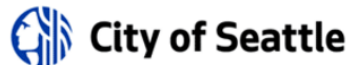


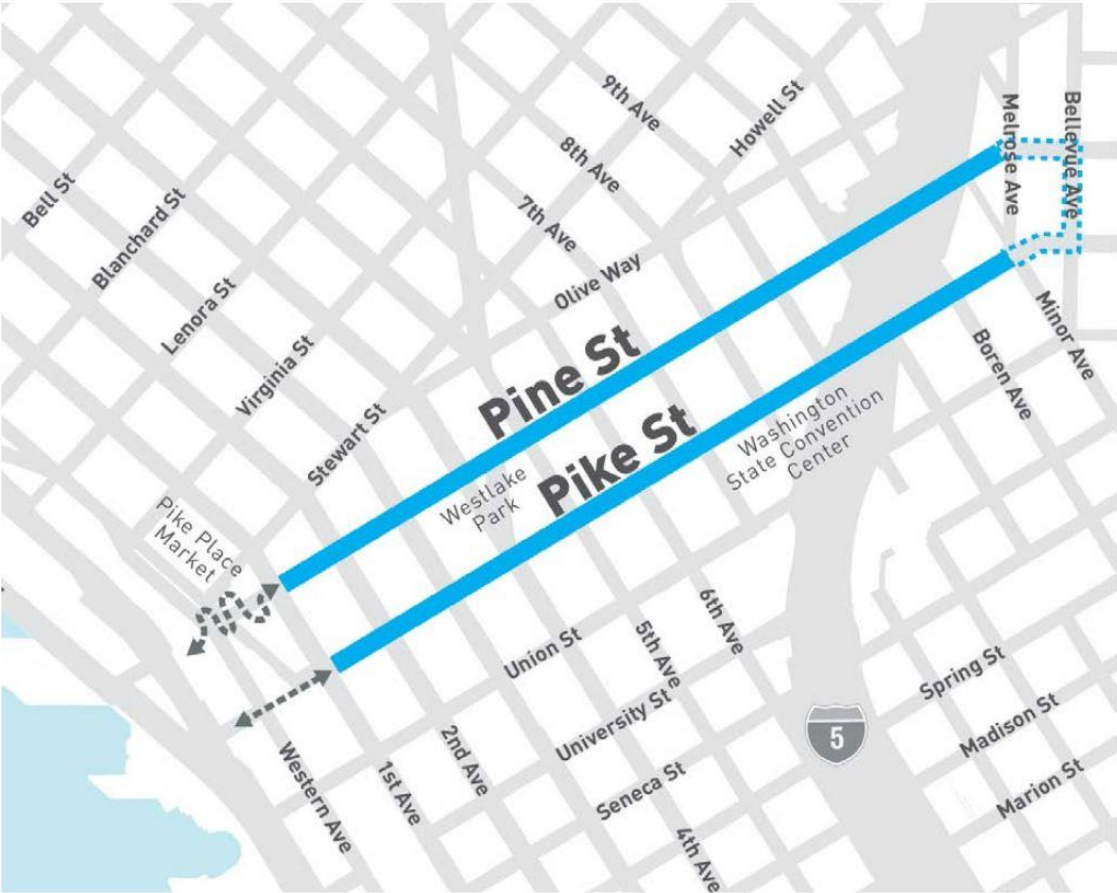
PIKE PINE STREETSCAPE AND BICYCLE IMPROVEMENTS

SOUNDING BOARD
60% DESIGN UPDATE

April 2021



PROJECT LIMITS



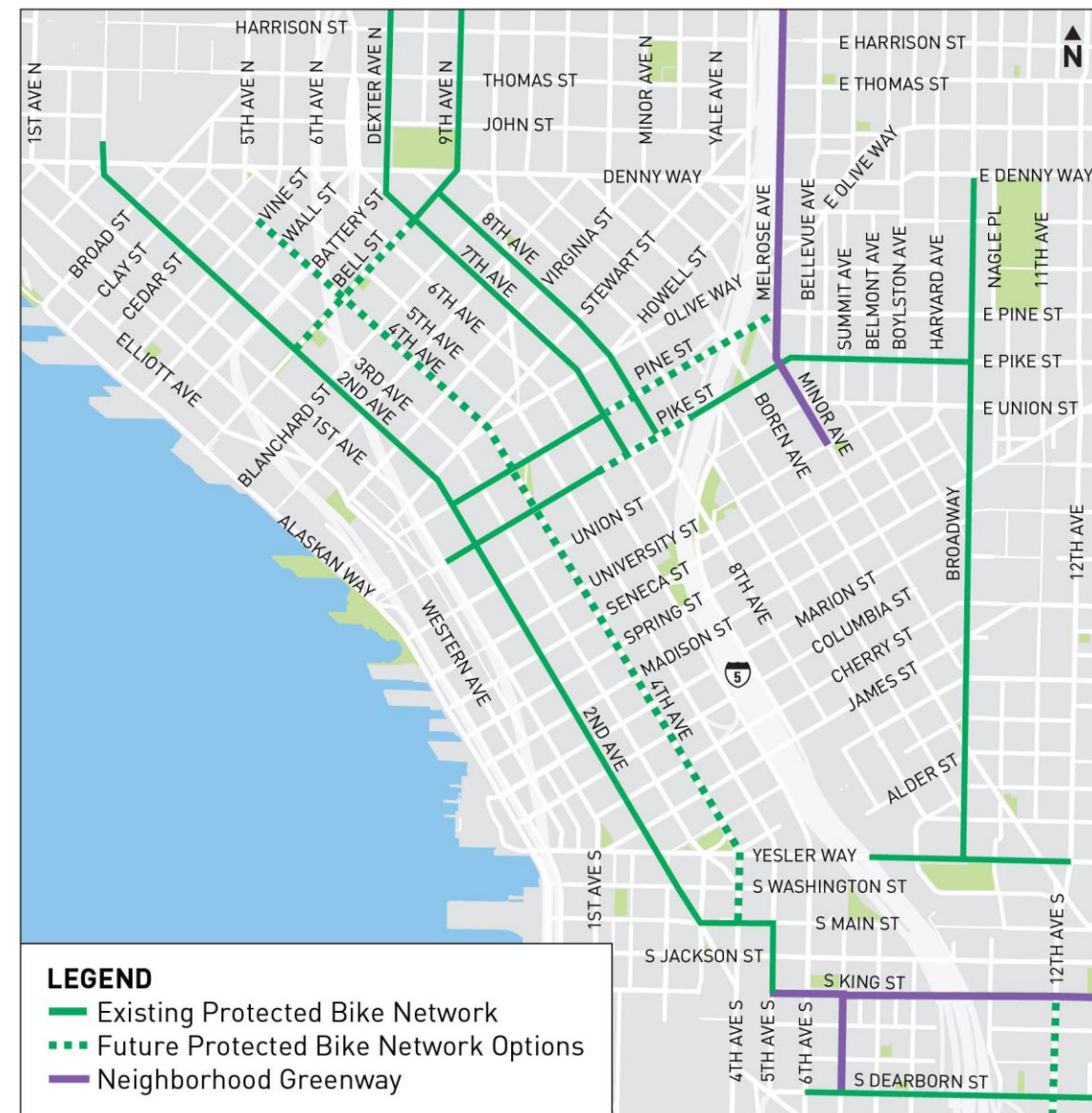
GUIDING PRINCIPLES

- 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



IMPLEMENT PROTECTED BIKE LANES

- Provide safe and attractive protected bike lanes on Pike and Pine, serving a wide range of users and making key connections in the City's bike network



THE NEW PIKE 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, more greenery, active business frontages and iconic lighting will create places to linger and enjoy city life.

