

WELCOME

Meeting 5–7 PM

At this open house, you can:

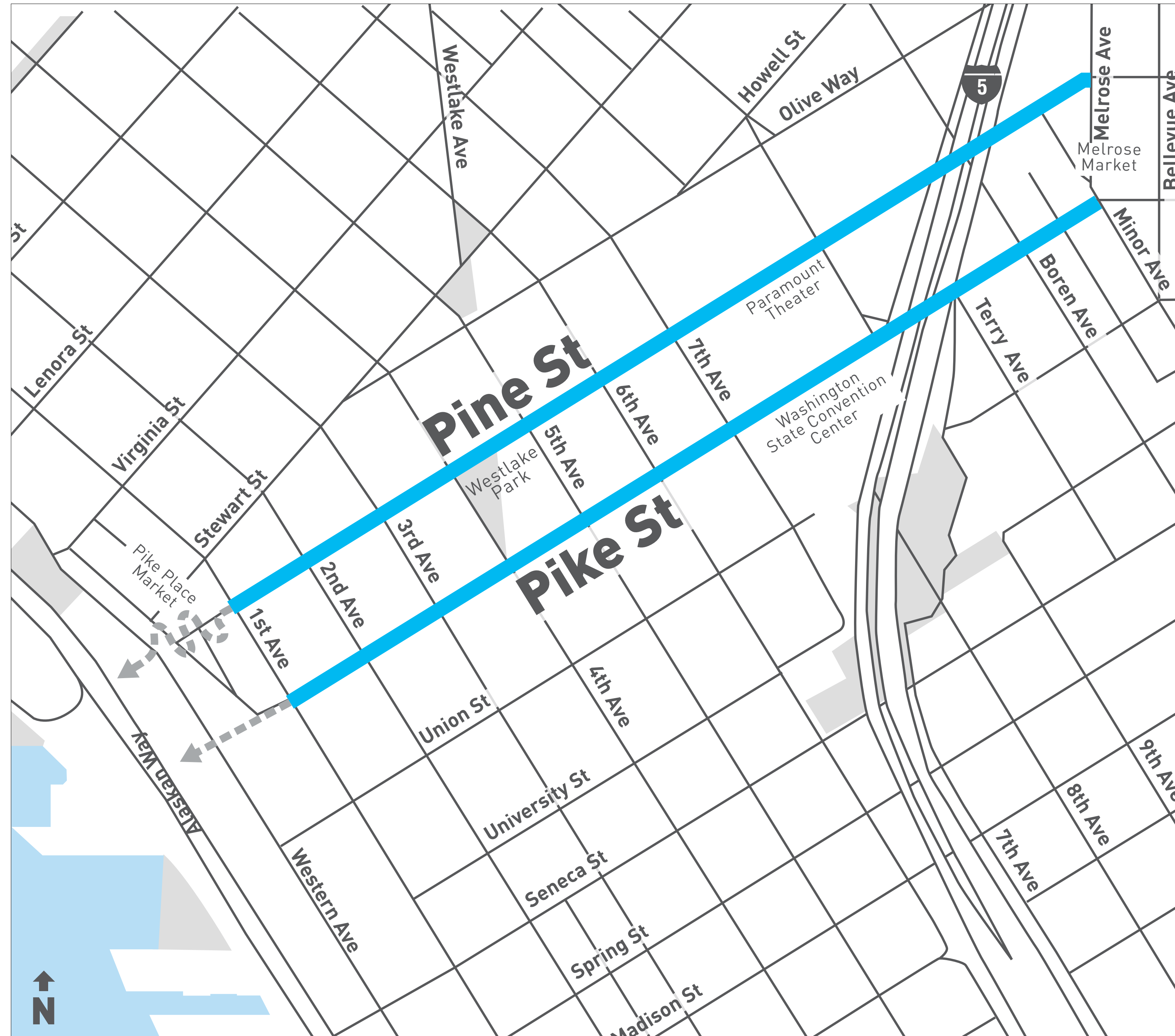
- View the 10% concept design
- Connect with the project team and share your feedback
- Hear how public feedback informs the design
- Learn about related projects in the area



Photo credit: DSA

PROJECT OVERVIEW

Pike Pine Renaissance: Act One is the first phase of a multi-year effort to improve the pedestrian experience along Pike and Pine streets from First to Melrose avenues. The City of Seattle will construct these improvements as a part of the Waterfront Seattle Program.



GUIDING PRINCIPLES

- Reinforce the role of Pike and Pine as primary **east-west pedestrian streets**
- Offer a **generous, safe and continuous** pedestrian experience
- Provide **places to linger** and enjoy city life
- Foster **stewardship and activation** by adjacent property owners and tenants

THE NEW PIKE PINE EXPERIENCE

Pike Pine Renaissance: Act One will set the stage for a safe and vibrant pedestrian experience from Capitol Hill to Pike Place Market and the waterfront.



SAFER

Pike and Pine will be comfortable and predictable for all users, with shorter, more visible crosswalks, wider sidewalks, uniform light levels, protected bike lanes and positive street activity.

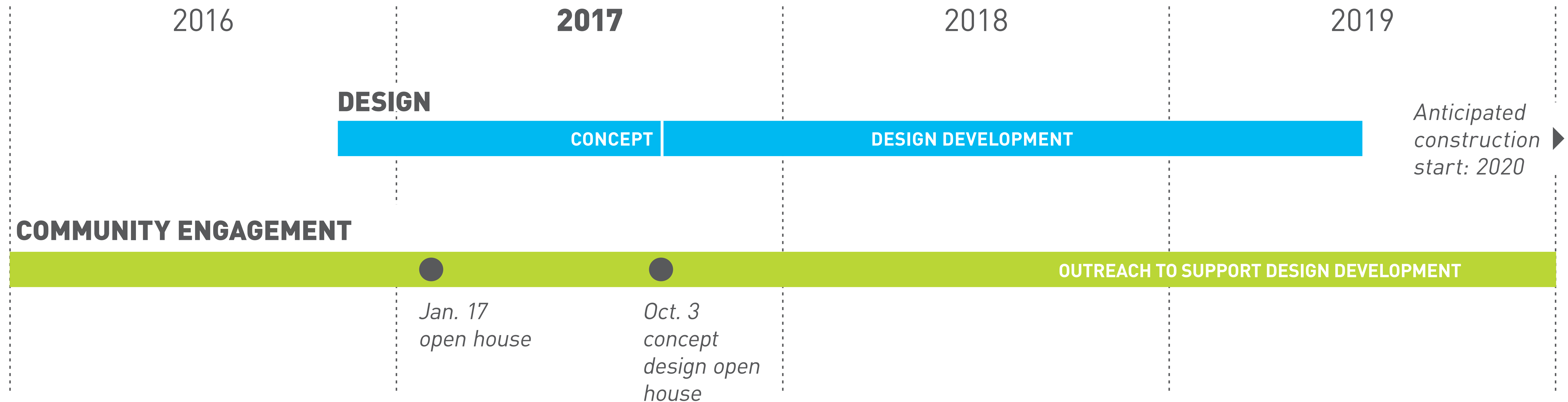
BETTER CONNECTED

Pike and Pine will have a more consistent character and identity from end to end. The connection to Capitol Hill over the freeway will be more welcoming, with wider sidewalks, higher rails, greenery and pedestrian lighting. The connection to Pike Place Market will feature curbside streets to calm traffic and welcome pedestrians.

MORE DYNAMIC AND INVITING

Public seating and sidewalk cafes, plus programming, more greenery, active business frontages and iconic lighting will create places to linger and enjoy city life.

SCHEDULE AND DESIGN PROCESS



WHAT IS A CONCEPT DESIGN?

- Preliminary look at proposed improvements
- Represents the 10% design stage
- Shaped by our analysis of existing conditions and community input

To ensure the project is informed by the community, we'll continue to engage the public through:

- Public open houses and pop-up events in the corridor
- Business and property owner meetings
- Project Sounding Board, representing a broad constituency of Pike and Pine stakeholders

LEADERSHIP

Pike Pine Renaissance: Act One is led by the City of Seattle's Office of the Waterfront and the Downtown Seattle Association (DSA).

Waterfront Seattle will build 20 acres of parks, trails and sidewalk and street improvements along Seattle's waterfront – creating a “waterfront for all” that is seamlessly connected to the core of our downtown.

As stewards of a rapidly growing center city, DSA is committed to delivering a great urban experience – in downtown parks, on our sidewalks and everywhere in between. They've partnered with the Office of the Waterfront to lead the Pike Pine Renaissance: Act One.



Rendering of Waterfront Seattle improvements

COMMUNITY FEEDBACK

WHAT WE'VE HEARD SO FAR:

- Safety and comfort for pedestrians are a priority
- Active and transparent storefronts encourage a positive experience
- Consider many modes of transportation
- Incorporate more greenery and landscaping
- Build on the successful activation at Westlake Park
- Corridor between 4th-9th avenues works well; extend this success to I-5 overpasses and Pike and Pine between 1st-4th avenues

Let us know
what you
think tonight!

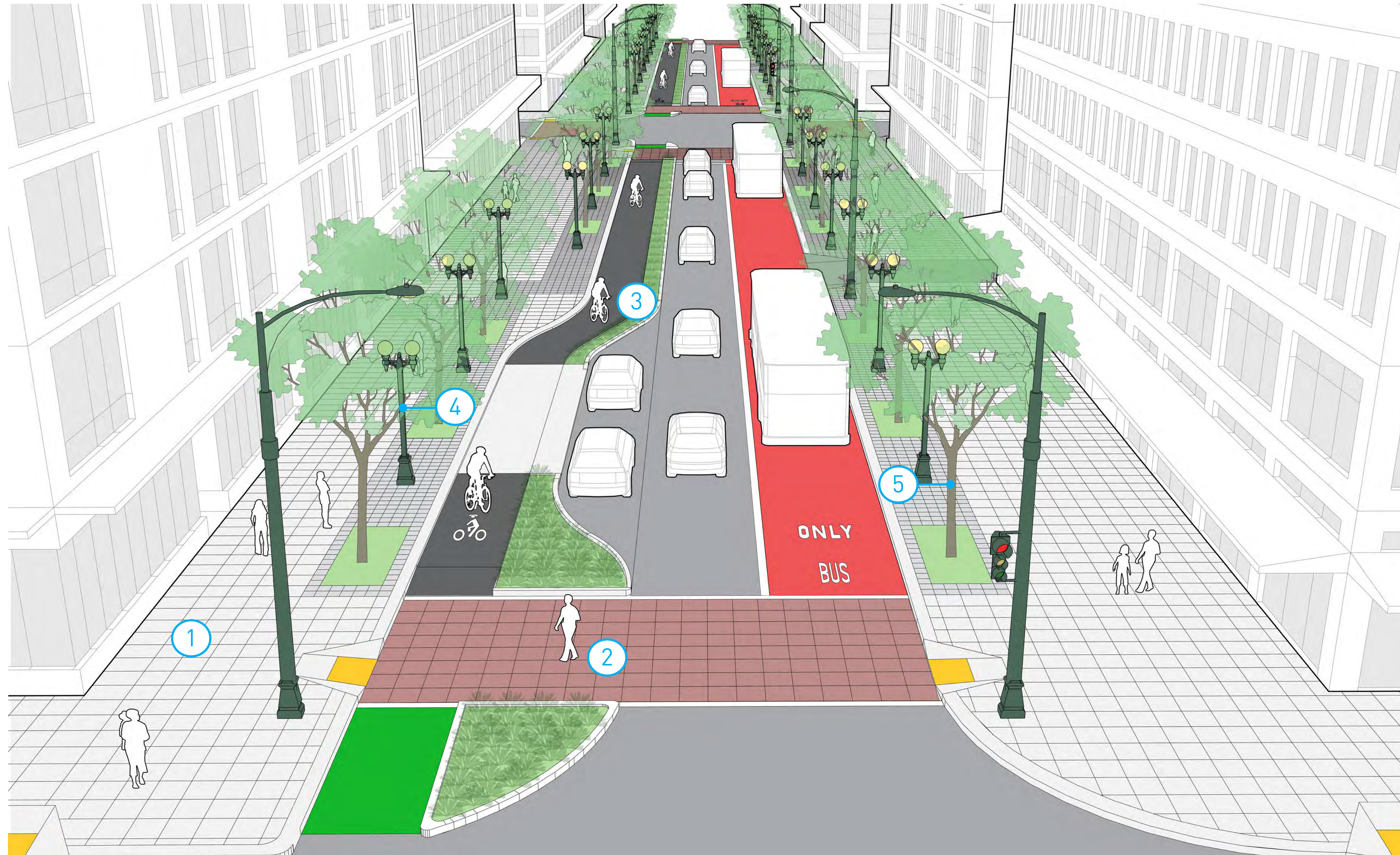


Attendees share input at the January 2017 public meeting



Sounding board members tour Pike and Pine

ELEMENTS OF CONTINUITY



PROPOSED STANDARD BLOCK

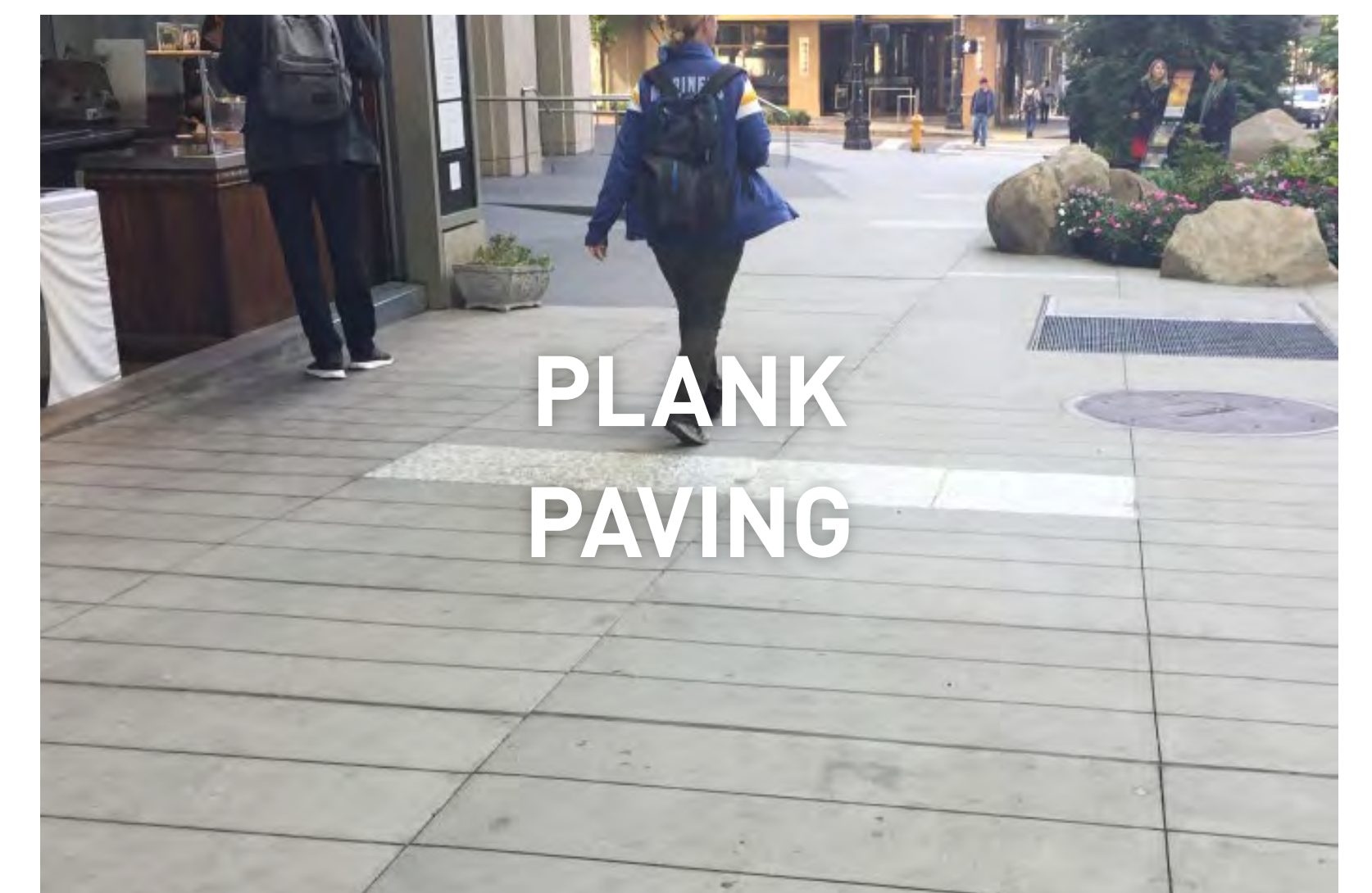
Continuity elements to
extend through corridor

- ① Consistent sidewalk paving
- ② Signature crosswalk design
- ③ Protected bike lane and vegetated buffer
- ④ Two-globe pedestrian lighting
- ⑤ Enhanced tree canopy

