PROJECT LIMITS

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS
WATERFRONT CONNECTIONS
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 LAKES

• 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 more visible crosswalks, wider sidewalks, protected bike lanes and positive street activity.

MORE DYNAMIC
Public seating and sidewalk cafes, more greenery, active business frontages and corridor-specific art treatments 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 a curbless street to calm traffic and welcome pedestrians.
Pike Pine Streetscape and Bicycle Improvements Design and Construction Schedule:

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

- Waterfront LID and other City of Seattle funding: $20M
- WSCC Public Benefit Streetscape funding: $10M
- WSCC Public Benefit Protected Bike Lanes: $9M

Total = $39M

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS
CHANGES SINCE 30% DESIGN

• Not shown in presentation:
  • Reduced lighting scope
  • Refined concrete sidewalk scope

• Changes shown throughout presentation:
  • Changed to concrete bike buffers, with concrete planters, east of 5th Ave.
  • 100 Pine switched from curbless to curbed
  • Reduced quantity of concrete planters
  • 300 Pine design updated to focus on generous pedestrian connection
  • Design refined at Pike Street Bridge to respond to WSDOT load criteria change
  • Began integration of art program
  • Redesigned PBL transition on Pike at Melrose/Bellevue
30% DESIGN SDC FEEDBACK SUMMARY

• SDC approve the 30% Design, with the following condition: Show how your approach to equity is consistent with the Commissions policy including groups and audiences you are reaching out to and how their input is influencing planning and design along the corridor. Provide insight that your outreach efforts reflect the diversity of the downtown community and how their concerns and aspirations are being incorporated into the design.

• Consider structured soil at new trees
• Consider view corridor when selecting tree species
• Explore widening of bike lanes
• Consider providing more improvements at the intersections where Pike and Pine cross Boren Ave.
• Provide more information about the integration of bridge lighting
• Consider more pedestrian seating
• Provide more information on the role of entrances, gateways, pause points, and gathering spaces as activation elements.
• Improve the legibility of transit station entrances
• Explore options that exclude or re-locate the SPD mobile unit
• Consider the relationship between current indigenous pattern at Westlake and the proposed design in the central focus area.
• Provide information about art integration along the project corridor.
COMMUNITY COORDINATION DURING CONCEPT DESIGN

- Sounding board
- Briefings to stakeholder groups
- January 17, 2017 - public open house:
  - 160 estimated attendees, 77% live or work downtown
  - “Online open house” – over 100 comments
- October 23, 2017 - public open house:
  - 180 estimated attendees
  - “Online open house” – over 200 comments
COMMUNITY FEEDBACK: KEY THEMES

• 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
• Corridor between 4th-9th avenues works well; extend this success to I-5 overpasses and Pike and Pine between 1st-4th avenues
RECENT OUTREACH AND COMMITTEE BRIEFINGS

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

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS
RECENT OUTREACH FEEDBACK

Overriding and universal concern:
• “Make the streets safe.”

Needs accommodated:
• Add commercial and passenger load zones to serve Gilmore Apartments at 3rd and Pine
• Add bench seating for folks who are older or less mobile

Needs referred:
• Public restrooms. Restrooms are not within our scope and budget –
  will communicate need to relevant City departments
ELEMENTS OF CONTINUITY

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS

PROPOSED STANDARD BLOCK

Public art (throughout)

1. Consistent quality of sidewalk paving
2. Protected bike lane + planted or curbed buffer
3. Signature crosswalk design
4. Enhanced tree canopy
5. Seating (public + private)

Corridor Cleanup (throughout): Refresh/clean/paint/remove redundant street furniture
ART INTEGRATION

BLOCK IDENTITY
CONCRETE BIKE LANE BUFFER

- Artist applied patterns are an element of continuity that appear on various surfaces throughout the corridor.