BETTER CONNECTED

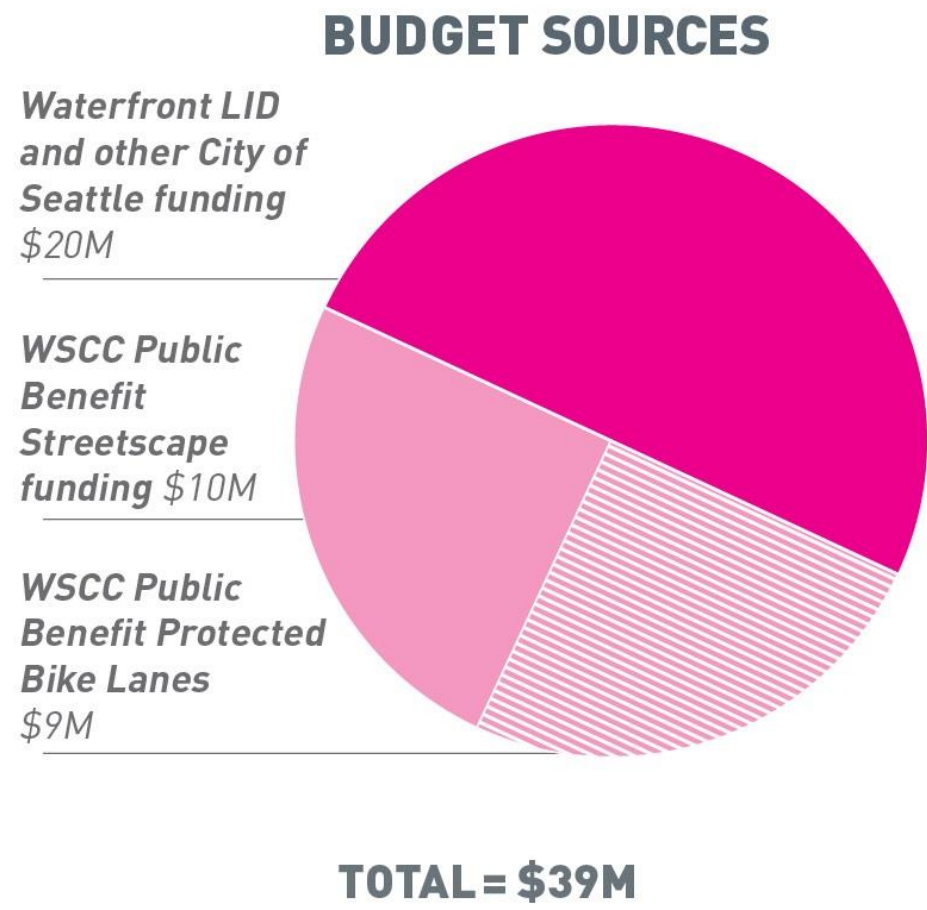
Pike and Pine will have a more consistent character and identity from end to end. The connection to Capitol Hill over the freeway will be more welcoming, with wider sidewalks, higher rails, greenery and pedestrian lighting. The connection to Pike Place Market will feature curbless streets to calm traffic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

SCHEDULE

Pike Pine Streetscape and Bicycle Improvements Design and Construction Schedule:

- Begin 60% design phase – December 2020
- Complete 60% design and cost estimate – May 2021
- Complete 100% design – December 2021
- Projected construction start date – Fall 2022

BUDGET SOURCES



RECENT OUTREACH AND COMMITTEE BRIEFINGS

- Downtown Seattle Association
- Pike Place Market Public Development Authority
- Bellwether Housing
- Seattle Bicycle Advisory Board
- Seattle Design Commission
- Plymouth Housing
- Tabling at Westlake Park (see image)
- Pike Place Market Senior Center
- Pike Market Food Bank
- Pike Place Market Social Services
- Seattle Neighborhood Greenway



OUTREACH FEEDBACK

- Ensure a complete tree canopy through infill with appropriate species and soil improvements and cleaner area with attractive landscape-trees, plants, flowers, greenspace
- Provide bicycle paths that are safe and comfortable for riders of all abilities
- Ensure the stretches above and east of I-5 are improved similarly to the downtown portion of the project
- Provide adequate seating and resting areas/stopping points for pedestrians throughout the corridor
- Clarify locations of gathering spaces, points of pause, and entry sequences in the design
- Ensure visibility of transit entrances
- Integration of public art into the project
- Expand outreach to include a broader equity lens.
Analyze which groups/audiences are engaged and how their input influences the design
- Provide on 300 block of Pine St. loading and unloading spaces for regular building operations
- Consistent and improved lighting to make it a welcoming and safe space also reduces communication breakdown
- Fix irregularities on the sidewalks/pavement because of the mobility challenges of some pedestrians (use of walker, cane, wheelchair)