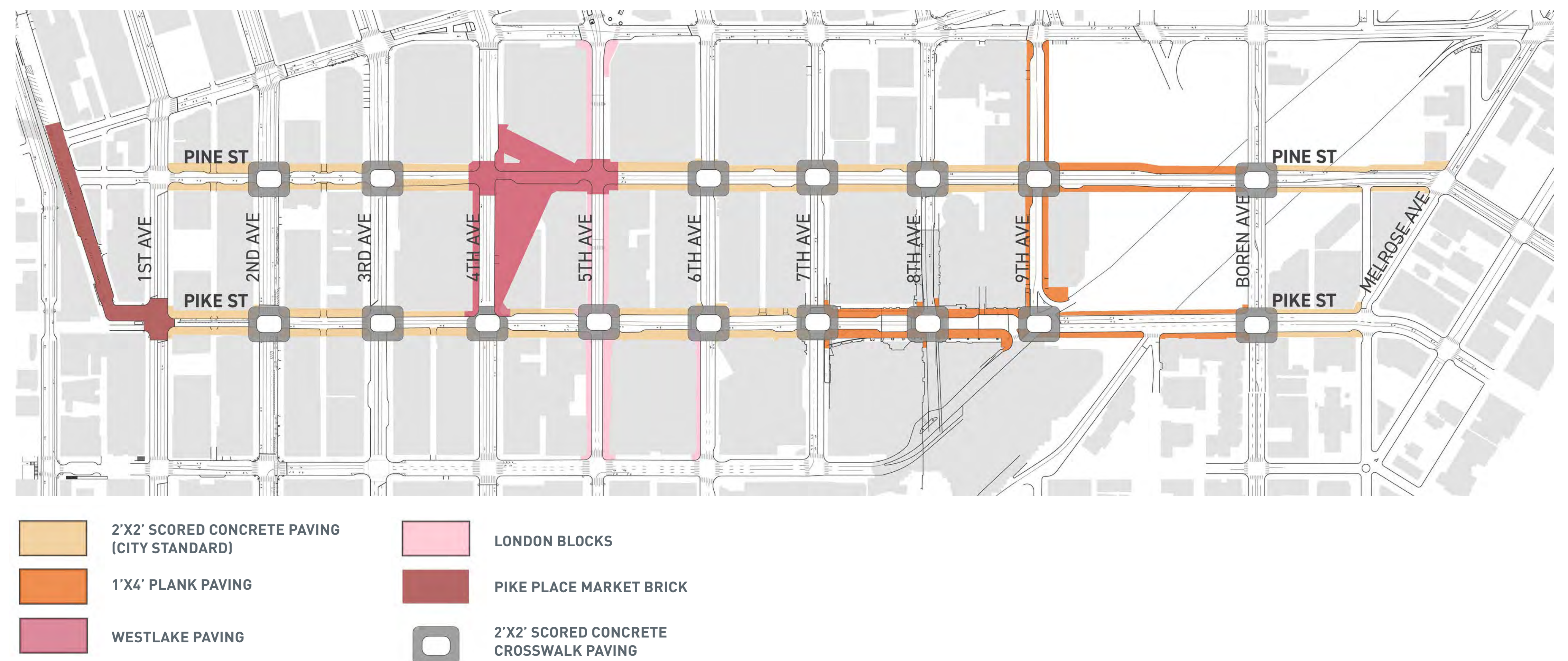
PAVING AND CROSSWALKS

Proposed improvements:

- Install consistent paving and crosswalk design
- Repair broken sidewalks
- Preserve distinct character of historic paving



PROPOSED PAVING PLAN



“Please improve all the sidewalks and pavement, broken sidewalks are dangerous.”

- January 2017 open house

“Good paving is essential – encourage good quality, attention to detail.”

- Online feedback

LIGHTING

Proposed improvements:

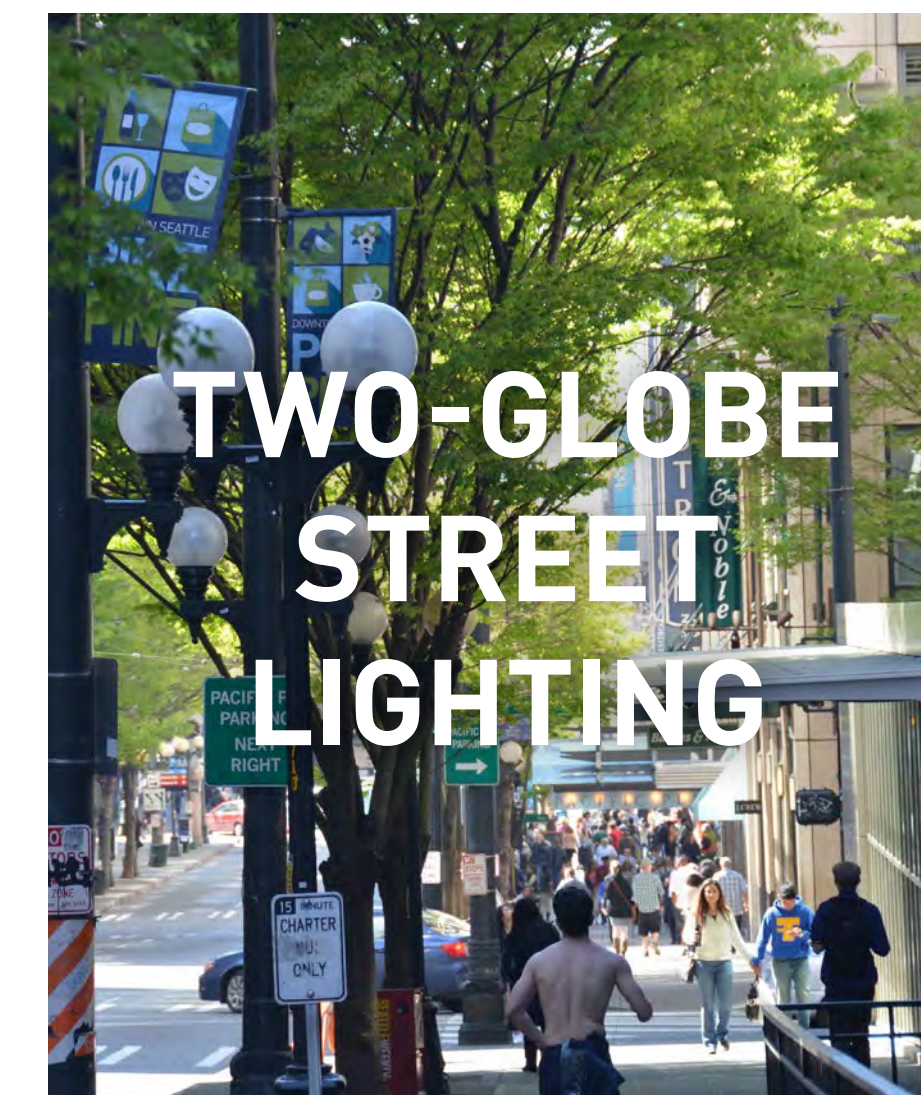
- Install consistent pedestrian lighting throughout
- Increase visibility at intersections and transit station entrances
- Improve lighting on freeway overpasses
- Encourage new building signage and uplighting

“It would be fun to have a single consistent street light fixture along the whole corridor.”

- January 2017 open house

“Prioritize good light quality and forward-thinking light design.”

- Online feedback



PROPOSED STREET AND PEDESTRIAN LIGHTING PLAN



- | | | | |
|--|---------------------------|--|---------------------------------------|
| | TWO-GLOBE PEDESTRIAN POLE | | COBRA HEAD STREET LIGHT, UTILITY POLE |
| | TRI-GLOBE PEDESTRIAN POLE | | EXISTING BUILDING-MOUNTED LUMINAIRES |
| | COBRA HEAD STREET LIGHT | | BRIDGE-MOUNTED LIGHTING |
| | TWO-GLOBE + COBRA HEAD | | NEW CITY STANDARD FIXTURE |

TREES AND LANDSCAPE

Proposed improvements:

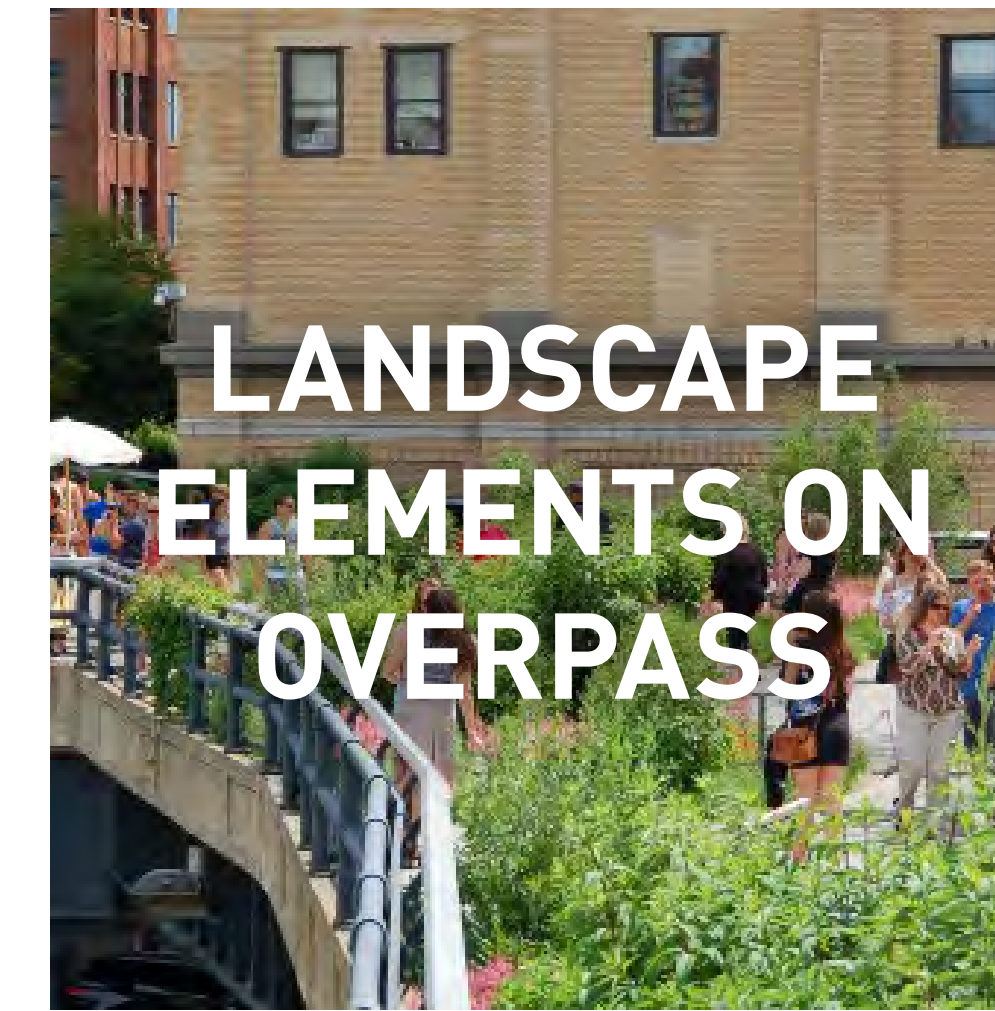
- Enhance tree canopy and replace poor condition trees
- Add new trees and landscaping
- Add vegetated bike lane buffer throughout corridor for consistent swath of green

“Landscape elements at street level would improve pedestrian experience – attractive, ecofriendly, reduce noise & fumes, and aligned with NW values.”

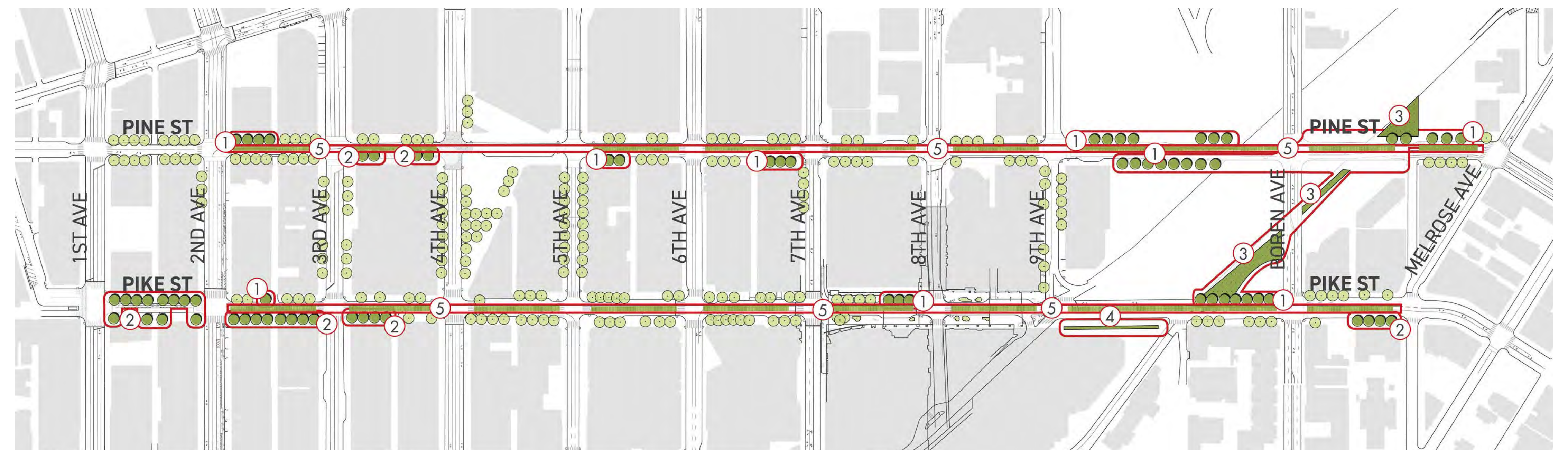
- January 2017 online open house

“Street trees are a big need, and it would be wonderful to have a continuous grove down Pike and Pine.”

- January 2017 online open house



PROPOSED TREES AND LANDSCAPE PLAN



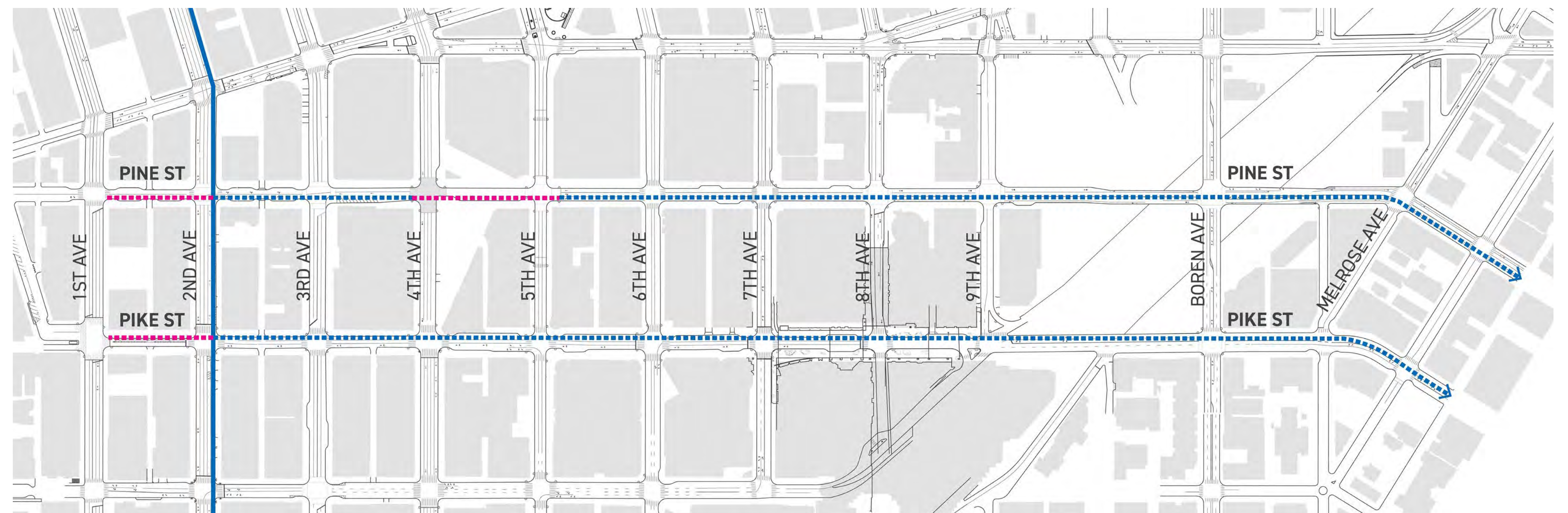
PROTECTED BIKE LANE

Proposed improvements:

- Enhance and extend new protected bike lanes
- Raise bike travel path to level of sidewalk
- Construct permanent, attractive vegetated buffer between bike lane and street



PROPOSED BIKE LANE PLAN



- PROPOSED BIKE LANE IMPROVEMENTS
- 2ND AVE PROTECTED BIKE LANE
- SHARED STREET EXPERIENCE

“Consider people who bike in the planning process. This area is a major multi-modal corridor and a key bike connection between Downtown and Capitol Hill.”

