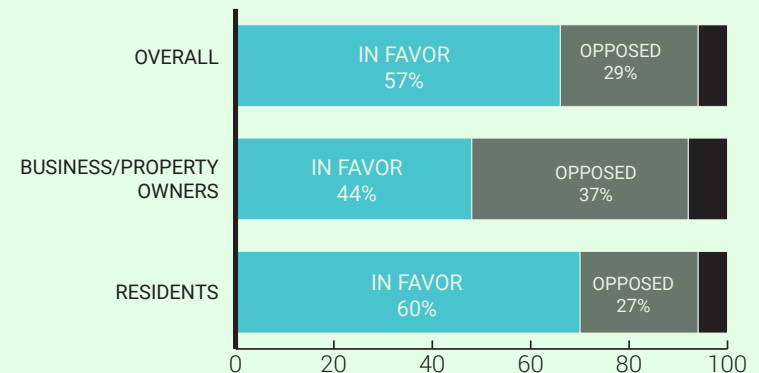
2015 POST PILOT SURVEY:

WOULD YOU LIKE TO SEE PEDESTRIAN STREETS ON WEEKEND NIGHTS?



2015 POST PILOT SURVEY:

WOULD YOU LIKE TO SEE PEDESTRIAN STREETS AT OTHER TIMES?





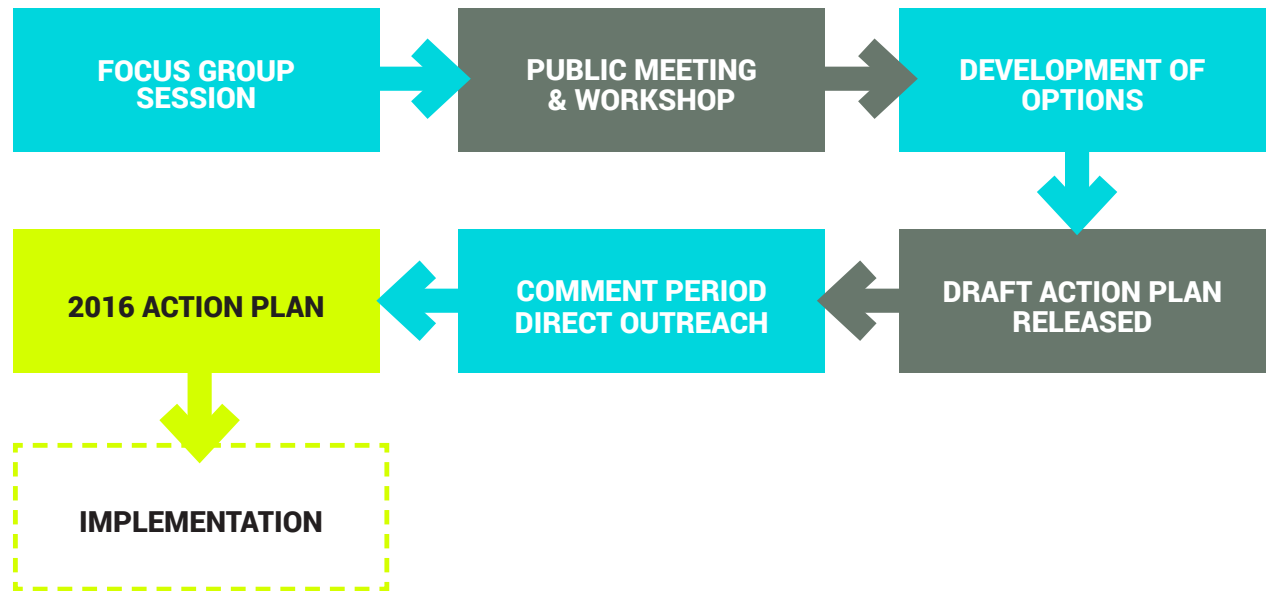
COMMUNITY INPUT PROCESS

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III. COMMUNITY INPUT PROCESS

The community input process for the project included a public design workshop, stakeholder meetings, opportunities for web-based input, as well as one-on-one meetings with community stakeholders.

Our findings and recommendations owe a great deal to the sustained cooperation and feedback from the Pike/Pine community.





FOCUS GROUP SESSION

A focus group on May 23, 2016 brought together ten neighborhood representatives and City staff for a targeted discussion on lessons learned from 2015, and ideas for moving forward. Neighborhood representatives included diverse voices from business owners, residents, Community Council, Chamber of Commerce, and Capitol Hill Housing. City staff were from Police, Economic Development, Film and Music, and Transportation.