PUBLIC ARTISTS



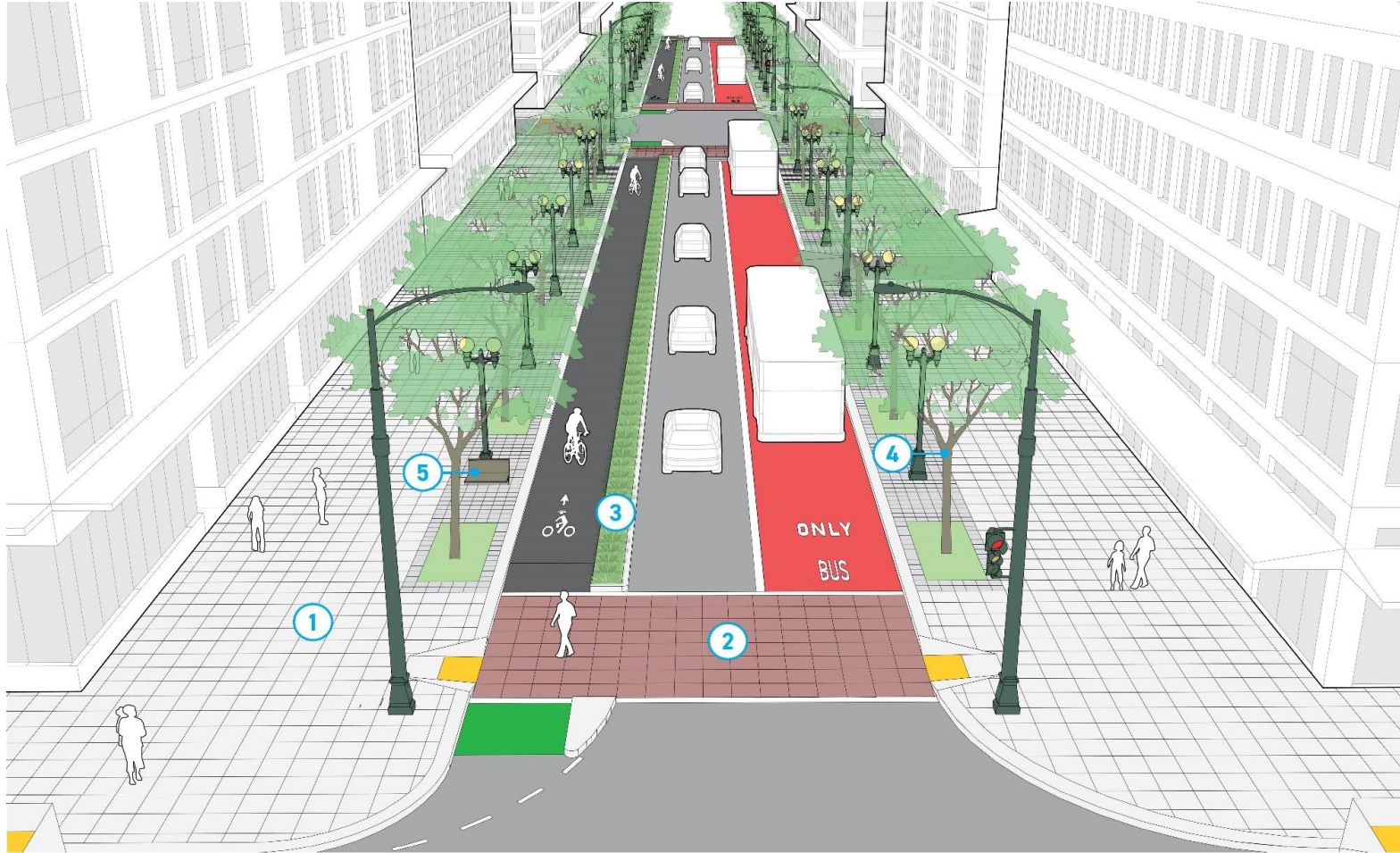
Derek Bruno is a multidisciplinary artist with a background in industrial design. With a studio practice centered around the nature of human perception and the cognitive visual experience, his work often takes the form of site-specific works for commercial and private clients.



Gage Hamilton is an artist, curator and arts organizer. He was the lead artist and curator for the SODO track project, a corridor project over two miles long. He has coordinated artworks working in close collaboration with artists and community stakeholders.

“Our interest in this opportunity stems from a shared desire to effect positive change in the way we interact with the built environment; specifically reimagining public spaces with the value of an art driven vision to strengthen community.”