- January 2017 open house

“Safer bike routes down Pike and Pine would increase commuting.”

- January 2017 open house

1ST - 4TH AVENUES

Current conditions:

- High pedestrian volumes
- Inconsistent sidewalk conditions
- Transit hub
- Low vehicular volumes



What we've designed:



Curbless shared streets near Pike Place Market



Repaved sidewalks and crosswalks



Increased legibility at transit station entrances

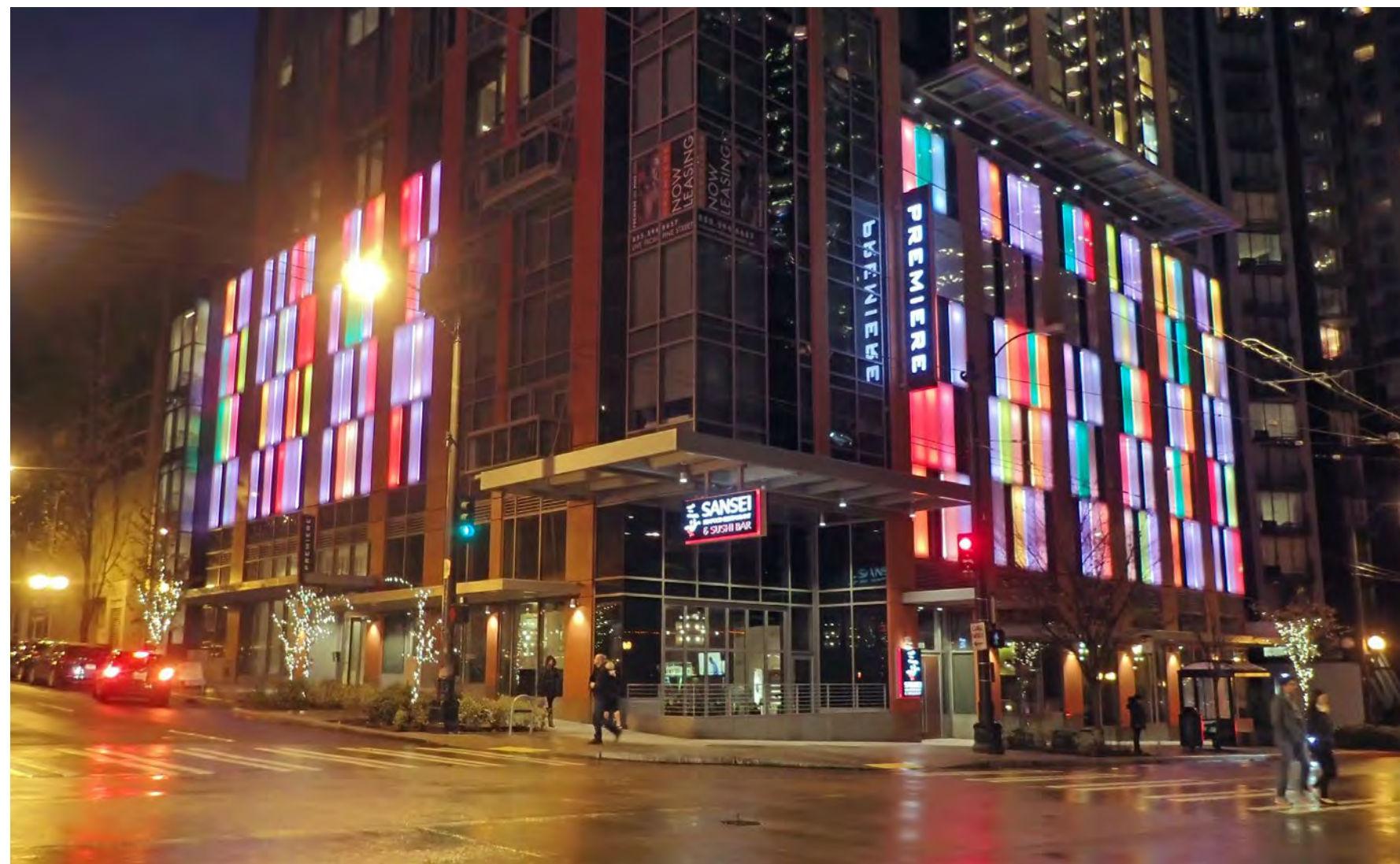


Space for activation

4TH - 9TH AVENUES

Current conditions:

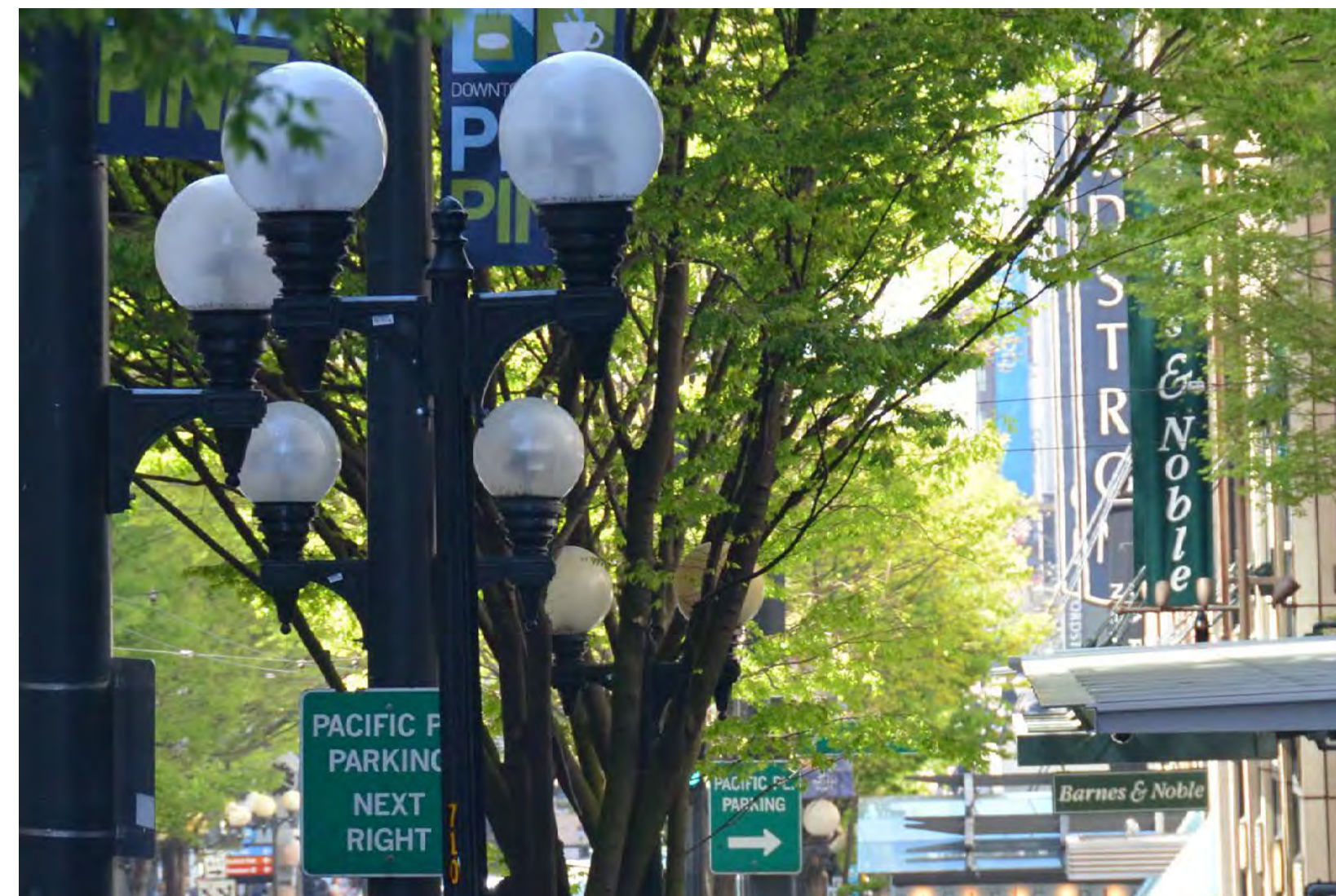
- Strong retail frontages
- Good sidewalk conditions
- Successful programming



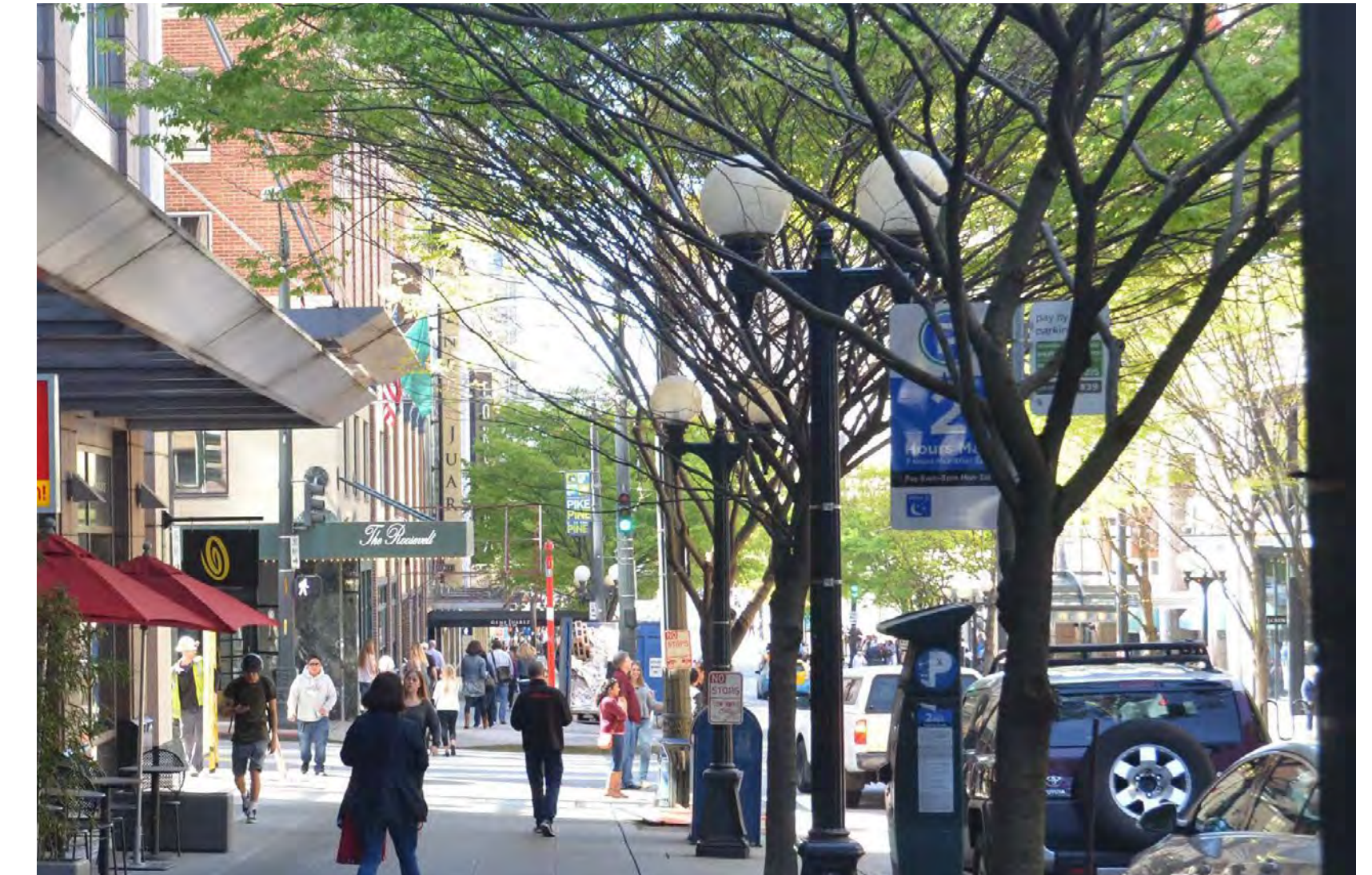
What we've designed:



