PIKE PINE STREETSCAPE AND BICYCLE IMPROVEMENTS
SEATTLE DESIGN COMMISSION
90% DESIGN UPDATE
February 17, 2022
PROJECT LIMITS
WATERFRONT CONNECTIONS

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS
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 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 & BICYCLE IMPROVEMENTS
SCHEDULE

Pike Pine Streetscape and Bicycle Improvements Design and Construction Schedule:

• Project advertised – Spring 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 $10M

TOTAL = $40M
Art elements well received, need for more clarity and strengthening of concept

Positive feedback for:
- Not replacing all sidewalks
- Bicycle improvements at Westlake Park and Bellevue Avenue
- Crosswalk design
- Seating
- Outreach performed
- Tree additions/replacements
- Accessibility

Requests:
- Interagency collaboration – Work with WSDOT to achieve a greater result than paint and post, work with Sound Transit to improve station entrances
- Provide reassurance that construction will not leak harmful/toxic elements into the water
CHANGES SINCE 60% DESIGN

- Further discussion with WSDOT has allowed the Project to restore the original Pike Street bridge design concept of expanded sidewalks and raised planters on the protected bike lane buffer
- Resolution of bicycle circulation through 400 block of Pine (Westlake)
- Two previously-proposed raised pedestrian/bikeway crossings now proposed as street-level passenger load zones
- Addition of 7 trees to the 700 and 800 blocks of Pike Street (at existing WSCC planters)
- Selection of benches for corridor
- Further coordination and integration of Art program into corridor
ELEMENTS OF CONTINUITY

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

Additionally:
Public art (throughout)
Corridor Cleanup (throughout): Refresh/clean/remove redundant street furniture
PLANTED BIKE LANE BUFFER WEST OF 5TH AVENUE

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS
CORRIDOR PLANTINGS - TREES

Japanese Hornbeam (*Carpinus japonica*)  
Patriot Elm (*Ulmus ‘Patriot’*)  
Emerald Sunshine Elm (*U. davidiana var. japonica ‘Emerald Sunshine’*)  
Greencolumn Maple (*Acer nigrum ‘Greencolumn’*)
CORRIDOR PLANTINGS - SHRUBS

Pink Princess Potentilla (*P. fruticosa* ‘Pink Princess’)
Compact Inkberry (*Ilex glabra* ‘Compacta’)
Magic Carpet Spirea (*Spiraea japonica* ‘Walbuma’)
CORRIDOR PLANTINGS - GROUNDCOVER

Silver Dragon Lilyturf (*Liriope spicata* 'Silver Dragon')

Black Mondo Grass (*Ophiopogon planiscapus* ‘Nigrescens’)

Mountain Cranesbill (*Geranium pyrenaicum* ‘Bill Wallis’)

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS
CONCRETE BIKE LANE BUFFER EAST OF 5TH AVENUE

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS
INTEGRATED ART ALONG PROTECTED BICYCLE LANES

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

Stamped concrete buffer

Stamped concrete planter
BICYCLE AMENITIES

Bicycle rack – proposed in 10 locations to supplement existing racks

Bicyclist leaning rail – proposed in 18 locations
Crosswalks as elements of continuity and identity
CROSSWALK DESIGN

Crosswalk Design with alternating smooth and raked finish
CROSSWALK DESIGN

Westlake Pavers

Pike Place Brick

Selected Color: Sika Brick Red

Raked tine concrete finish
SEATING

- 23 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 versions of the Landscape Forms Generation 50 bench have been selected
  - Wood seating surfaces (thermally modified ash)
  - Powder coated cast aluminum hardware
100 PIKE (EXISTING)
100 PIKE (PROPOSED)
100 PIKE (PROPOSED)
100 PIKE
PAVING AND FURNISHINGS

Full depth color concrete in charcoal (SDOT standard)
Light gray concrete (standard)

Pike Street

1st Ave

Seattle Shirt
Seattle Coffee Works
Green Tortoise Hotel

Starbucks
Devine Chiropractic
Subway
Sneaker City

Hard Rock Cafe
The Stile Hotel

Target
Newmark Tower
CVS

Planters

Benches
300 PINE (PROPOSED)
300 PINE
PLAN

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS
PINE BRIDGE (EXISTING)
PINE BRIDGE (PROPOSED)

Image courtesy of ZGF Architects in collaboration with LMN Architects. WSCCA likeness produced in collaboration with LMN Architects.
PINE BRIDGE
EXTENT OF RAIL IMPROVEMENTS

NEW WASHINGTON STATE CONVENTION CENTER BUILDING AND LANDSCAPE

NEW RAILING WITH INTEGRATED LIGHTING

INTERSTATE 5 (BELOW)

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS
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PINE BRIDGE
SECTION

NEW PEDESTRIAN RAIL

17’-9”  7’  4’  11’  10’  20’-3”
SIDEWALK  BIKE  BUFFER  VEHICULAR LANES  FUTURE WSOC ADDITION SIDEWALK VARIES

70’
RIGHT-OF-WAY

Section looking west

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS
PIKE BRIDGE (EXISTING)
PIKE BRIDGE (AT 60% DESIGN)
PIKE BRIDGE (CURRENT DESIGN)
Section looking west
RAILINGS AT I-5 BRIDGES

ELEVATION

Pedestrian rail with Sound to Summit motif
RAILINGS AT I-5 BRIDGES

Pedestrian rail with Sound to Summit motif

Integrated lighting in handrail
RAILING AT I-5 BRIDGES
WESTLAKE PARK

PIKE PINE STREETSCAPE & BICYCLE IMPROVEMENTS
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Section looking east
QUESTIONS?

PIKE PINE STREETScape & BICYCLE IMPROVEMENTS