Pike Pine Renaissance
Act One

SEATTLE

PINE 1ST - 2ND

Existing: facing east

Proposed: facing east

2ND AVENUE
DRIVEWAY SPEED CALMING
EXTRA WIDE SIDEWALK & CAFE PATIOS
CURBLESS - TYPICAL
POTENTIAL GREEN STORMWATER INFRASTRUCTURE - TYPICAL ALLEY
SINGLE SHARED LANE INCLUDING BIKES
PARKING & LOADING POCKETS

1ST AVENUE
Pike Pine Renaissance
Act One
SEATTLE

3RD AVENUE
ENHANCED CROSSWALKS

CYCLE TRACK WITH LANDSCAPED HEDGE

PARKING POCKET

CURBLES - TYPICAL

ALLEY

SINGLE G.P. LANE

CAFE PATIOS

PINE ST/2ND AVE CYCLE TRACK JUNCTION

2ND AVENUE
Pike Pine Renaissance
Act One

- Westlake Park
- 4th Avenue
- Westlake Granite Paving to remain
- Narrow Portal Curbed
- Mid-block activation space: curbless, cycle track in shared space, transit tunnel station entrances highlighted, more visible
- Bus stop + passing space curbed

Pine 3rd - 4th

Existing: facing east
Proposed: facing east

3rd Avenue

Pike Pine Renaissance
Act One
Pike Pine Renaissance
Act One
Pike Pine Renaissance
Act One
SEATTLE
PIKE 1ST - 2ND

Pike Pine Renaissance
Act One

Existing: facing east

Proposed: facing east

2ND AVENUE
DRIVEWAY SPEED CALMING
CURBLESS - TYPICAL
EXTRA WIDE SIDEWALK & CAFE PATIOS
MOVABLE FURNITURE
ALLEY
TACTILE WARNING PAVERS
SINGLE SHARED LANE INCLUDING BIKES
LOADING POCKET
1ST AVENUE
Pike Pine Renaissance
Act One

SEATTLE
PIKE 2ND - 3RD

Existing: facing east

Proposed: facing east

Pike Pine Renaissance
Act One

3RD AVENUE
ENHANCED CROSSWALKS
CYCLE TRACK WITH LANDSCAPED HEDGE
NO PARKING POCKETS
BUS LAYOVER
ALLEY
SINGLE G.P. LANE
TRANSIT LANE
PINE ST/2ND AVE CYCLE TRACK JUNCTION
2ND AVENUE
IMPLEMENT PIKE/PINE PBL ONE-WAY COUPLER
- Improve safety outcomes (2-way not recommended on grades)
- Eliminate bike/bus conflicts
- Provide most direct, efficient connection between 2nd and Broadway

IMPLEMENT NORTH-SOUTH PROTECTED BIKE LANE(S):
- Belltown, Westlake, and Office Core

- Improve safety outcomes for people traveling on bikes
- Reduce conflicts with autos, buses, and pedestrians
- Improve safety and comfort for cyclists traveling in Belltown, Westlake, and Office Core
- Complete critical north-south Center City Bike Network route on-direct route with steep grade challenges

PIKE AND PINE STREETS FROM 1ST - MELROSE

IMPLEMENT PIKE/PINE PBL ONE-WAY COUPLER
- Improve safety outcomes (2-way not recommended on grades)
- Eliminate bike/bus conflicts
- Provide most direct, efficient connection between 2nd and Broadway

CENTER CITY BIKE NETWORK
SIGNATURE FEATURES

ELEMENTS OF CONTINUITY

PAVING & CROSSWALKS

LIGHTING

VEGETATED BIKE LANE BUFFER

TREES & LANDSCAPE

PIKE PINE FRAMEWORKS
PINE STREETSCAPE CONCEPT
1ST - 4TH

PIKE PINE RENAISSANCE
Act One
SEATTLE

PINE STREETSCAPE CONCEPT:
1ST - 4TH

WESTLAKE PARK

4TH AVENUE

WESTLAKE GRANITE PAVING TO REMAIN

NARROW PORTAL CURBED

MID-BLOCK ACTIVATION SPACE:
- CURBLESS
- CYCLE TRACK IN SHARED SPACE
- TRANSIT TUNNEL STATION ENTRANCES HIGHLIGHTED, MORE VISIBLE

BUS STOP + PASSING SPACE CURBED

3RD AVENUE

ENHANCED CROSSWALKS

CYCLE TRACK WITH LANDSCAPED HEDGE

PARKING POCKET

CURBLESS - TYPICAL

ALLEY

SINGLE G.P. LANE

CAFE PATIOS

PINE ST/2ND AVE CYCLE TRACK JUNCTION

2ND AVENUE

DRIVEWAY SPEED CALMING

EXTRA WIDE SIDEWALK & CAFE PATIOS

CURBLESS - TYPICAL

POTENTIAL GREEN STORMWATER INFRASTRUCTURE - TYPICAL

ALLEY

SINGLE SHARED LANE INCLUDING BIKES

PARKING & LOADING POCKETS

1ST AVENUE
PIKE STREETSCAPE CONCEPT:
1ST - 4TH
EXISTING PIKE FACING WEST FROM 2ND

PROPOSED PIKE FACING WEST FROM 2ND
PINE STREETSCAPE CONCEPT: 9TH - MELROSE

PINE BOREN - MELROSE

Existing: facing east

Proposed: facing east

PINE 9TH - BOREN

Existing: facing east

Proposed: facing east

2 G.P. LANES

CYCLE TRACK WITH LANDSCAPED HEDGE

LEFT TURN POCKET

RIGHT TURN POCKET

BOREN AVENUE

BRIDGE RAILING WITH INTEGRATED LIGHTING

2 G.P. LANES

CYCLE TRACK WITH LANDSCAPED HEDGE

LOADING ZONE

LEFT TURN POCKET

RIGHT TURN POCKET

9TH AVENUE
EXISTING PINE FACING EAST FROM 9TH

PROPOSED PINE FACING EAST FROM 9TH
EXISTING PIKE FACING EAST FROM 9TH

PROPOSED PIKE FACING EAST FROM 9TH

PIKE STREETSCAPE CONCEPT: 9TH - MELROSE