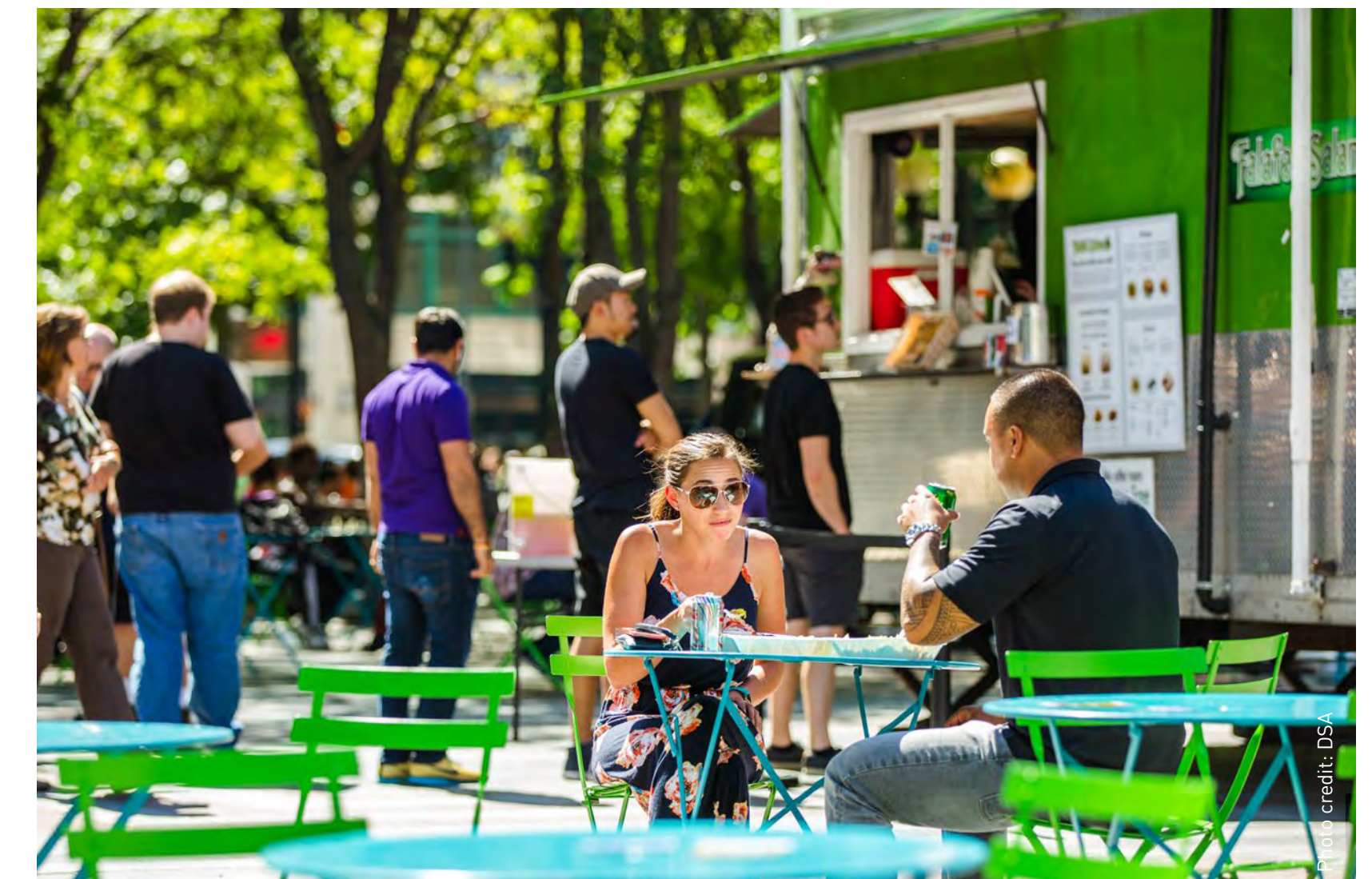
Enhance paving and crosswalks



Lighting and landscaping to tie to full corridor



Infill missing trees and prune existing trees

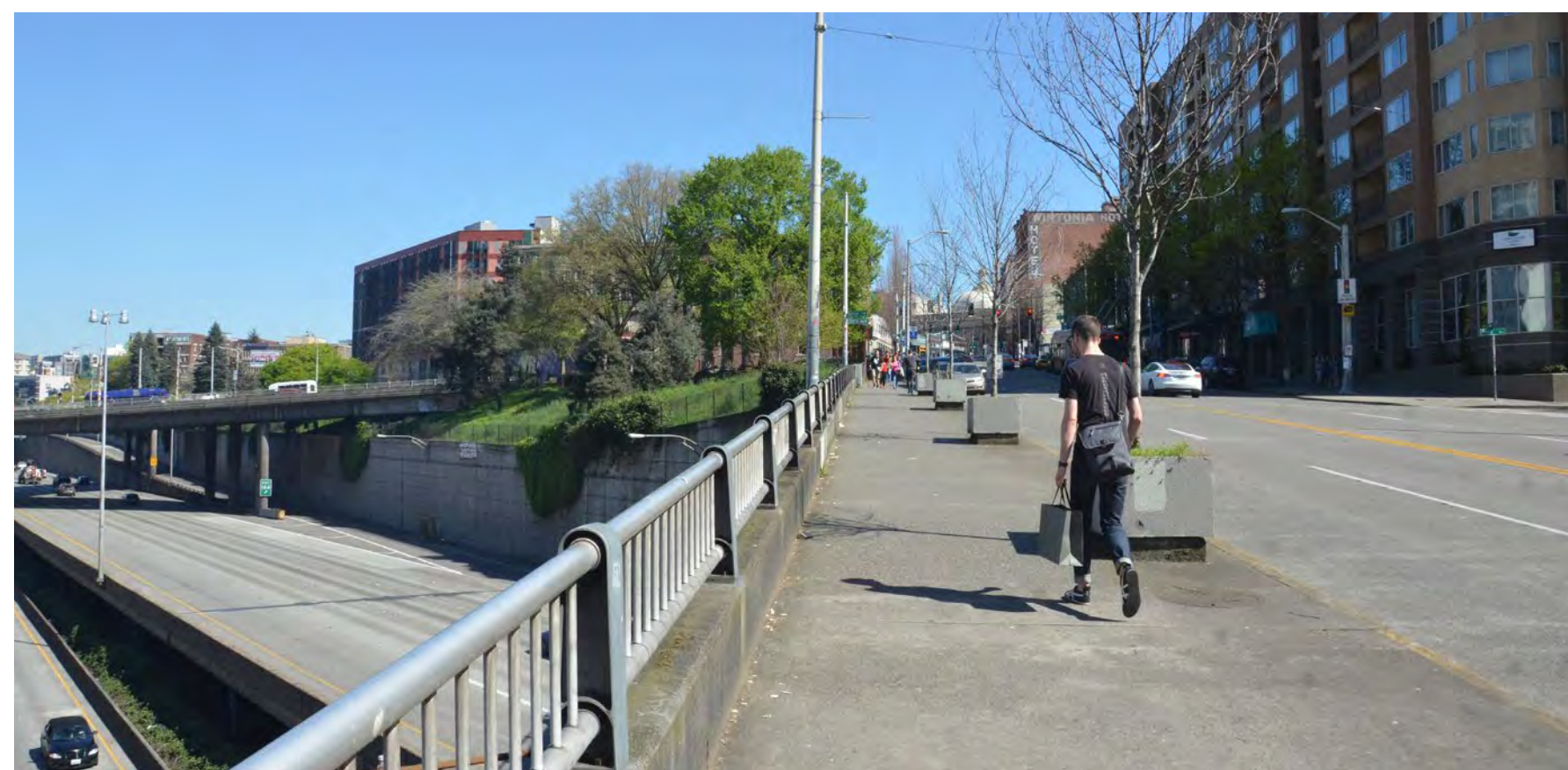


Build on successful activation and programming

9TH - MELROSE AVENUES

Current conditions:

- Connection between downtown and Capitol Hill
- Loud freeway overpasses
- Narrow sidewalks and low railings
- Imbalance between pedestrian space and vehicle space



What we've designed:



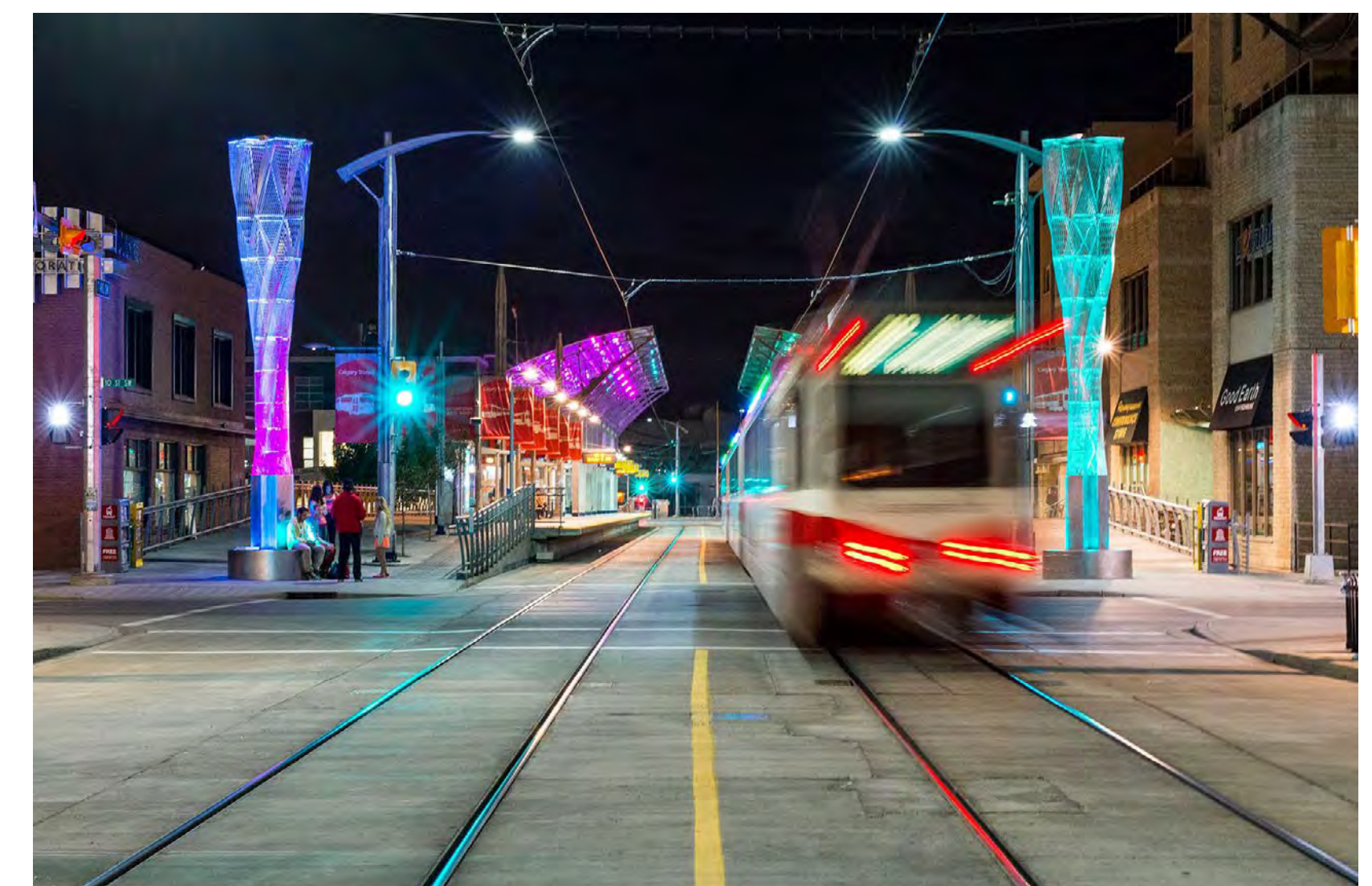
Wider sidewalks, buffering pedestrians from freeway noise