KEY TAKEAWAYS

- Agreement that sidewalk space is insufficient at some times and in some locations
- There are frustrations with the weekend nightlife; only some issues can be addressed with changes to the street
- There should be a balance of attention given to daytime and nighttime conditions
- A better approach to rideshare/taxi pickup and drop off is desired
- Street closure should not be an invitation to turn the neighborhood into a “party zone”
- Police presence was too ‘heavy’ - felt like a crime scene
- Prefer activation that reflects neighborhood identity and character
- Improving street cleaning is important for pedestrian activity at all times of day

PUBLIC MEETING & WORKSHOP

On July 14, 2016, a Community Design Workshop brought the public together for discussion and input. The workshop included a presentation with question and answer, followed by breakout groups to cover topics including:

- Project goals and challenges
- What could be accomplished for the neighborhood
- Activation ideas
- Six options for street closure footprints
- Timing for street changes

The footprint, activation, and timing preferences identified during the meeting are summarized in the charts to the right.

PUBLIC OUTREACH : FINDINGS

OPPORTUNITIES TO EXPERIMENT FOR A BETTER NEIGHBORHOOD

- Desire for more and better pedestrian space
- Support artwalk and smaller artists
- Explore tactical placemaking
- Chance for businesses to try new things
- Activities for the neighborhood

DREAMS

- Permanent improvements for pedestrian-oriented streets
- Creative streets for a creative neighborhood

PET PEEVES

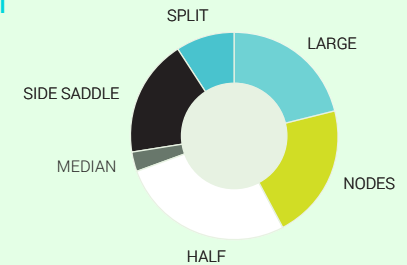
- Need wider sidewalks and better lighting
- Get rid of the dumpsters
- Need public restrooms
- Get rid of flashing police lights

WORDS OF CAUTION

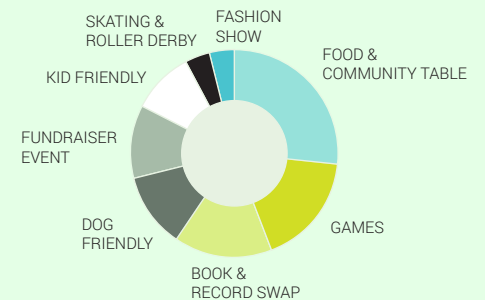
- Accommodate a mix of uses including deliveries and services
- Help make this work for businesses
- Activities need an organizer

WORKSHOP PREFERENCES

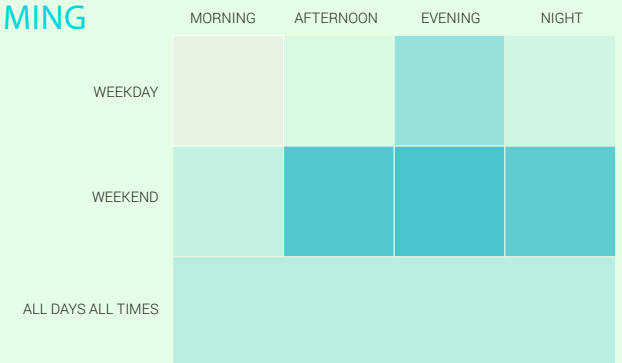
FOOTPRINT OPTIONS



ACTIVITIES



TIMING





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PUBLIC OUTREACH FINDINGS: HIGH PRIORITY AREAS

During the 2015 pilot, we observed particular street segments that had issues with overcrowding and inadequate design. These observations were backed up by comments received during the workshop meeting.

Because there are concentrated areas of concern, changes to the use of the street can be targeted to address issues. Any option that addresses balancing of space should address these high priority areas.

Major themes are described to the right and are mapped on the following page.

KEY POINTS

DURING ALL TIMES

- » The south side of Pike between 10th and 11th is congested, with narrow sidewalks and well-patronized businesses with outdoor seating.
- » The north side of Pike between 10th and 11th has particularly uneven sidewalks
- » Dumpsters on 10th Avenue detract from the street

PEAK USE (WEEKEND NIGHTS)

- » The west side of 10th south of Pike and the east side of 10th north of Pike are too dark
- » The intersection of 10th and Pike is congested in front of Neumos and the Comet
- » 11th Avenue north of Pike is congested in front of the clubs

HIGH-PRIORITY AREAS



TOP PRIORITY AREA
HIGH PRIORITY AREA

DEVELOPMENT OF OPTIONS

While multiple full-block closures were explored in 2015, there are many ways to approach changes to how a street is configured.