Pattern language on new bike lean rails

Pattern stamped on concrete buffer
PLANTED BIKE LANE BUFFER WEST OF 5TH AVE

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS
RAISED PLANTERS ON PINE BRIDGE & AT BIKE STOP ZONES

Artist pattern - as planter form

Artist pattern - surface applied
CROSSWALK DESIGN

Crosswalk Design with alternating smooth and raked finish
CROSSWALK DESIGN

Westlake Pavers  
Pike Place Brick  
Colors review in progress

Raked tine concrete finish
SEATING

- 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
CURBLESS BLOCK
100 PIKE
PAVING AND PLANTING

- Full depth color concrete in charcoal (SDOT standard)
- Light gray concrete (standard)
- Truncated dome tactile
- Directional tactile paver
100 PIKE
DRAINAGE - SCHEMATIC
100 PIKE
SECTION - CURBLESS BLOCK

Section looking west

Tactile Wayfinding Paver
100 PIKE
SECTION – DRIVEWAY-STYLE TRANSITIONS

Section looking north
100 PIKE PROPOSED
YOUNG TREES
100 PIKE PROPOSED
100 PINE EXISTING
100 PINE UPDATE

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS

Simply Seattle
Cupcake Royale
Seattle Coffee Works
H Mart Downtown Seattle
Palihotel Seattle
The Hart and the Hunter
BECU credit union
100 PINE UPDATE

- Retain existing curbs, healthy trees, and light fixtures
- Infill missing trees
- Expanded tree wells with enhanced flexible porous pavement
- New north-south crosswalks
- New east-west crosswalks at 2nd
- New benches
- Sidewalk paving repairs as needed
300 PINE DESIGN EVOLUTION
EXISTING CONDITION
300 PINE DESIGN EVOLUTION

Existing - Section looking east

Existing Conditions

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS
300 PINE DESIGN EVOLUTION
30% DESIGN

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS
300 PINE DESIGN EVOLUTION

CHANGED CONTEXT SINCE 30% DESIGN:

- 3rd and Pine shooting – concerns about personal safety and illegal activity
- COVID 19 Pandemic and effects on downtown economy and street activity
- Interim public space effectiveness challenged by odd shape, weak fronting uses, need for programming, illegal activity, and confusion about purpose of space
- DSA concerns about cost and effectiveness of programming a public space in this location
- Request for loading zones for adjacent affordable housing and light rail tunnel entrance
- Future new tenants in Macy's building may improve activation on north side of street
300 PINE PROPOSED
300 PINE
SECTION THROUGH PLANTED BUFFER

Section looking east

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS
300 PINE
SECTION THROUGH LOADING ZONE

Section looking east

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS

City of Seattle
PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS
RAILING AT I-5 BRIDGES

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS
PINE BRIDGE PROPOSED

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

Section looking west
PIKE BRIDGE ART AS PLACEMAKING
PIKE 6TH AVE – 9TH AVE

vehicle and bike direction
800 PIKE
SECTION – EXISTING

Section looking east
PINE 9TH AVE - BELLEVUE AVE

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS
Section looking east
PINE 6TH AVE – 9TH AVE

vehicle and bike direction

PIKE PINE STREETScape & BICYCLE IMPROVEMENTS
Section looking east
PINE AND 8TH
SECTION

Section looking east
PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS

PINE 1ST AVE - 5TH AVE

vehicle and bike direction
PINE AT WESTLAKE
SECTION

Section looking east
COUPLE TRANSLITION AT BELLEVUE AVE.

*Eastbound Bikes - Option to access existing bike lanes on Pine St East of Melrose Ave*

*Westbound Bikes turn at Melrose, using Melrose Promenade improvements to continue to Pine Street PBL*

*Eastbound and Westbound Bikes connect to existing protected bike lanes East of Bellevue Avenue*

*Eastbound Bikes cross from North side to South side of Pike St at Melrose Avenue*
SUSTAINABILITY

• Eliminates gaps in the protected bike lane network and encourages cyclist trips to and through the corridor
• Supports transit (dedicated lane, improved transit speed and reliability)
• Provides trees and vegetative buffer to reduce heat island effect and sequester carbon
• Creates an enhanced pedestrian environment to promotes walking
• Increasing space for pedestrians and bicyclists encourages active modes of transportation
• Adjacency of pedestrian and bike infrastructure to BRT, bus, and light rail options increases potential for multimodal trips
• Reuse of materials, such as the Westlake Pavers, is being considered where possible
• Fosters public life in downtown, encouraging individuals to choose to live adjacent to these amenities.

“Cities offer a high proportion of multiple-family housing, which reduces per capita consumption of land, infrastructure and just about everything else.”

-Scientific American
QUESTIONS?