Increased landscaping

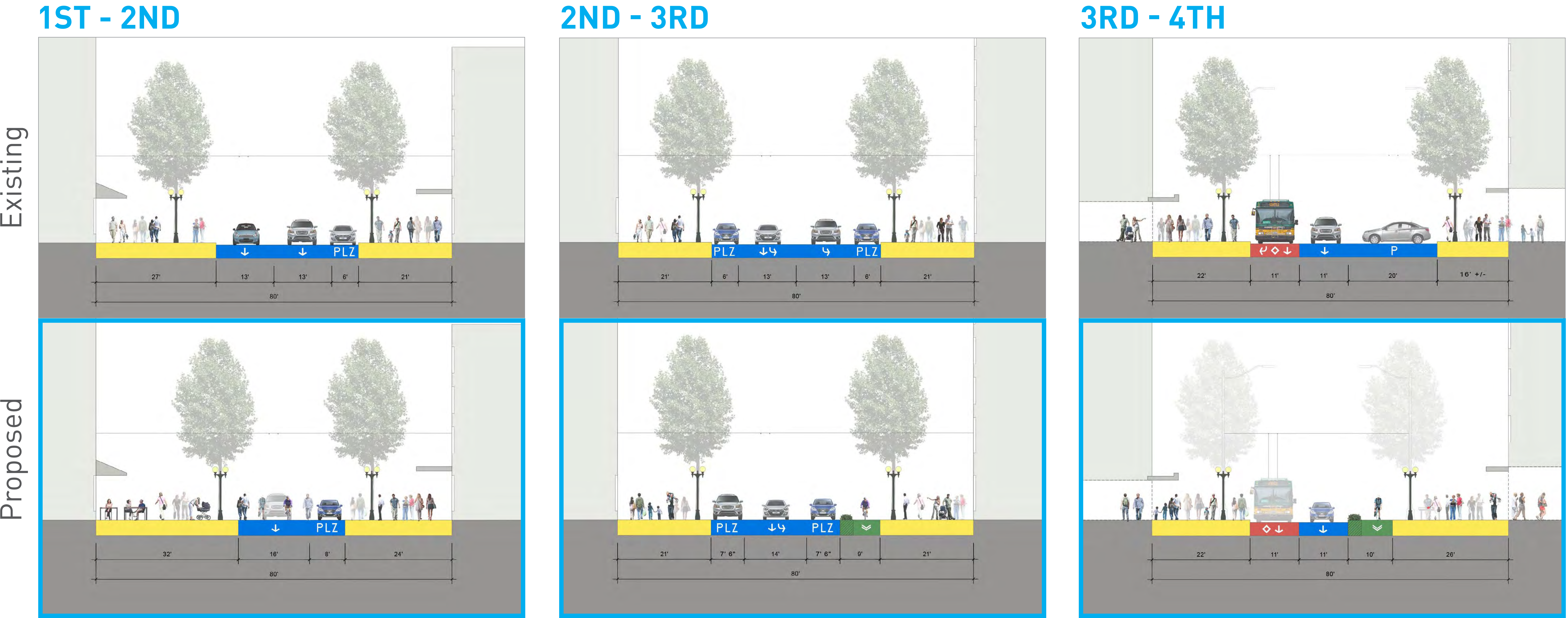


Higher railings with integrated lighting



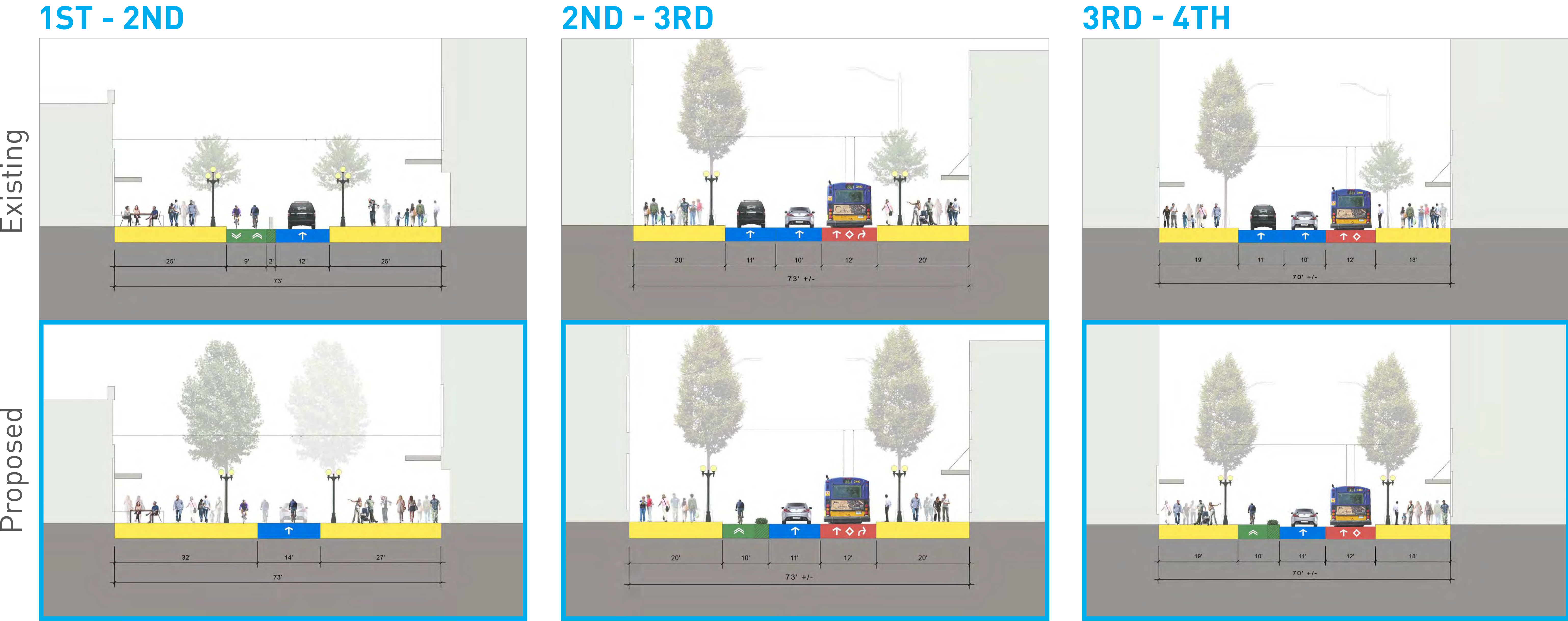
Gateway markers

PINE: 1ST - 4TH AVENUES



All cross-sections facing east

PIKE: 1ST - 4TH AVENUES

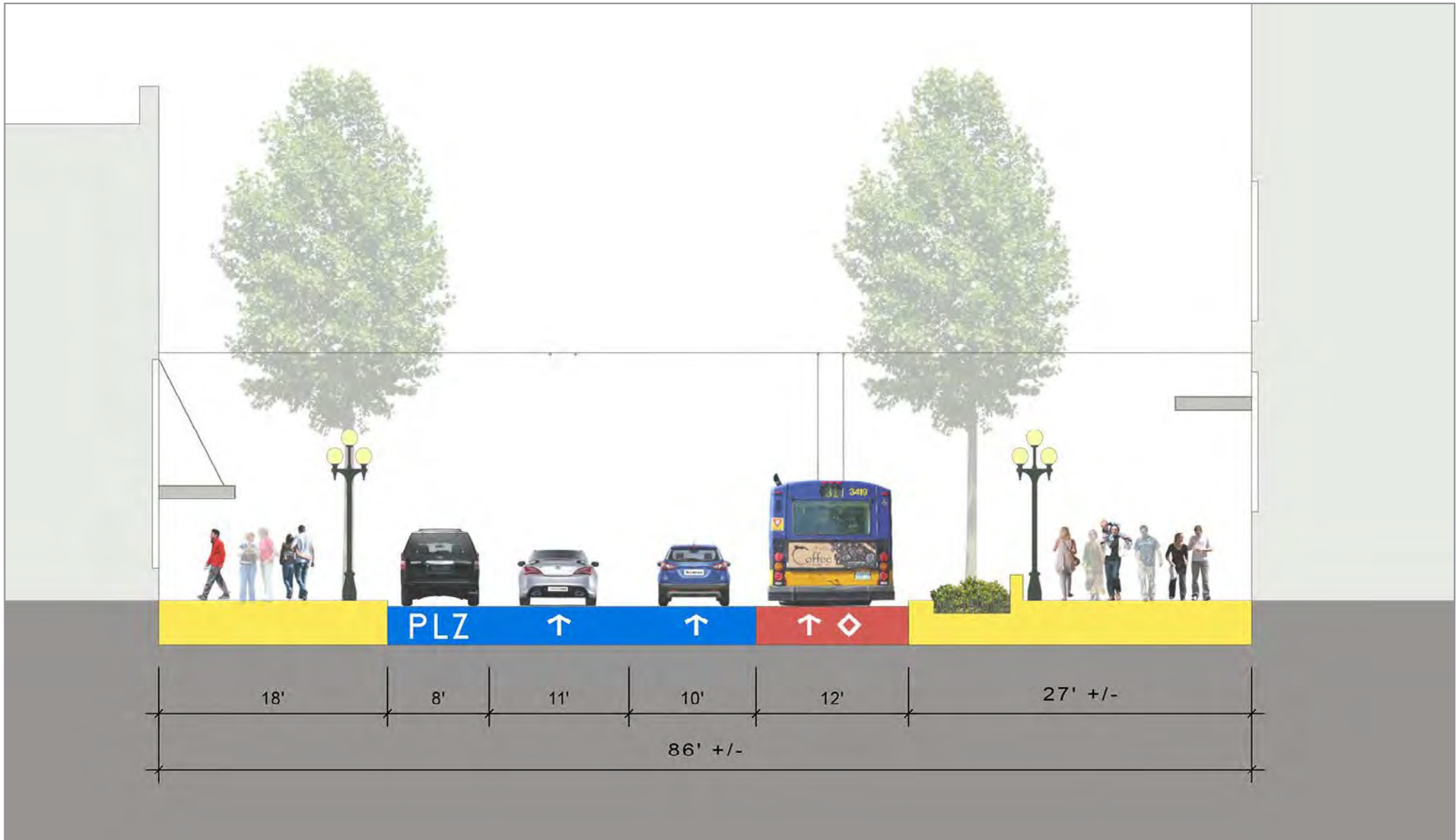


All cross-sections facing east

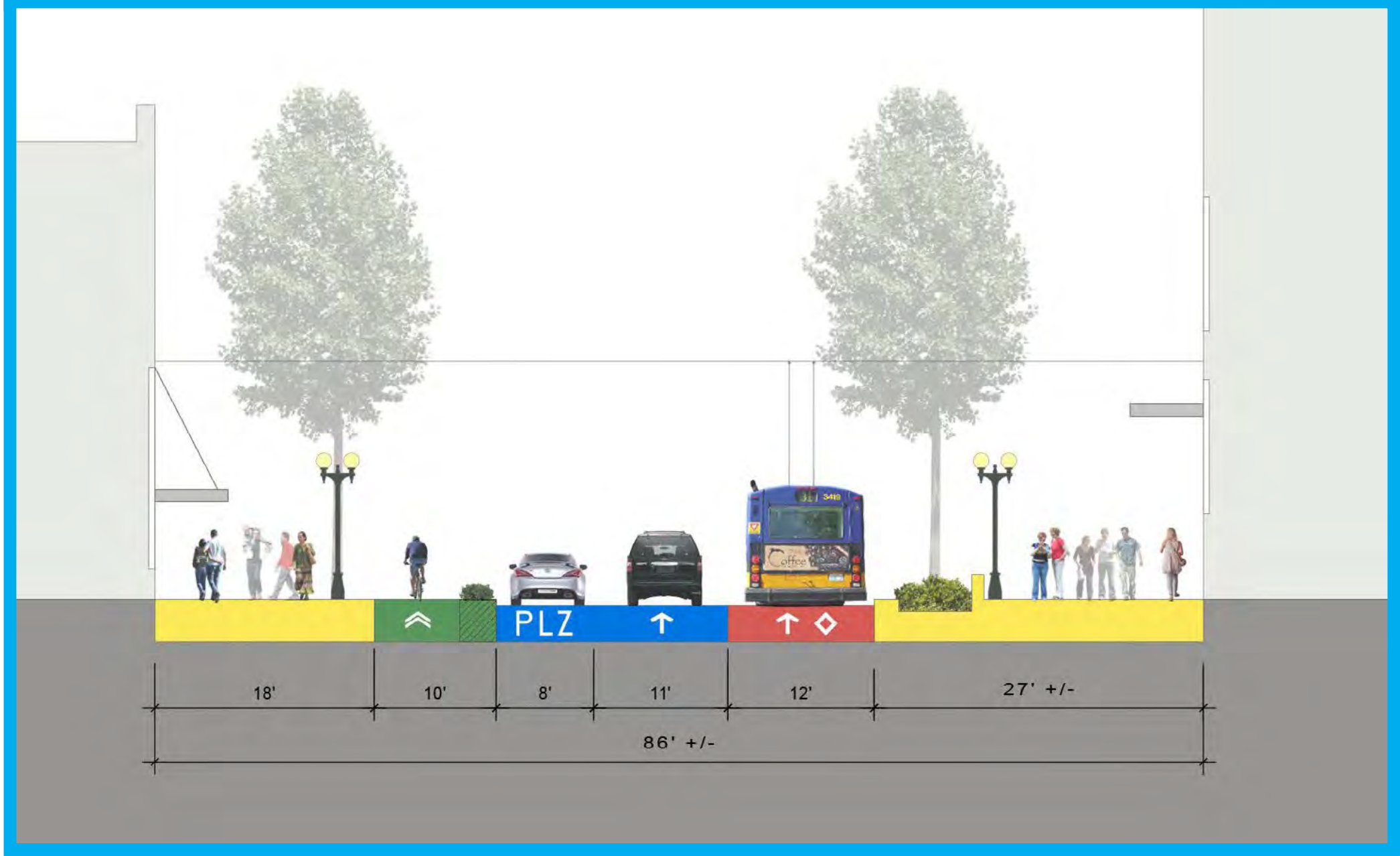
PIKE: 4TH - 9TH AVENUES

4TH - 9TH

Existing



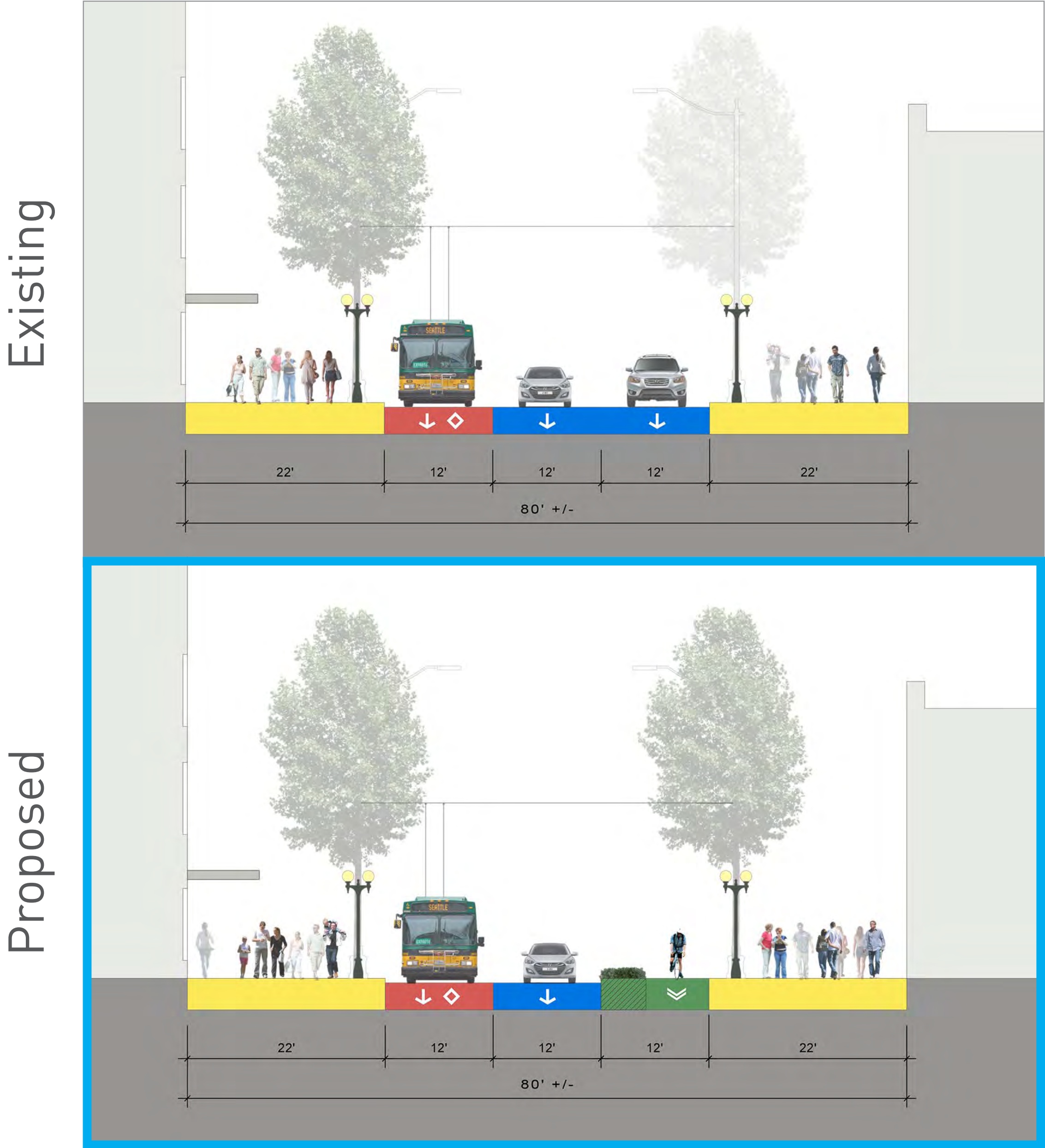
Proposed



All cross-sections facing east

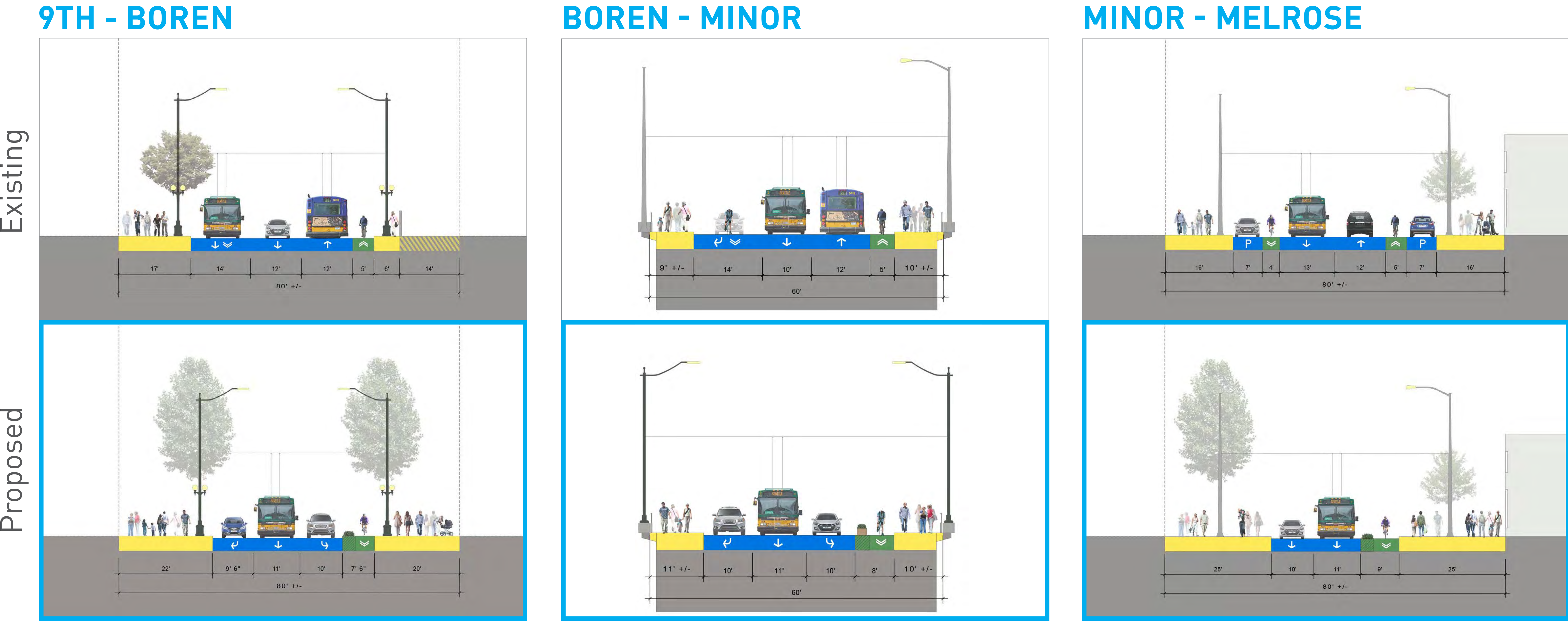
PINE: 4TH - 9TH AVENUES

4TH - 9TH



All cross-sections facing east

PINE: 9TH - MELROSE AVENUES

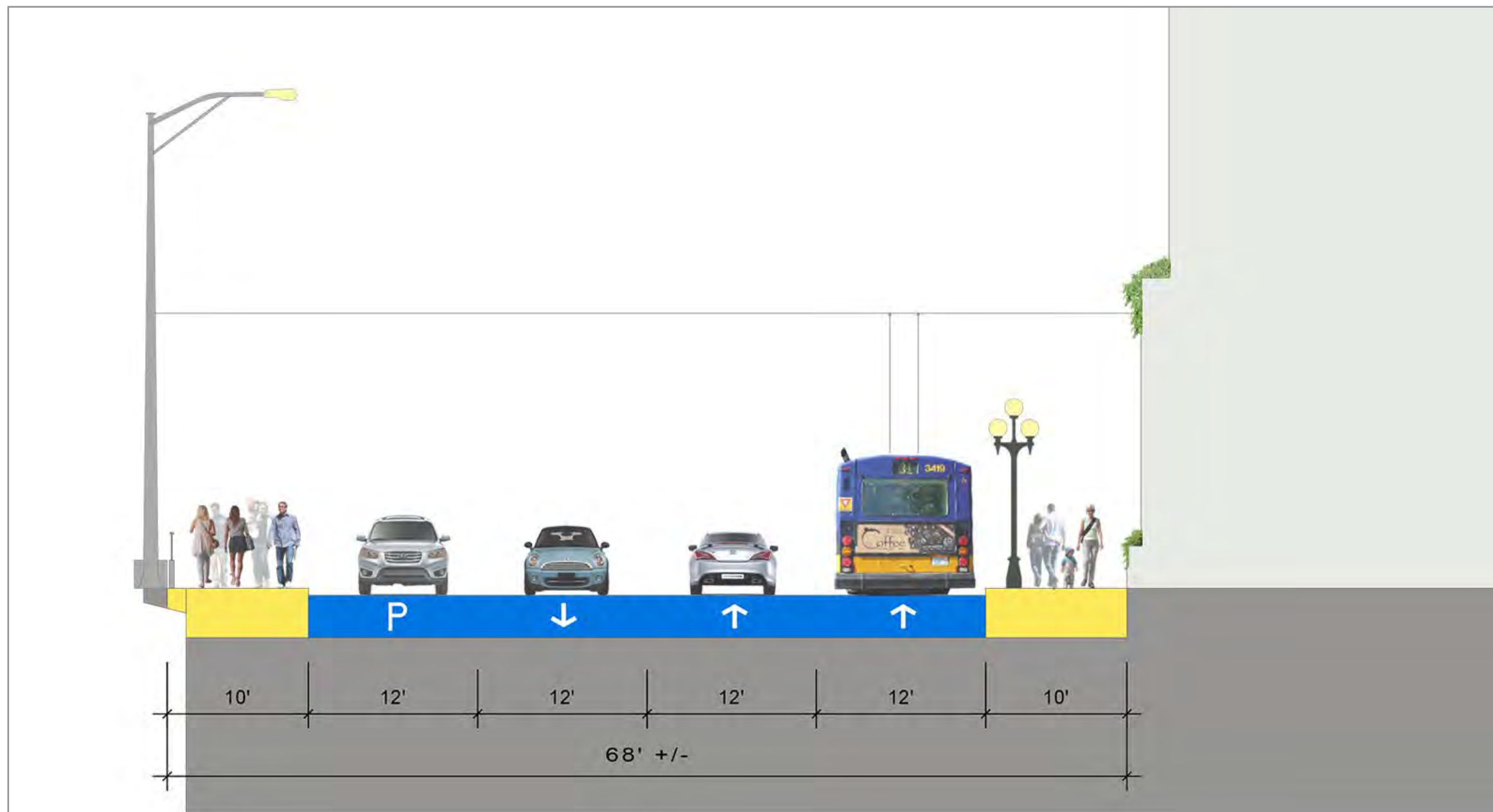


All cross-sections facing east