ELEMENTS OF CONTINUITY



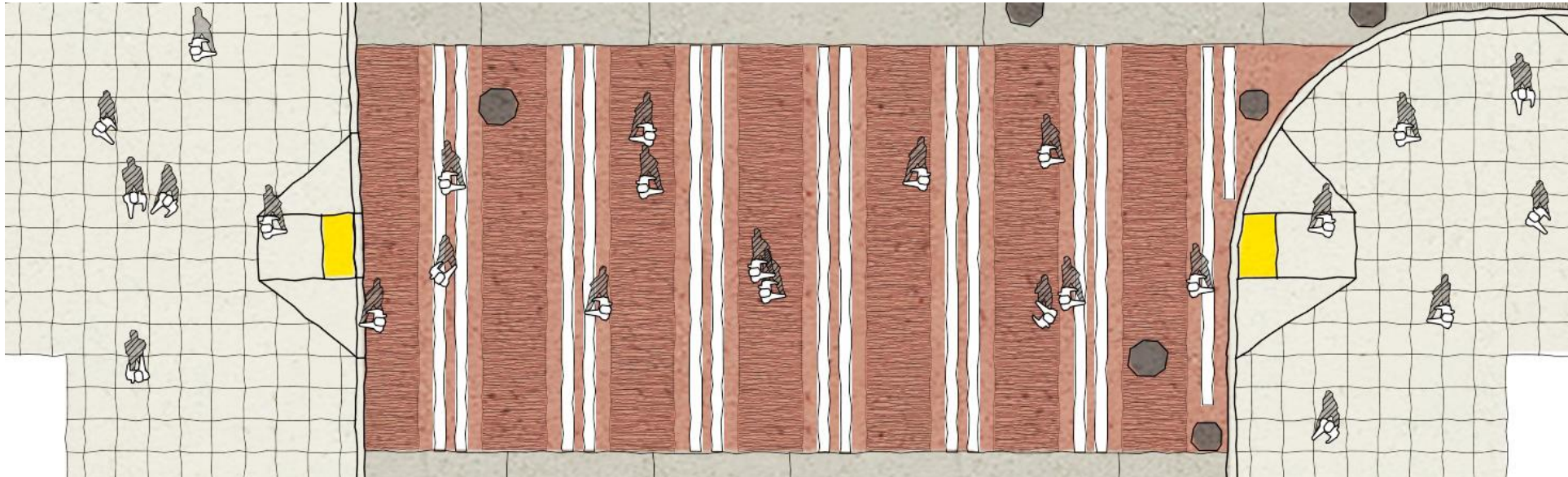
PROPOSED STANDARD BLOCK

- ① Consistent quality of sidewalk paving
- ② Signature crosswalk design
- ③ Protected bike lane + planted buffer
- ④ Enhanced tree canopy
- ⑤ Seating (public + private)
- ⑥ Public art (not pictured)