During the public workshop and outreach, we discussed six options, ranging from partial to full block closures. Based on feasibility and input received, we refined these three options:

NODE OPTION (PAGE 15)

The Node option is the most surgical of the options. The locations noted as congested on the previous map are given additional space by using the parking lane. This option would be easy to set-up and test.

For the block between 10th and 11th, congestion is an issue both during the day and during peak use on weekend nights. Focus on this node should be a priority, as it is a good candidate for testing temporary solutions.

On the block between 10th and Broadway, nodes identified as congested at night are functional during the day. The same is true for the nodes on 11th Avenue between Pike and Pine. Uses at these locations should reflect the different conditions depending on time of day.

SIDE SADDLE OPTION (PAGE 17)

The Side Saddle option creates a generous pedestrian space on one side of the street while maintaining lanes for vehicle movement and loading.

The option using the side saddle would create a one-way circulation route southbound on 11th Avenue and westbound on Pike. This option would provide access to private garages and lots.

The larger pedestrian areas would provide mobility along the most congested sidewalks. It would also create substantial space for outdoor dining/vending, public seating, and performances/activities.

LARGE OPTION (PAGE 19)

The Large option would fully close a half or full block. Possible locations for the half-block closures and a full block closure are shown on page 19. The Full Option 1, shown on Pike St, would close the most congested block, but retain access for the surface parking behind Poquito's/Havana.

Half-block closure options 1&2 would accommodate community-hosted street events, and provide spill-over space for the lines outside of bars/clubs.

We noted interest for events such as flea markets or community dining tables in these full closure areas. Performances, like the 2015 drag show, would also fit within this sort of closure.

FOOTPRINT OPTIONS

1. NODES

The Node option is a simple swap out of parking space for people uses on a temporary basis. It is similar to Park(ing) Day, when parking spaces across Seattle and around the world are repurposed for temporary activities for a day.

The option shown on the opposite page shows the locations identified as congested as spaces for pedestrian nodes in the existing parking space.

One of these locations, the south side of Pike between 11th and 12th, lacks adequate pedestrian space during day and night times, with narrow sidewalks and active street-level restaurants and bars. The other four locations are congested at peak times on weekend nights because of the lines of people at club entries.

There is a great deal of flexibility in how this option could be implemented. Various locations could easily be tested at different times of day. The City has processes in place for creating parklets and streateries to make these nodes semi-permanent people spaces if the test shows benefits.

Nodes of people-oriented space will be most successful when there is an adjacent business that can act as a steward. This is typically a restaurant or cafe, but the club owners would have an interest in making sure the space outside their entries is functional and pleasant for their patrons.

Because most of the nodes are congested only at night, testing this option on weekend nights would offer the most benefit. Selected nodes could also be added to other options, if desired.

QUICK VIEW

- » Keeps the blocks open and retains movement/loading for vehicles
- » Provides extra pedestrian space where it's needed most
- » Easy to set-up and test
- » Lowest potential for activities
- » Best suited for peak pedestrian congestion times on weekend nights
- » Could also be used during non-event times

FOOTPRINT OPTION: NODES



FOOTPRINT OPTIONS

2. SIDE SADDLE OPTION

The Side Saddle retains one vehicle travel lane on the block of 11th between Pike and Pine, and the block of Pike between 11th and 12th. This vehicular lane allows vehicles to circle the block, and to access parking in private garages and lots.

Pedestrian and activity space is expanded in this scenario on one side of the block (east side of 11th and south side of Pike) to include not only the sidewalk, but also a parking lane and vehicle lane. The expanded public space is on the side of the block that has the most active street-level uses and the most need for additional space.

This option addresses the area on the south side of Pike between 11th and 12th that has the major congestion problem for pedestrians during all times of day.

The Side Saddle Loop could work well during the day, offering space for outdoor dining for the restaurants, or for

a variety of activities. It is well suited as an option for coordinating with the Art Walk, with space for art displays in the street. The vehicle lane would help with logistics of setting up the displays and for patrons picking up larger art works.

At night, the Side Saddle option addresses not only the congestion issue on Pike, but also the hot spots in front of the clubs on 11th. The people space would need to be activated at night. Keeping the art display available until late would be ideal. In addition to the art, some of the sidewalk vending could be located in the street to relieve congestion on the sidewalks.

This option could easily add the Nodes approach at Neumos and the Comet to address those areas.