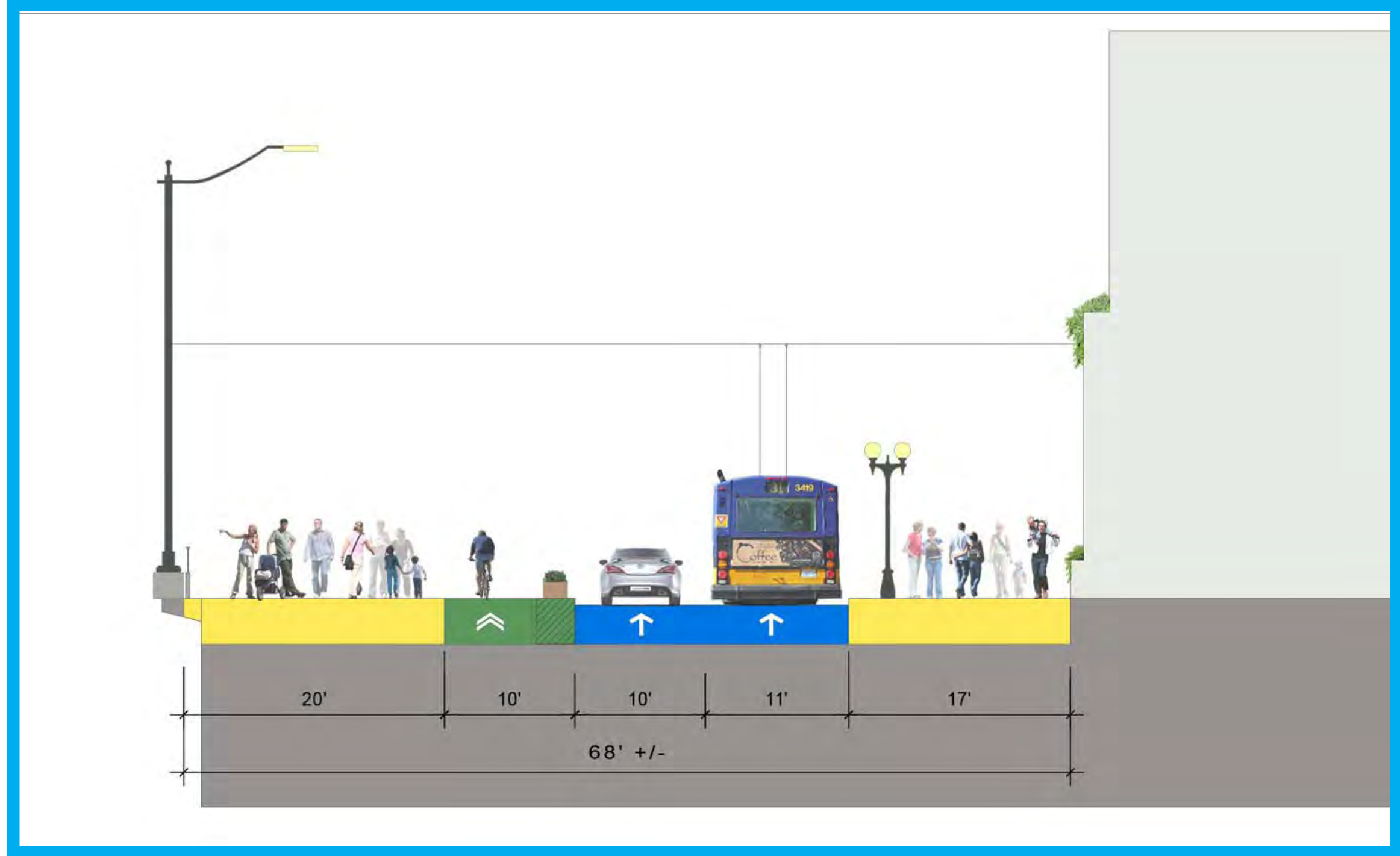
PIKE: 9TH - MELROSE AVENUES

9TH - BOREN

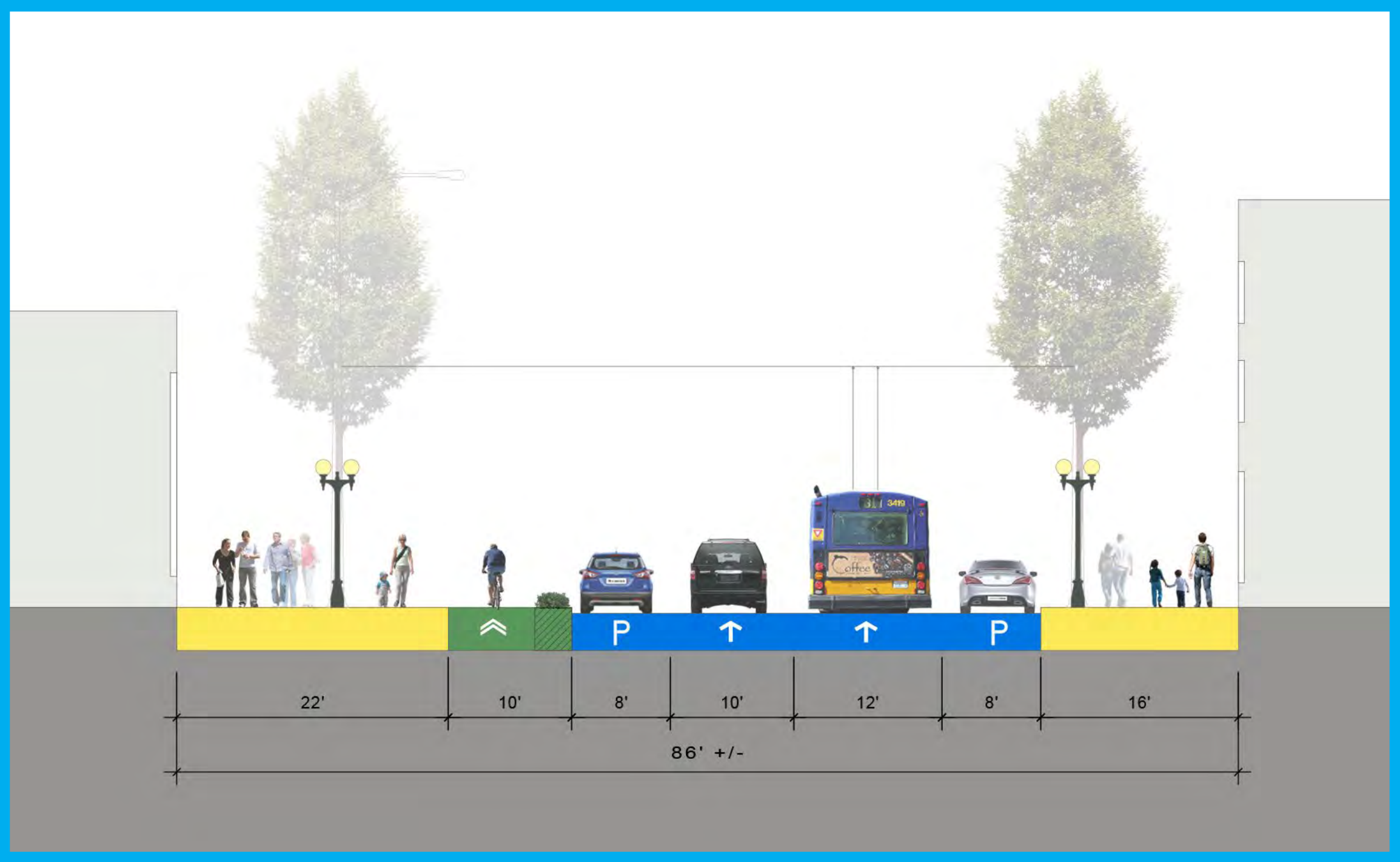
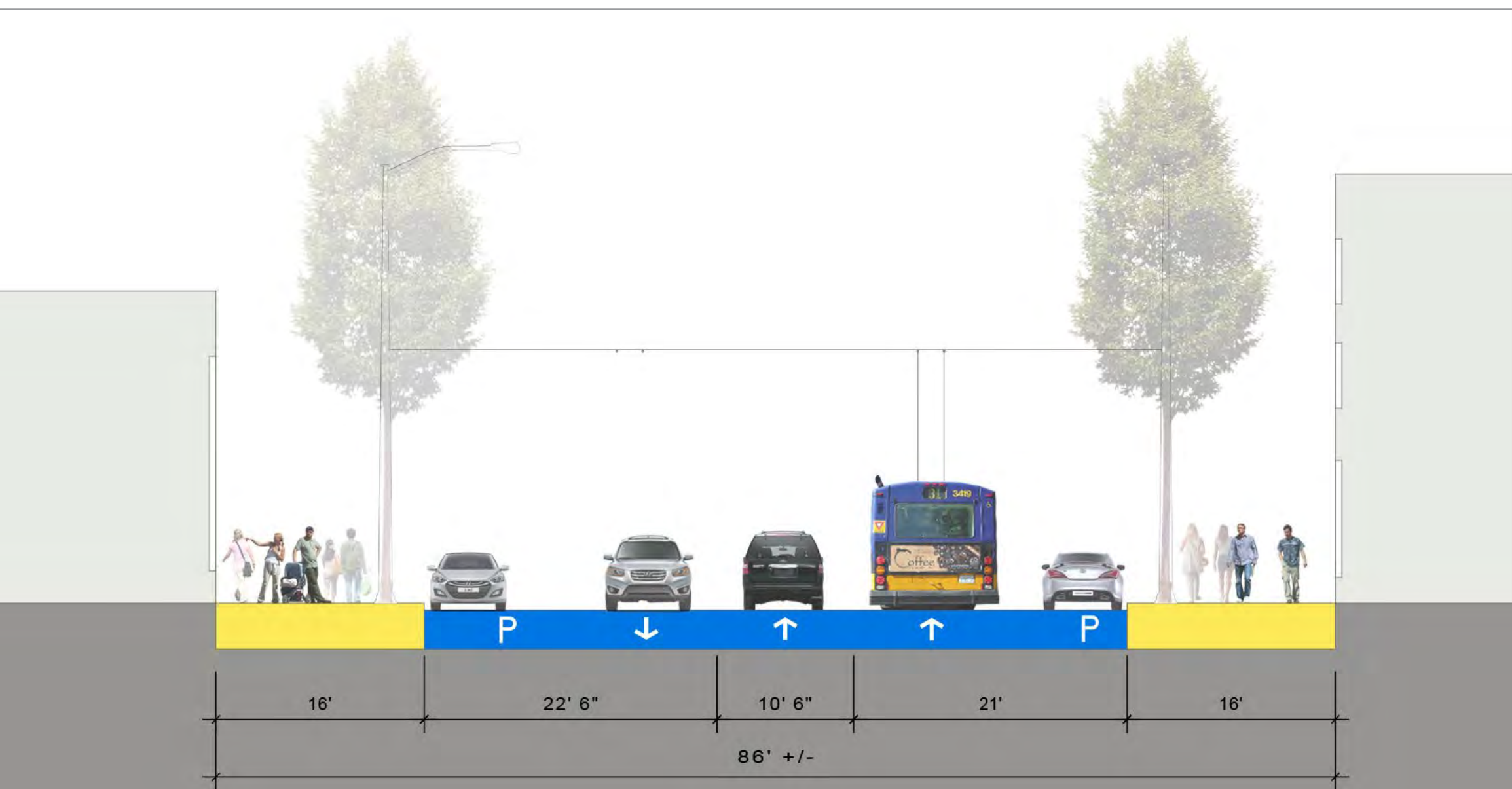
Existing



Proposed

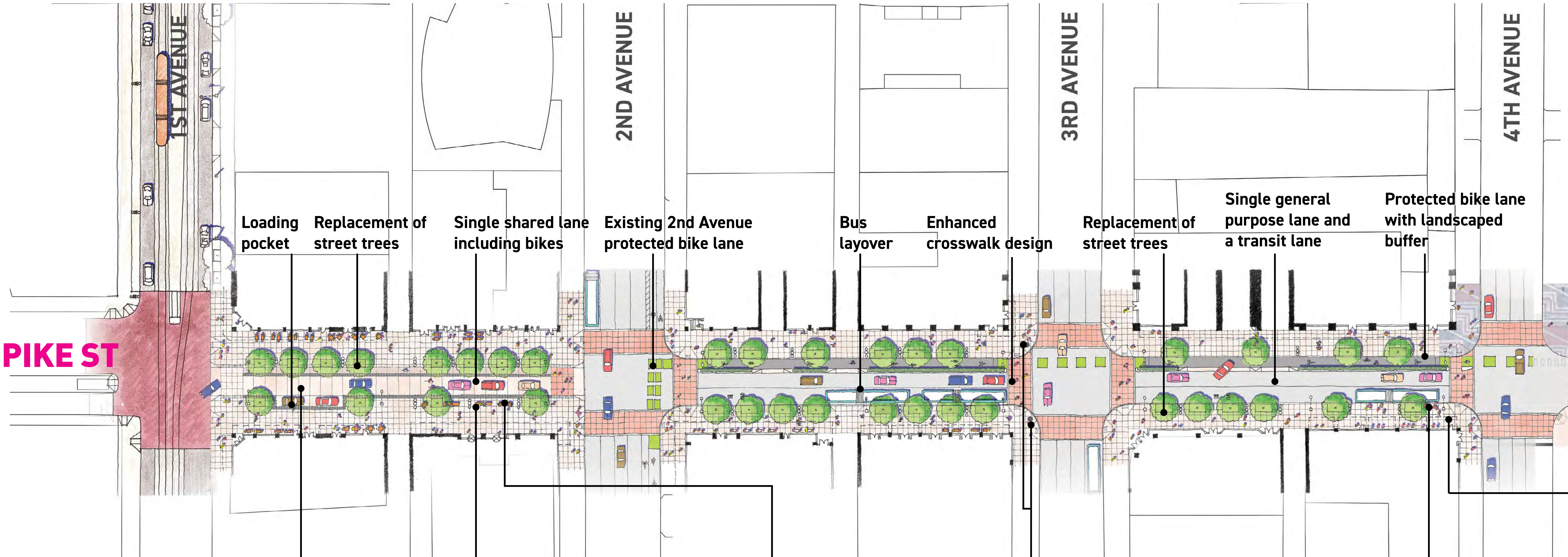


BOREN - MELROSE



All cross-sections facing east

PIKE: 1ST – 4TH AVENUES



“Pike between 2nd and 1st should be a shared street. There is enough pedestrian traffic to demand this.”

- January 2017 open house

“As a property and business owner on this block, we’d love to participate in streetscape improvements here.”

- Sounding Board member



Shared street (curbless)



Opportunity area for movable furniture



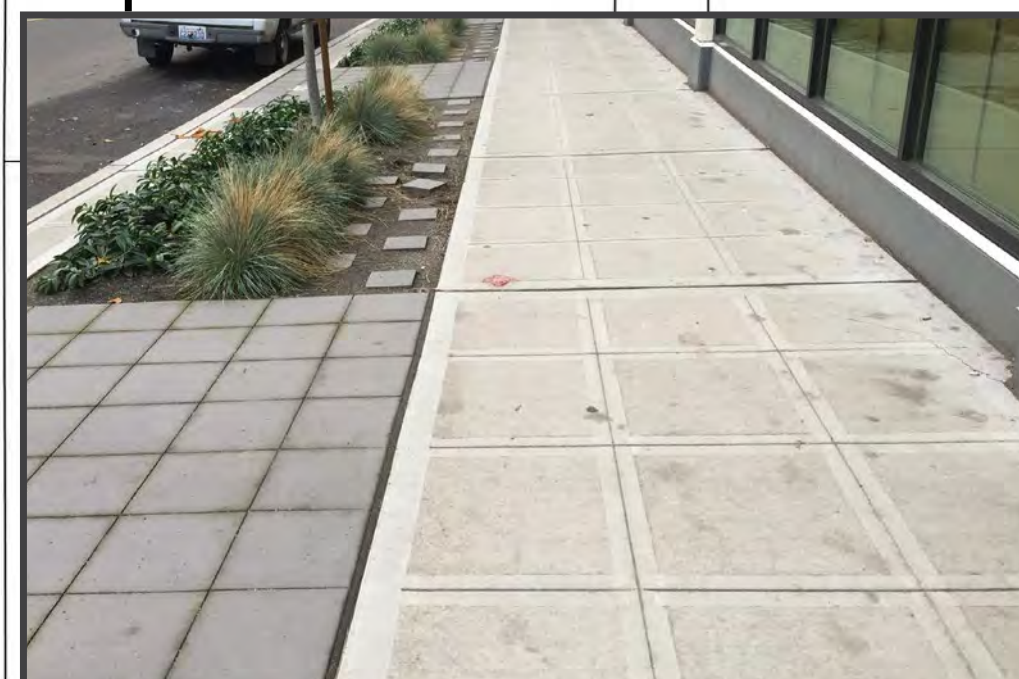
Opportunity area for activation & programming