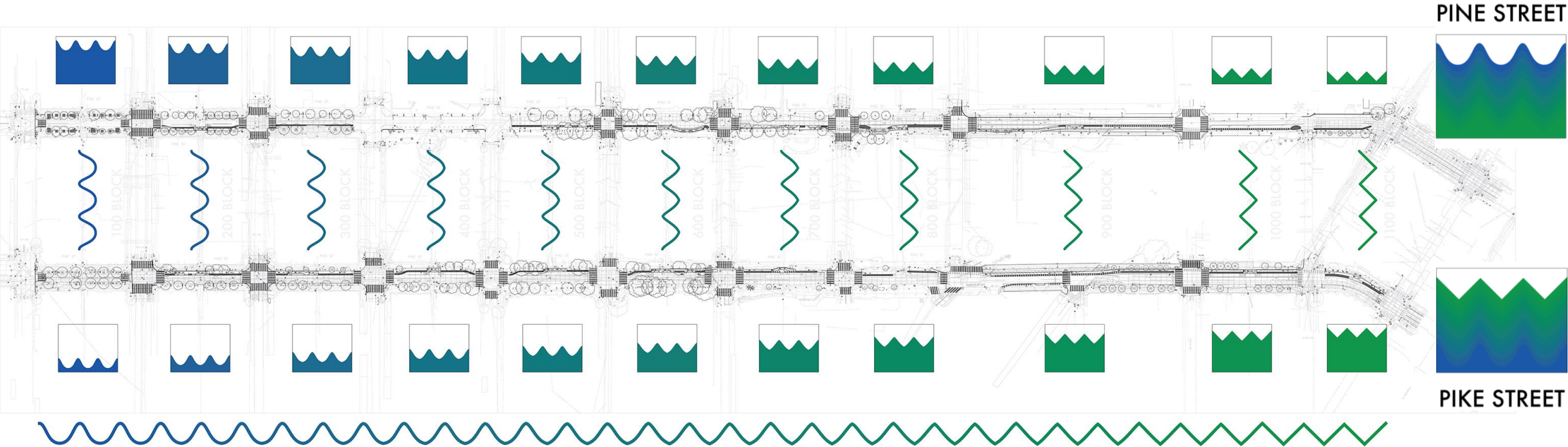
BIKE LANE BUFFER AND PLANTERS



PROPOSED CROSSWALK DESIGN



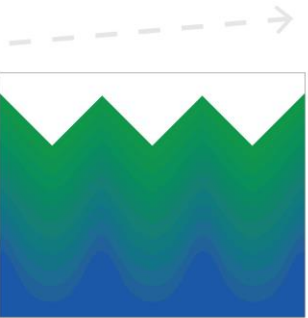
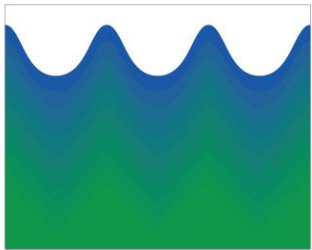
PUBLIC ART INTEGRATION



PUBLIC ART INTEGRATION



PINE STREET



PIKE STREET



SEATING STUDY UPDATE

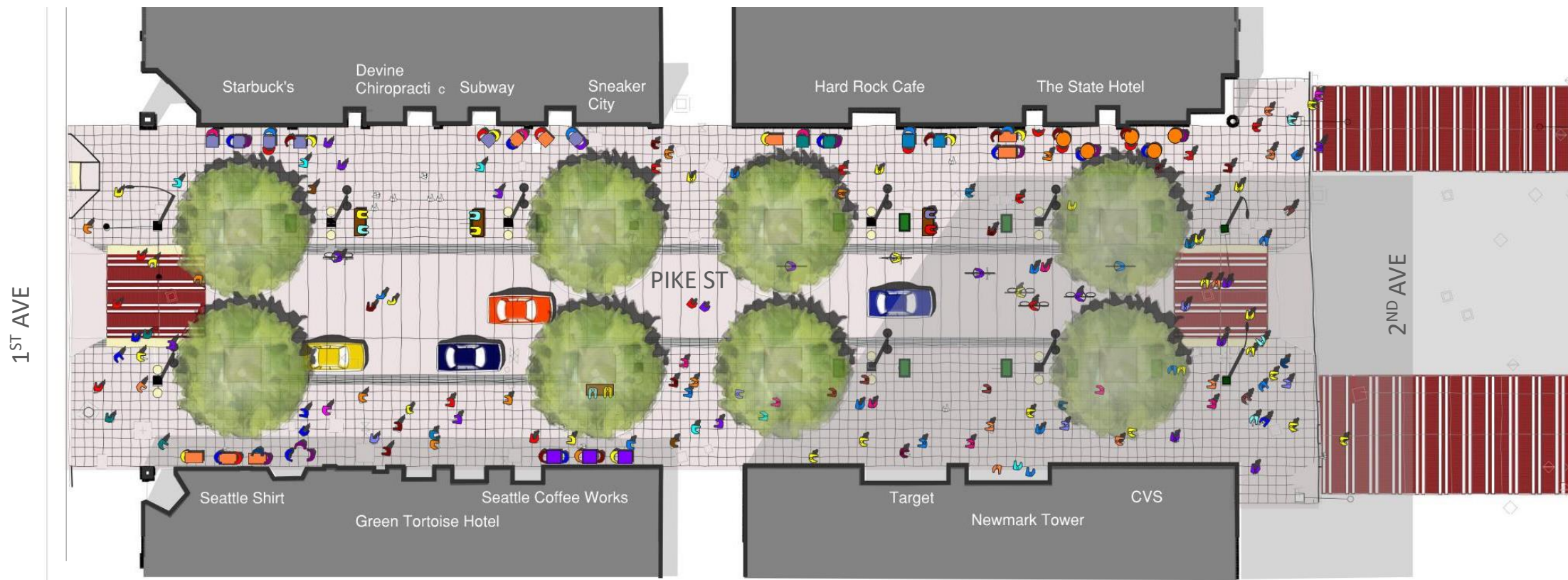
- Seating locations throughout the corridor have been identified by the design team based on:
 - Street vitality and active store frontages
 - Visibility and safety
 - Providing places of rest during the climb to Capitol Hill
 - Easily relocated as necessary
- Backless and backed seat options are being selected. Images to the right are not final selections.