QUICK VIEW

- » Allows vehicles to circulate, providing pick up/drop off and access to parking lots and garages
- » Greatly expands space for pedestrians on the east side of 11th and south side of Pike
- » Works at all times of day
- » Would coordinate well with art walk or other community-driven activities

FOOTPRINT OPTION: SIDE SADDLE



FOOTPRINT OPTIONS

3. LARGE

The Large option is a full or nearly full closure of targeted blocks or half-blocks. Shown on the page opposite, three potential locations are identified. These locations correspond with hotspots identified during feedback meetings, but could be located elsewhere in the area as needed.

The block of Pike between 11th and 12th would be closed, with ingress/egress for the surface parking next to Poquitos. This offers a large amount of people space in the most congested block. A wide variety of activities could happen in the street; the community input showed interest in a number of activities that would benefit from larger space, such as community tables, markets, and events.

Two half blocks are shown on 11th. On the south side of Pike, a half block street closure would allow a community potluck during daytime/early evening hours that was of interest to the neighborhood. The half block closure on the north side of Pike could hold the flea

market, or activities coordinated with V2 Art Space.

Closing just part of the block has the advantage of allowing access to parking garages and lots. Focus will need to be placed on the edges of the closure area to prevent activity eddies. The eddy condition was considered problematic in the 2015 street closure testing due to increased concerns about security and visibility.

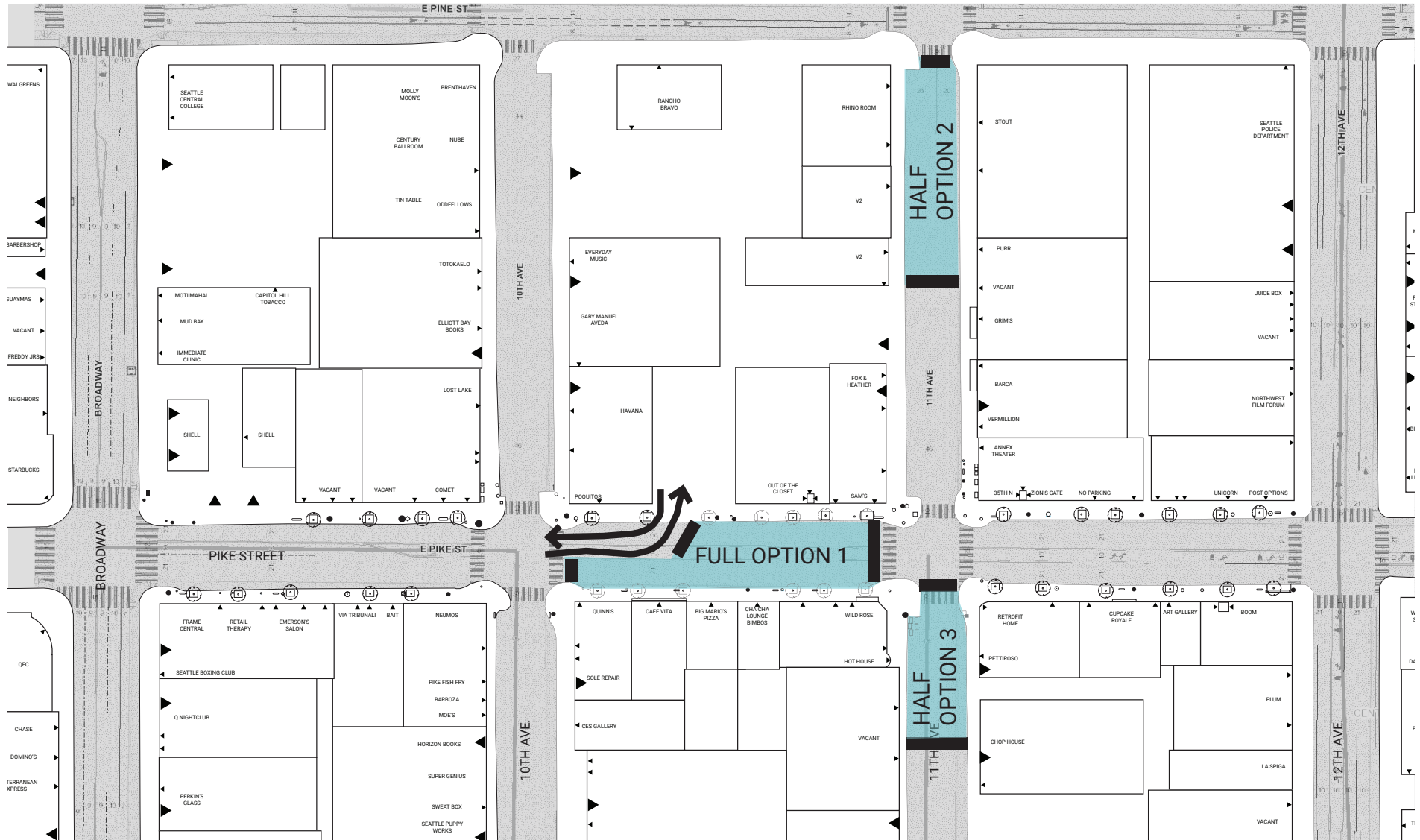
The Large option would work for daytime through early evening, activating the people space with activities desired by the neighborhood. This option also works during weekend nights if coordinated activity and programming is provided.