Gateway markers

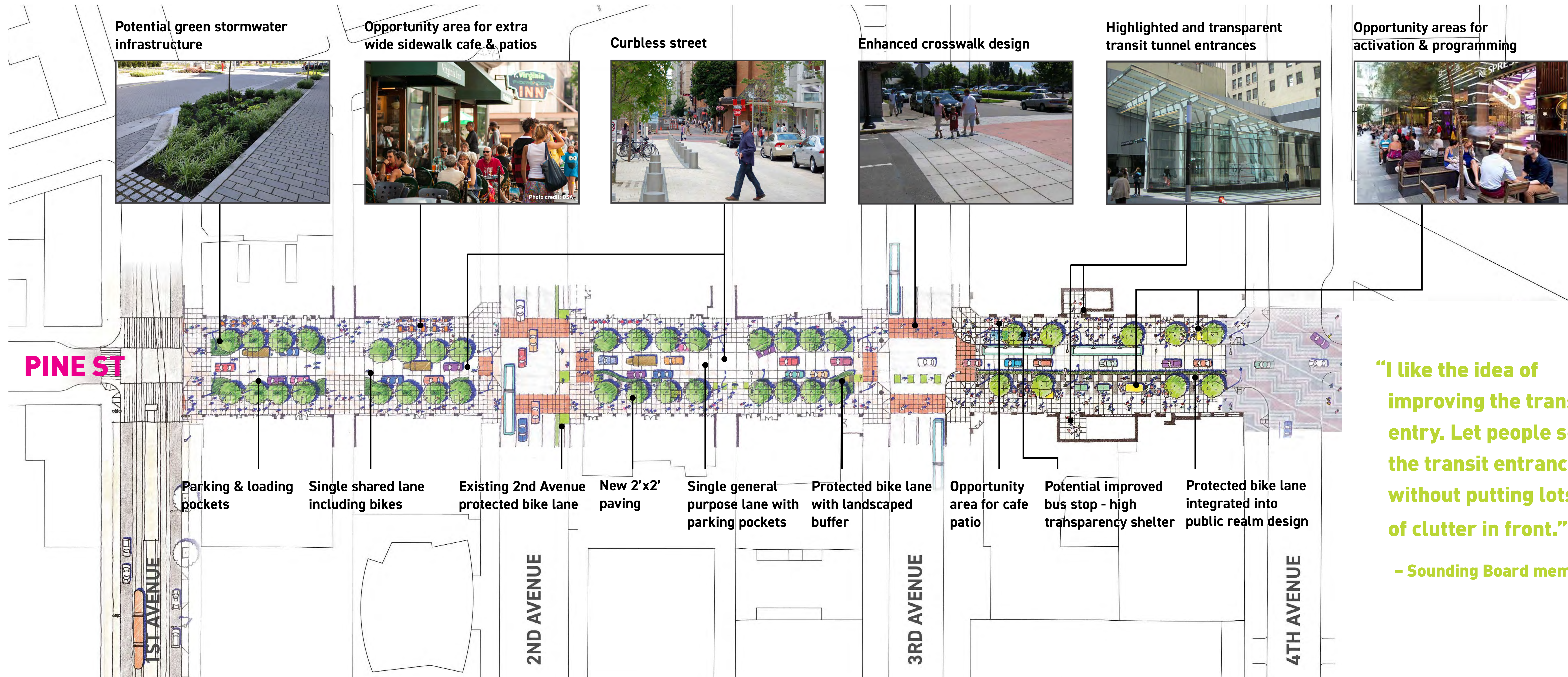


Improved bus stops



New 2'x2' paving

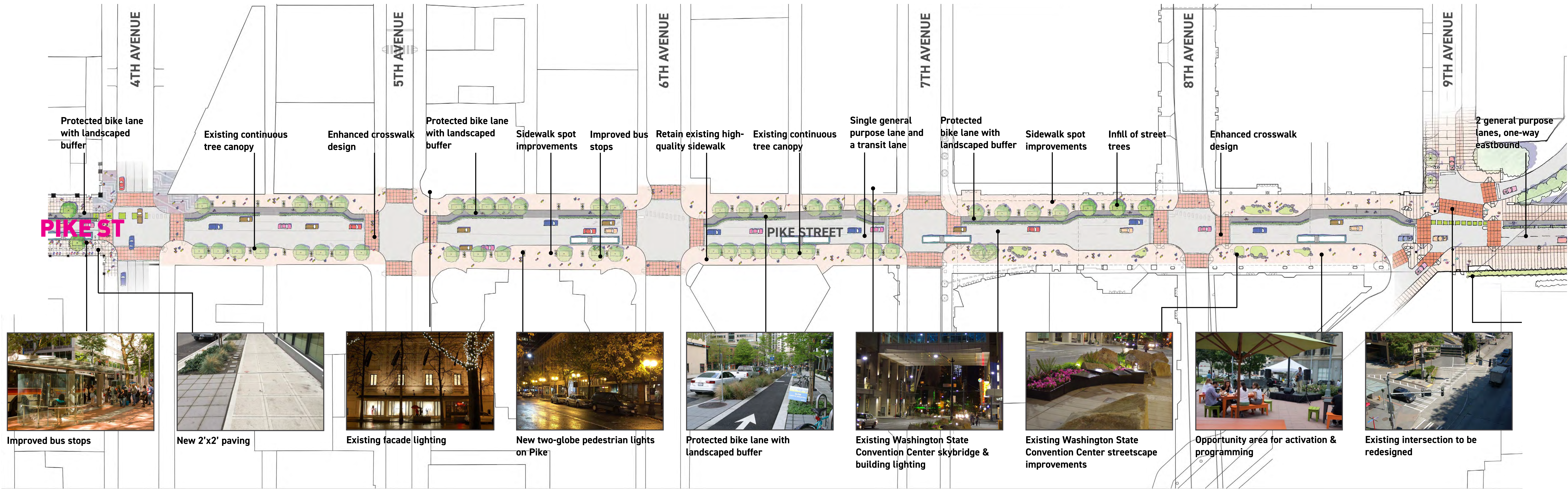
PINE: 1ST – 4TH AVENUES



“I like the idea of improving the transit entry. Let people see the transit entrance without putting lots of clutter in front.”

– Sounding Board member

PIKE: 4TH – 9TH AVENUES



“I want entertainment and businesses open later, and more active gathering spaces past 6-9 PM.”

- January 2017 open house

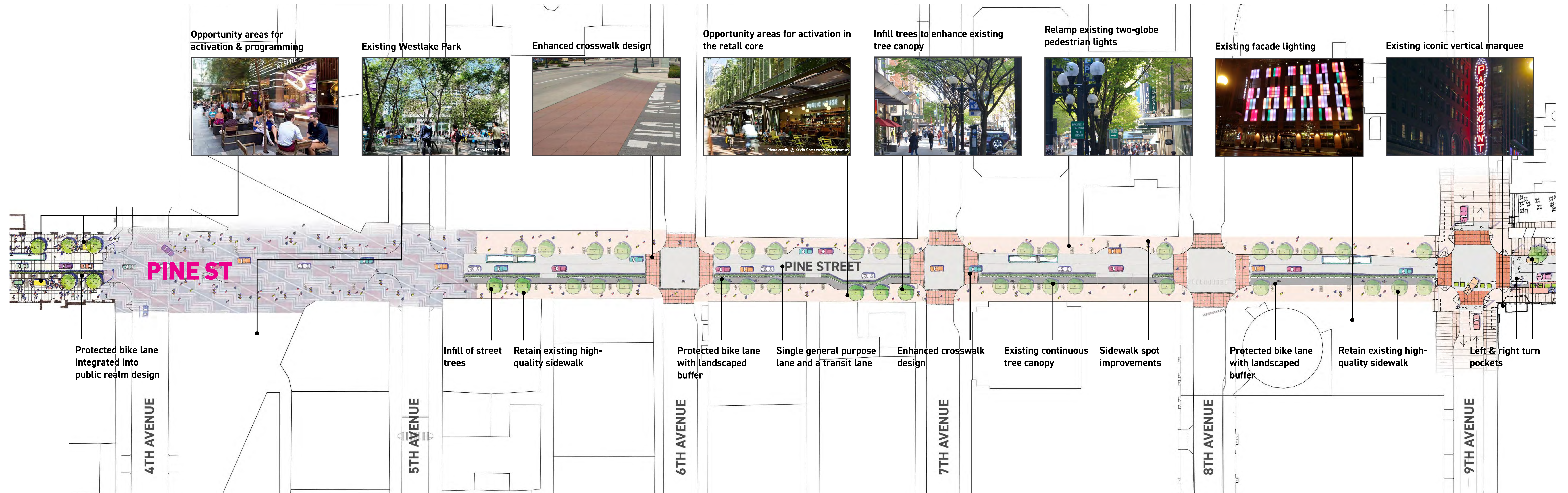
“Lively, active space!”

- January 2017 open house

“I’d love to see some designs on how to solve the most challenging intersections.”

- Online feedback

PINE: 4TH – 9TH AVENUES



“I love visiting Westlake Park when events are happening.”

– Online feedback

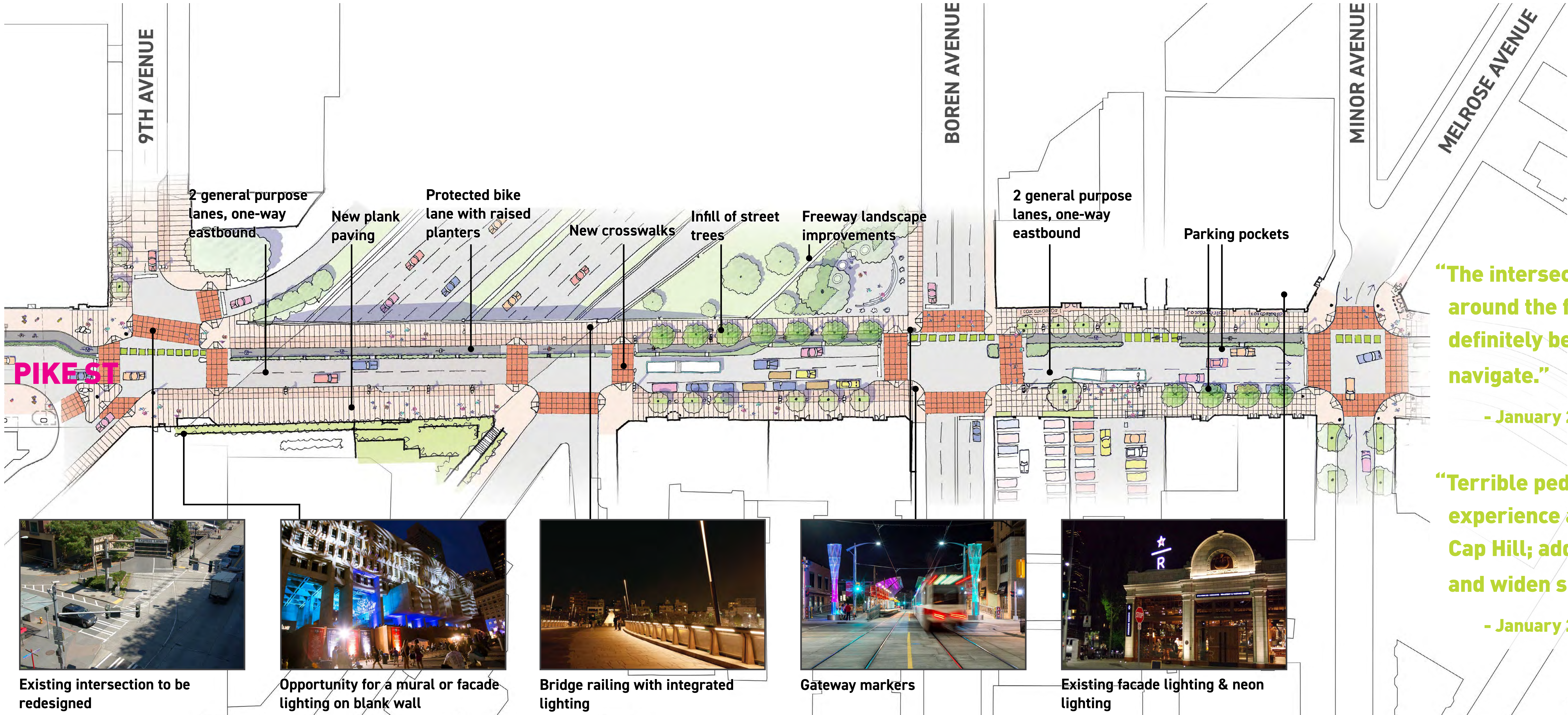
“This area has great frontages and street trees.”

– January 2017 open house

“Retail storefronts work well for this area’s purpose.”

– Sounding Board member

PIKE: 9TH – MELROSE AVENUES



“The intersections around the freeway can definitely be tricky to navigate.”

- January 2017 open house

“Terrible pedestrian experience across I-5 to Cap Hill; add lushness and widen sidewalks.”

- January 2017 open house

PINE: 9TH – MELROSE AVENUES

Existing iconic vertical marquee



New plank paving at Washington State Convention Center



Washington State Convention Center expansion with active fronting uses



Protected bike lane with raised planters

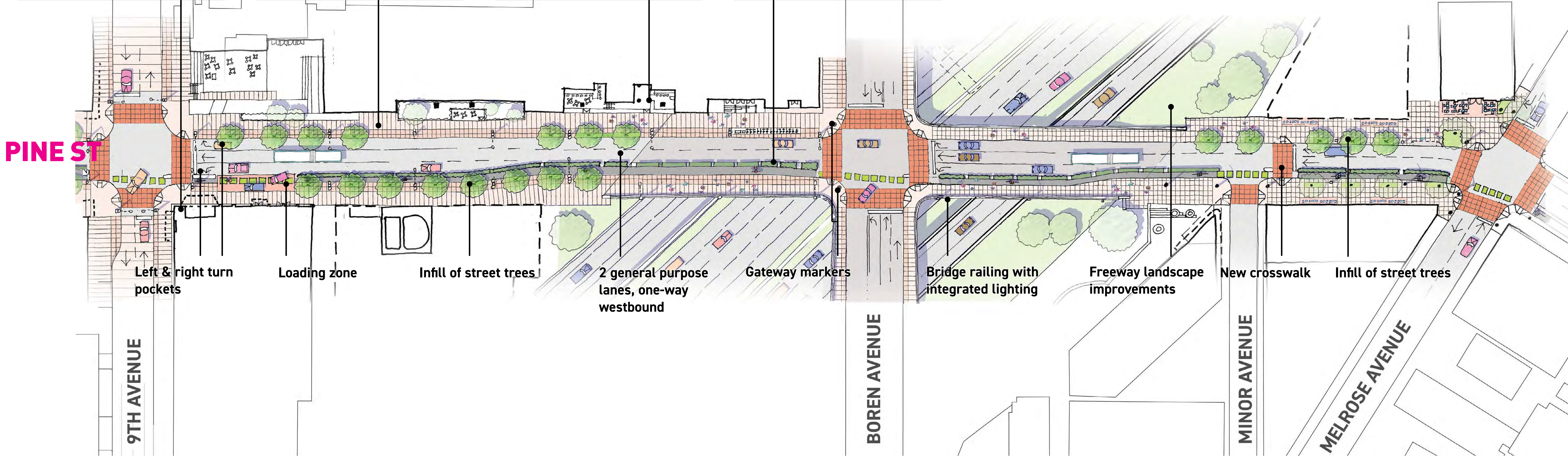


“Difficult areas are the lengthy intersections crossing I-5 and the noise.”

- Online feedback

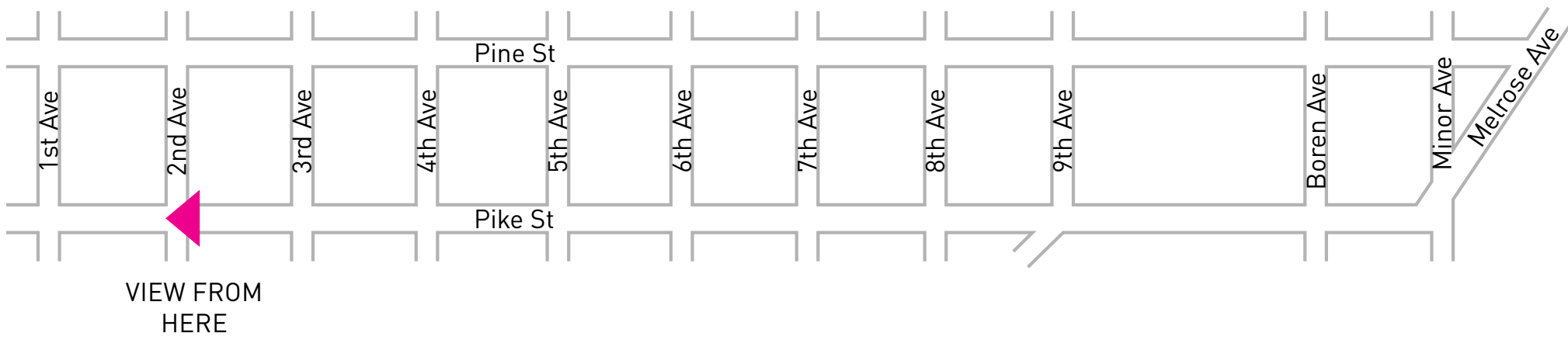
“Pine going east of 9th has poor street vitality until reaching Melrose.”

- Online feedback



WHAT WILL IT LOOK LIKE?

PIKE FACING WEST FROM 2ND



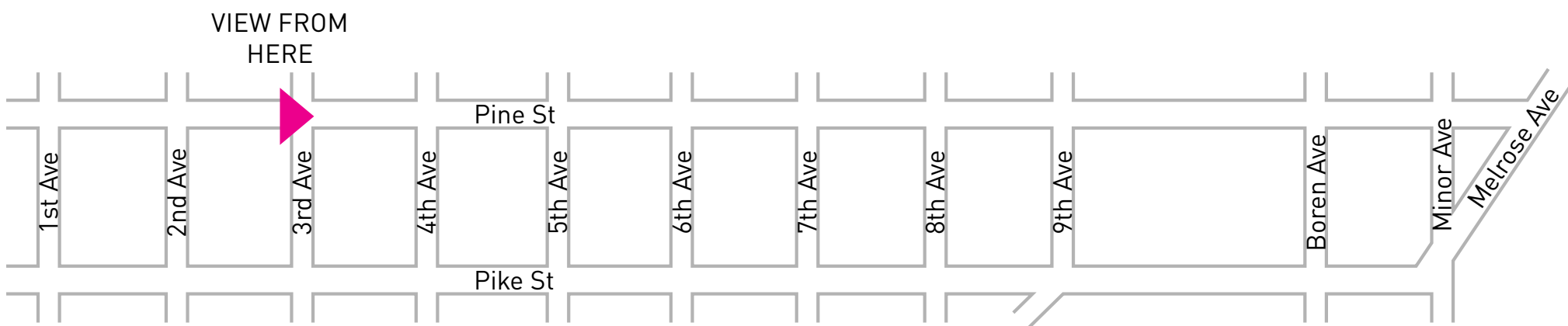
Existing



Proposed

WHAT WILL IT LOOK LIKE?