100 PIKE EXISTING



100 PIKE PROPOSED



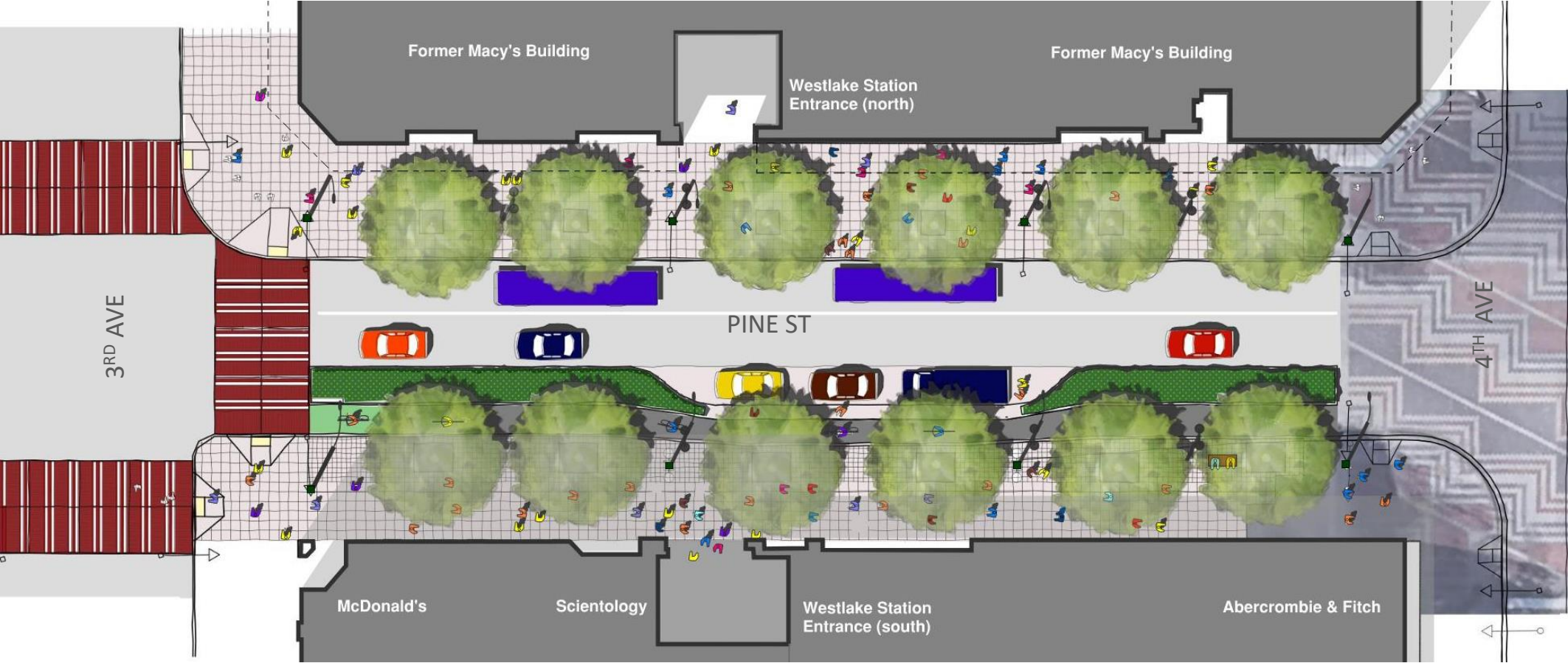




300 PINE EXISTING



300 PINE PROPOSED



300 PINE PROPOSED



PINE BRIDGE EXISTING

- Updates:
- Straighten/correct

PINE BRIDGE PROPOSED

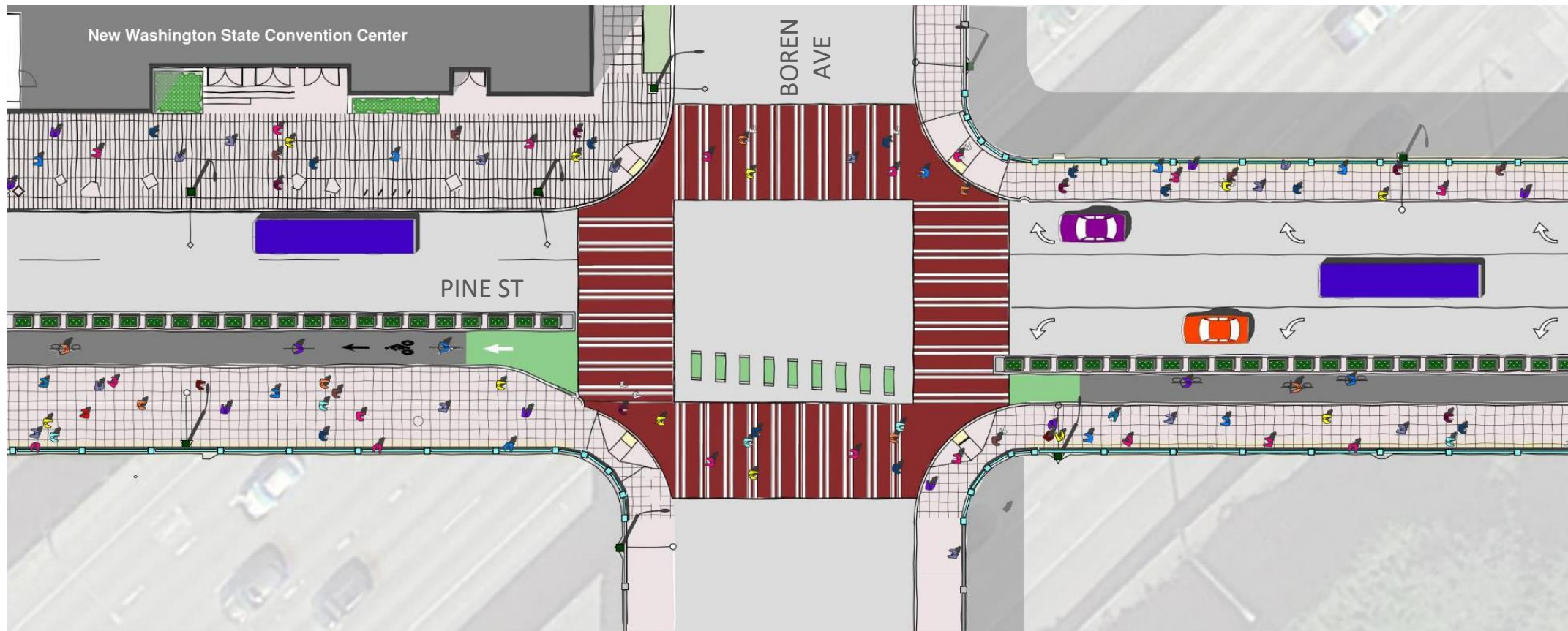