Combinations of full and half closures can be considered. Nodes could be added if desired.

QUICK VIEW:

- » Offers the largest activity spaces
- » Has potential for nightlife crowds and neighborhood-related activities in the daytime/early evening
- » Programming would be essential for any test to fully utilize the space
- » Access can be retained for parking lots/garages

FOOTPRINT OPTION: LARGE



2016 ACTION PLAN



IV. 2016 ACTION PLAN

WE'RE STILL LISTENING

Now that you know our ideas, we'd like to know your preferences on what the footprints should look like and when we should test them out. Note that the plan is highly flexible, so any and all options for footprint and time/day are on the table.

We'd also like to know if you have an interest in participating in the test events. We know that projects are most successful when they directly serve the communities involved, so let us know if you want to put out seating, host a performance, have outdoor merchandise display, or anything else that could enliven the pedestrian space.

THIS IS WHERE YOUR FEEDBACK WILL GO!

VISIT: WWW.SEATTLE.GOV/TRANSPORTATION/PIKEPED.HTM

EMAIL: SETH.GEISER@SEATTLE.GOV

PHONE: 206-615-1035

COMMENTS DUE BY: AUGUST 19TH, 2016

FEEDBACK WE'RE LOOKING FOR:

1. WHICH FOOTPRINT OPTIONS DO YOU PREFER?

2. WHAT DAYS/TIMES SEEM BEST TO EXPLORE IN 2016?

3. ARE YOU INTERESTED IN HOSTING EVENTS OR DOING THINGS IN THE STREET?

ACTIVATION

A big takeaway from the 2015 pilot was that increased pedestrian space worked best when it was paired with an appropriate level of activity. Each of the three streetscape options provide opportunities for both programmed and passive activity.

Potential activities should match the scale of space provided and will be dependent on coordination and participation from community partners. The City will continue to reach out to potential activators prior to the testing events.

While options are only limited by space and imagination, below is a sample list of activities that would pair well with the streetscape options:

1. Nodes: expanded seats and chairs area, sidewalk merchandise display
2. Side Saddle: art walk display, flea market, community dining table
3. Large: buskers and other performances, community dining table, street markets

TIMING

The 2016 pilots can explore daytime, evening, and late-night options.

Based on feedback and assessment of resources, a calendar of testing dates will be developed. Events would most likely occur in September/October to account for planning, coordination, and outreach.

Residents and businesses will be notified of the plan in advance so that they can plan ahead.

ACTION PLAN TIMELINE

- August 8
Draft report released
- August 8-19
Public comment period
- August 26
Issue final report
- August 27-September 9
Public outreach and notification
- September/October
Host people street events

STUDY AND EVALUATION

These events will test opportunities that influence decisions for the area in future years. We will be tracking performance metrics for the program so that we can evaluate whether it's meeting program goals.

Continuing our 2015 study of in-person surveys and observations, we will explore these questions:

1. Travel method

What are the travel preferences for how people get to/from the area during different dates/times and have there been changes between 2015 and 2016?

2. Sidewalk congestion

Do the streetscape options alleviate crowding and provide better mobility and sense of personal space?

3. Access and space balance

Do the options appropriately distribute the limited street space between vehicle access, pedestrian mobility, and streetscape activation?

4. Long-term potential

Do the options feel appropriate for long-term implementation or are they better as occasional events?

5. Demographics

Are people at the times of testing an accurate representation of the larger neighborhood community or do certain days/times skew towards certain demographic categories?

6. Activities

What kinds of activities in the public space are successful from the neighborhood's standpoint?

7. Leadership and stewardship

Are there people or organizations that are willing and able to take on organizing active, community-based uses and activities?