PINE FACING EAST FROM 3RD



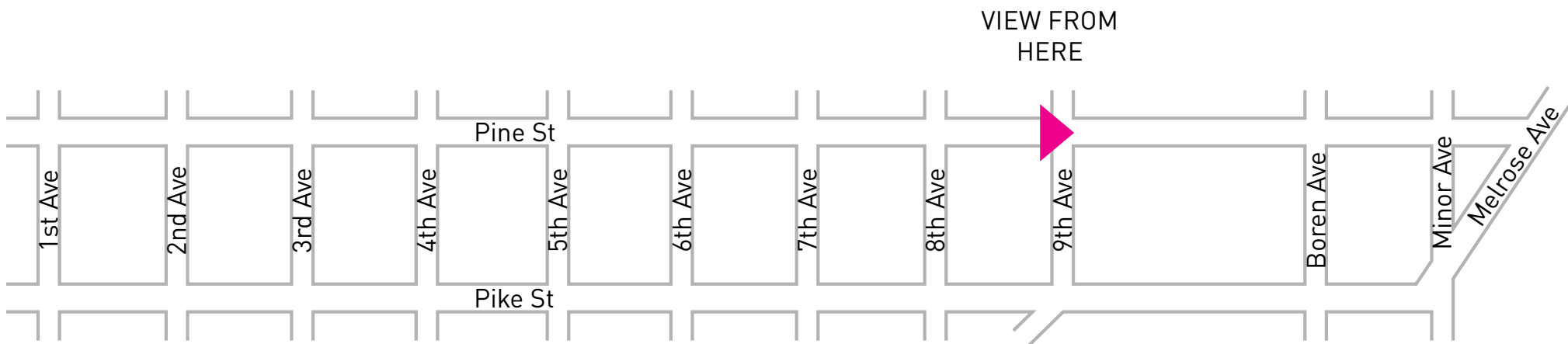
Existing



Proposed

WHAT WILL IT LOOK LIKE?

PINE FACING EAST FROM 9TH



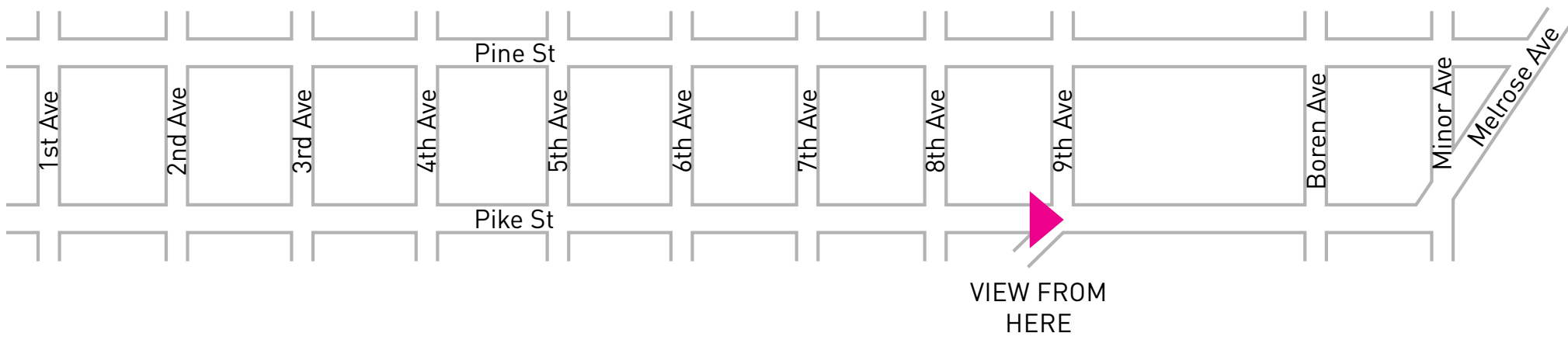
Existing



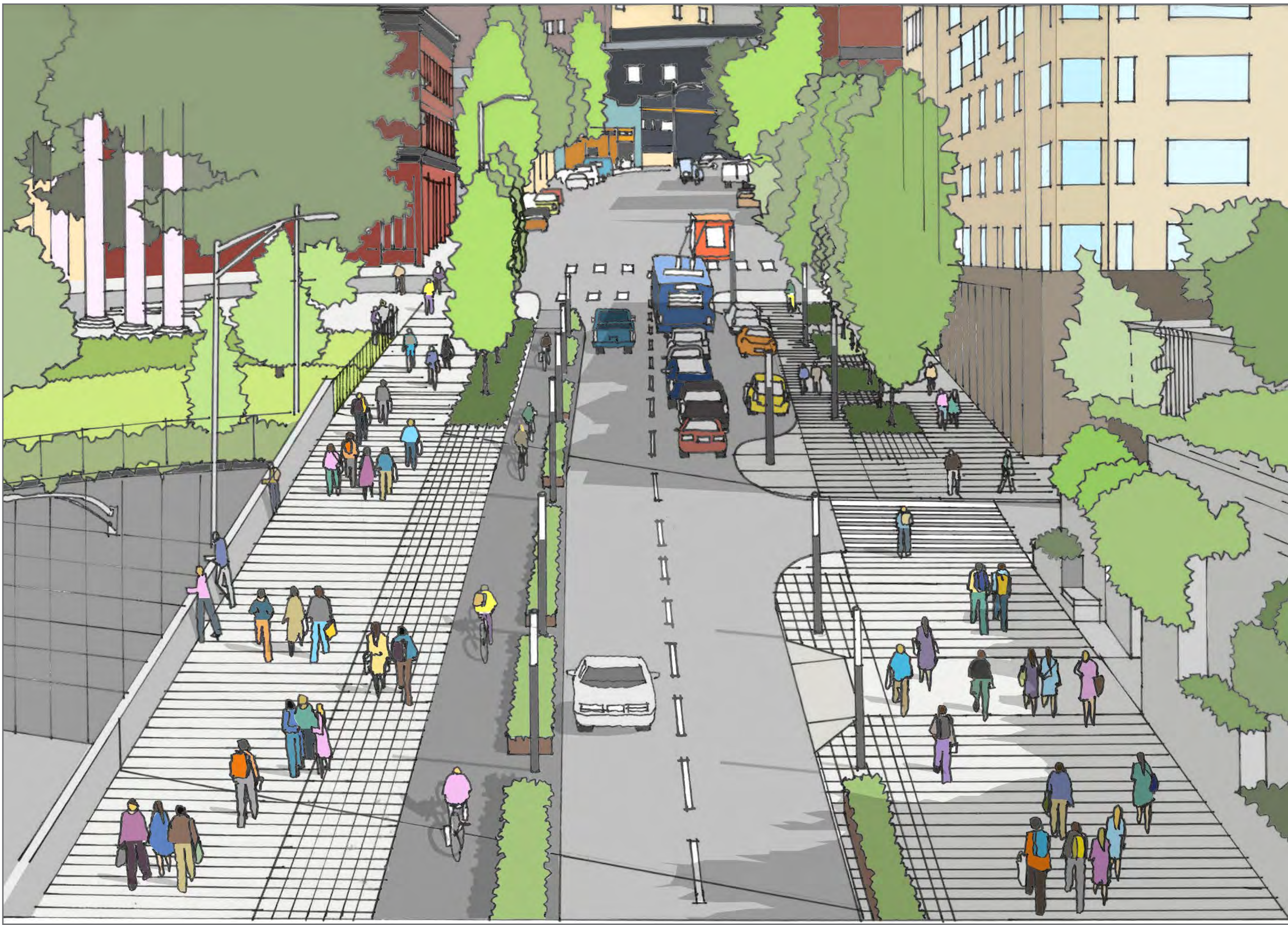
Proposed

WHAT WILL IT LOOK LIKE?

PIKE FACING EAST FROM 9TH



Existing



Proposed

DSA ACTIVATION

In 2016, DSA and its partners entered into a five-year agreement with the City of Seattle to manage and program Westlake and Occidental parks. This public/nonprofit collaboration established a new model for activating and managing urban public spaces in Seattle.

DSA will build on these successes, making improvements along the corridor to ensure that Pike and Pine streets are safe and welcoming to all.

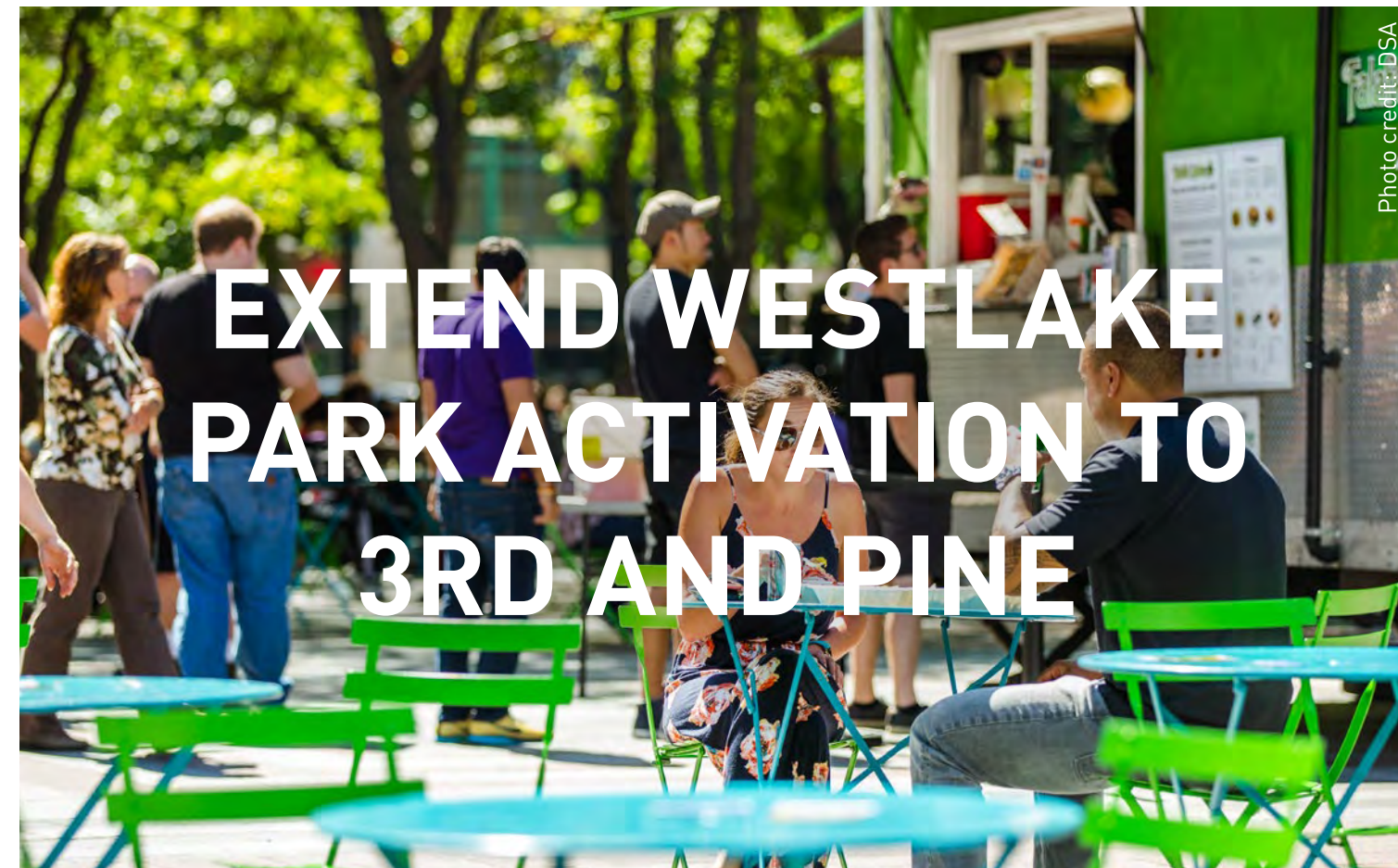
Parks activation

- Staffing and visitor services
- Out-to-lunch concerts
- Food trucks and seating
- Art installations
- Clean and safe support
- Games, karaoke, holiday markets and more



ACTIVATION

1ST - 4TH



“More transparent storefronts and businesses with extended retail hours would help make the area feel safer for me.”

**- January 2017
open house**

4TH - 7TH



“Pedestrian scale storefronts are most important.”

- Online feedback

7TH - MELROSE



“I like the idea of movable furniture that could be a bright, iconic piece.”

**- Sounding Board
member**

THROUGHOUT



PIKE-PINE MOBILITY IMPROVEMENTS

New bike facilities, signal upgrades installed on Pike St and Pine St between 2nd Ave and 8th Ave!



Before

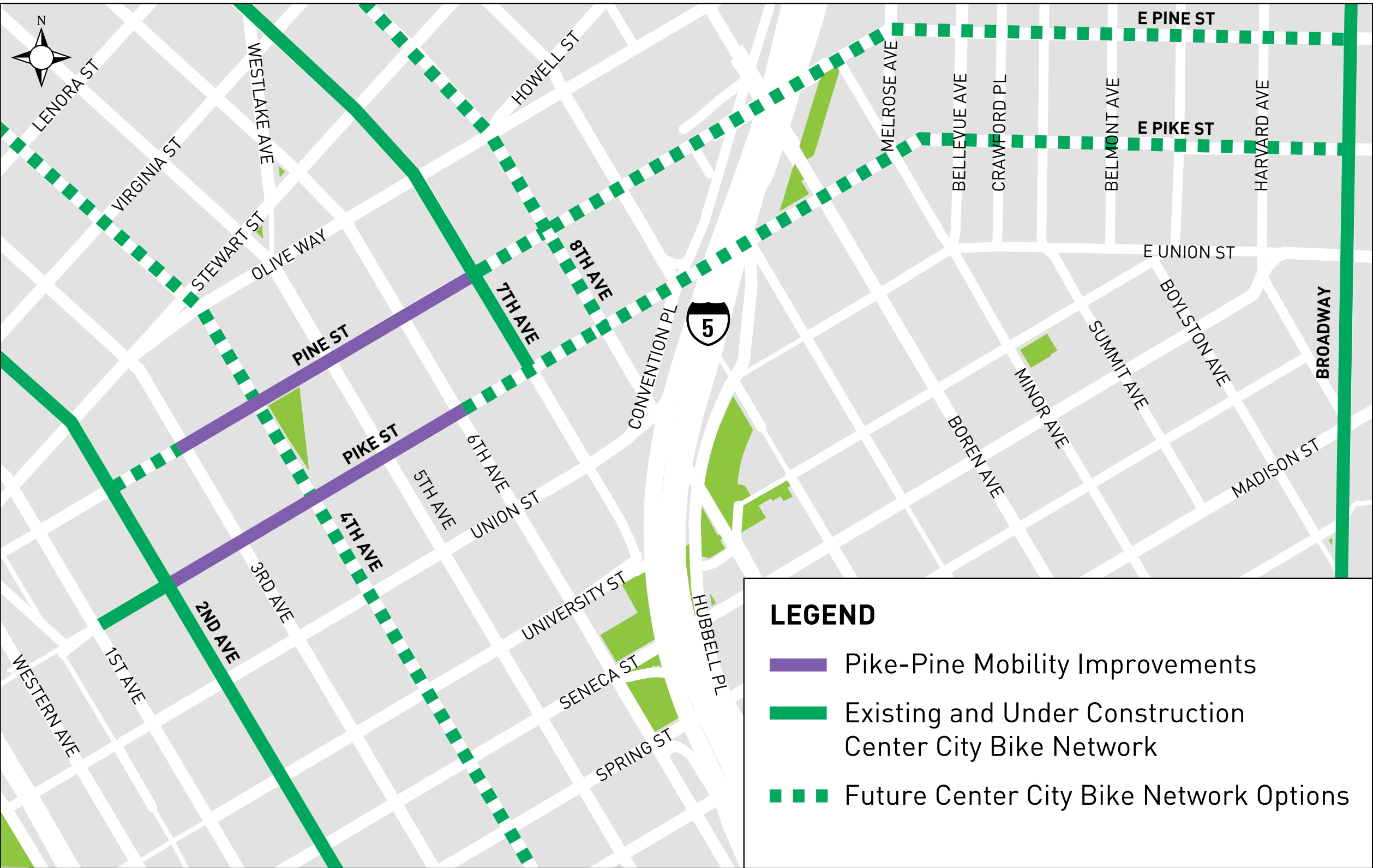


Today



Future

CENTER CITY BIKE NETWORK



PROJECT TIMELINE

	2017	2018	by 2021
2nd Ave – 8th Ave	PLANNING		
	DESIGN		
	CONSTRUCTION		
8th Ave – Broadway		PLANNING	
			DESIGN
			CONSTRUCTION
	PUBLIC INVOLVEMENT		

Timeline subject to change

PROJECT MAP: 2ND AVE TO 8TH AVE