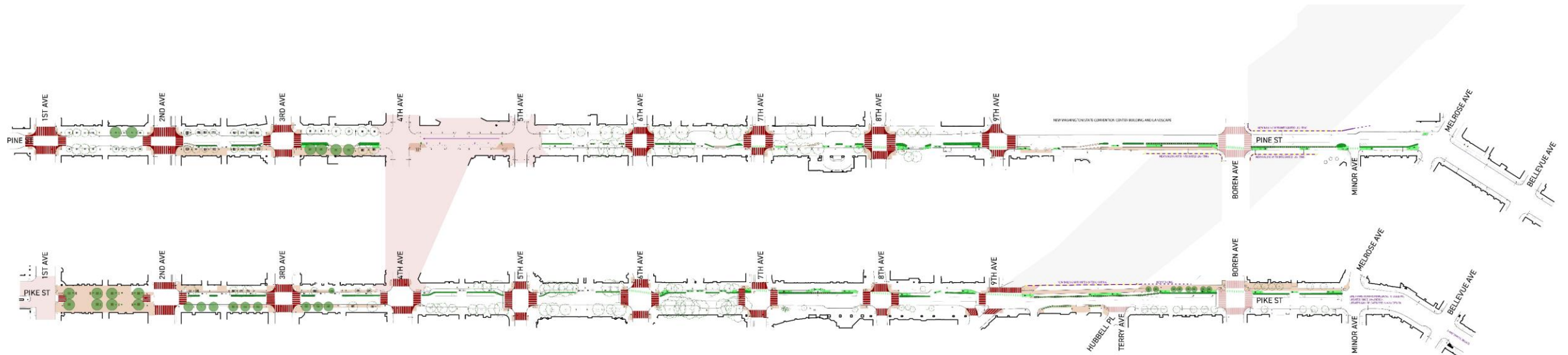
Image courtesy of
ZGF Architects in
collaboration with
LMN Architects.
WSCCA likeness
produced in
collaboration with
LMN Architects.

PIKE BRIDGE EXISTING





WHAT'S NEW IN THE CORRIDOR?



QUESTIONS?

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