PROJECT BASICS

• Partnership between City’s Office of the Waterfront and DSA

• Focus on pedestrian and streetscape improvements

• Budget: $20 million (design and construction) for 1st to 9th avenues; $10 million for 9th to Melrose as part of WSCC expansion

• Funding source: Waterfront Local Improvement District, related projects
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
COMMUNITY PRIORITIES

• Prioritize pedestrian **comfort and safety**
• Encourage **active and transparent storefronts**
• Consider **many modes** of transportation
• Incorporate more **greenery and landscaping**
• Build on the **successful activation** at Westlake Park
• Stretch between **4th – 9th avenues works well**; extend this success to I-5 overpasses and Pike and Pine between 1st – 4th avenues
THE NEW PIKE AND PINE EXPERIENCE

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.

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

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 curbless streets to calm traffic and welcome pedestrians.
DESIGN AND ACTIVATION – WORKING TOGETHER

West: 1st – 4th
Shared street as gateway to Pike Place Market
Extend Westlake Park activation to 3rd and Pine

Central: 4th – 9th
Transparent storefronts
Active frontages
(Photo credit: © Kevin Scott)

East: 9th – Melrose
Activate blank walls
Street level retail

Throughout
Space for sidewalk cafes
Movable furniture

(All photos, unless otherwise indicated, courtesy of DSA)
ELEMENTS OF CONTINUITY

PROPOSED STANDARD BLOCK

1. Consistent quality of 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

2x2 concrete crosswalk

Standard paving

Plank paving
LIGHTING

- Two-globe street lighting
- Existing iconic lighting
- Bridge mounted lighting
TREES AND LANDSCAPING

Vegetated bike lane buffer

Landscape elements on overpass

Enhance existing tree canopy
PROTECTED BIKE LANE

Raised protected bike lane

Vegetated bike lane buffer
FOCUS AREA: 1ST – 4TH AVENUES

- Curbless “shared streets” near Pike Place Market that expand street life, retail
- Improved sidewalks and crosswalks
- Better transit station entrances
- More space for activation
PINE STREET FROM 1ST – 4TH

Potential green stormwater infrastructure
Opportunity area for extra wide sidewalk cafe & patios
Curbless street
Enhanced crosswalk design
Highlighted and transparent transit tunnel entrances
Opportunity areas for activation & programming

Parking & loading pockets
Single shared lane including bikes
Existing 2nd Avenue protected bike lane
New 2’x2’ paving
Single general purpose lane with parking pockets
Protected bike lane with landscaped buffer
Opportunity area for cafe patio
Potential improved bus stop - high transparency shelter
Protected bike lane integrated into public realm design
PINE STREET PLAZA CONCEPT

Pine facing east from 3rd Avenue

Existing

Proposed

PIKE PINERENAISSANCE
ACT ONE
PIE STREET PLAZA – DSA TAKES ACTION!

Pine facing west from 4th Avenue
PIKE STREET FROM 1ST – 4TH

- Loading pocket
- Replacement of street trees
- Single shared lane including bikes
- Existing 2nd Avenue protected bike lane
- Bus layover
- Enhanced crosswalk design
- Replacement of street trees
- Single general purpose lane and a transit lane
- Protected bike lane with landscaped buffer

- Shared street (curbless)
- Opportunity area for movable furniture
- Opportunity area for activation & programming
- Gateway markers
- New 2'x2' paving
- Improved bus stops

PIKE PINE RENAISSANCE
ACT ONE
PIKE STREET – “SHARED STREET” FROM 1ST – 2ND

Pike facing west from 2nd Ave

Existing

Proposed
FOCUS AREA: 4TH – 9TH AVENUES

Better paving and crosswalks

Infill missing trees and prune existing trees

Lighting and landscaping to tie to full corridor

Expand on successful activation and programming
PIKE PINE RENAISSANCE
ACT ONE

PIECE STREET FROM 4TH – 9TH
PIKE STREET FROM 4TH – 9TH
FOCUS AREA: 9TH – MELROSE AVENUES

Higher overpass railings with integrated lighting

Wider sidewalks, buffering pedestrians from road

Significant new landscaping to buffer freeway noise

Iconic gateway markers – art and light
PINE STREET FROM 9TH – MELROSE

Pine facing east from 9th Avenue

Existing

Proposed
PIKE STREET FROM 9TH – MELROSE
PIKE STREET FROM 9TH – MELROSE

Pike facing east from 9th Avenue

Existing

Proposed
QUESTIONS?