PIKE PINE RENAISSANCE: ACT ONE

October 19, 2017
WATERFRONT SEATTLE PROGRAM
PROJECT INTRODUCTION

• Pike and Pine streets, between First and Melrose avenues

• Pedestrian and streetscape improvements

• Budget: $20 million (design and construction) for 1st to 9th avenues; potential for an additional $10 million for 9th to Melrose

• Funding source: Waterfront Local Improvement District, related projects
PROJECT LEADERSHIP

• Partnership between City of Seattle Office of the Waterfront and the Downtown Seattle Association (DSA)

• Builds on DSA’s 2013 Pike Pine Renaissance Design Vision

• Achieves a key Waterfront Seattle objective: improve east-west connections between the waterfront and surrounding neighborhoods

• City of Seattle will construct improvements as a part of Waterfront Seattle construction
Prior work: Portland Transit Mall and Downtown Boise
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
CONCEPT DESIGN
DEVELOPMENT
The corridor contains **unique attributes and landmarks** along varying segments of the corridor, but lacks **connecting elements** to create a continuous pedestrian experience.
CHALLENGES

• Budget is modest compared to length of corridor
• Inconsistent quality of pedestrian experience
• Poor connections between Downtown and Capitol Hill
• Concerns about negative activity at 3rd Ave and Pine St
• Few places to linger
• Transit station entrances are difficult to find
• Streets are not welcoming to bike riders of all ages and abilities
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TRANSIT HUB
Pike and Pine are a crossroads where people walk, bike, drive, and use public transportation, including buses, light rail, streetcar, and monorail. This map illustrates current and proposed multi-modal routes through Pike and Pine.

TRAFFIC VOLUMES
Pike and Pine are important traffic and transit connectors, but do not have the traffic-carrying capacity of the north-south avenues. Vehicular movements on Pike and Pine and the north-south avenues affect the pedestrian experience, whether crossing an avenue or walking along the corridor.

PEDESTRIAN VOLUMES
Pedestrian activity contributes to, and encourages, urban street vitality. Low pedestrian activity can also indicate weak or uncomfortable streetscapes and public environments, creating an unsafe feeling. The blue lines on this map depict the relative levels of pedestrian activity within the corridor. At four selected intersections, the green circles indicate the number of pedestrians using that intersection during the peak hour of the day in summer months.
Two, three globe lights - defining fixtures; inconsistent pattern
Sidewalk conditions and furnishings - variable, but quality and consistency could improve
Tree conditions vary, but could become more continuous
Vertical marquees and neon signs are interesting and unique features that add character
There are episodes of flexible space with activation, but uneven
The pedestrian experience is strained by lower street level vitality and lower perceptions of safety in the east and west reaches
Pedestrian mobility challenges – Pike and 9th, the I-5 overpasses, and Boren intersections

High pedestrian volumes – challenge for creating “staying places”

Automobiles, pedestrians and transit - accommodated, not optimized; cyclists – limited accommodation
OPPORTUNITIES

• Vehicle volumes are low compared to vehicle space in roadways
• Existing tree canopy and pedestrian lighting is an asset to enhance
• Opportunity to build on DSA’s successful programming at Westlake Park
• Pedestrian improvements through public and private development in corridor
• Improved design through coordination with concurrent transportation projects
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
PROJECT COORDINATION

Coordination with many other projects:

- One Center City
- Center City Connector
- Third Avenue Transit Corridor
- Westlake Park
- Washington State Convention Center
- Center City Bicycle Master Plan
- Center City Wayfinding
- Center City Public Art program
- SDOT downtown streetscape standards
- Private development projects
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.
ELEMENTS OF CONTINUITY
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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
LIGHTING

PROPOSED STREET AND PEDESTRIAN LIGHTING PLAN
TREES AND LANDSCAPING

Vegetated bike lane buffer  
Landscape elements on overpass  
Enhance existing tree canopy
TREES AND LANDSCAPING

PROPOSED TREES AND LANDSCAPING PLAN

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PROTECTED BIKE LANE

Raised protected bike lane

Vegetated bike lane buffer
PROTECTED BIKE LANE

PROPOSED BIKE LANE PLAN

- PROPOSED BIKE LANE IMPROVEMENTS
- 2ND AVE PROTECTED BIKE LANE
- SHARED STREET EXPERIENCE
WEST FOCUS AREA: 1ST – 4TH AVENUES

Curbless shared streets near Pike Place Market

Repaved sidewalks and crosswalks

Increased legibility at transit station entrances

Space for activation
WEST FOCUS AREA: PINE 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

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WEST FOCUS AREA: PINE 1ST – 4TH

Pine facing east from 3rd Avenue

Existing

Proposed
WEST FOCUS AREA: PIKE 1ST – 4TH

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WEST FOCUS AREA: PIKE 1ST – 4TH

Pike facing west from 2nd Ave

Existing

Proposed
CENTRAL FOCUS AREA: 4TH – 9TH AVENUES

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
CENTRAL FOCUS AREA: PINE 4TH – 9TH
CENTRAL FOCUS AREA: PIKE 4TH – 9TH
EAST FOCUS AREA: 9TH – MELROSE AVENUES

- Higher overpass railings with integrated lighting
- Increased landscaping
- Wider sidewalks, buffering pedestrians from road
- Gateway markers
EAST FOCUS AREA: PINE 9TH – MELROSE

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EAST FOCUS AREA: PINE 9TH – MELROSE

Pine facing east from 9th Avenue
EAST FOCUS AREA: PIKE 9TH – MELROSE
EAST FOCUS AREA: PIKE 9TH – MELROSE

Pike facing east from 9th Avenue

Existing

Proposed
ACTIVATION
ACTIVATION

**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)*
FUNDING

STREETSCAPE: WEST FOCUS AREA AND CENTRAL FOCUS AREA (FUNDING FROM WATERFRONT LID)

STREETSCAPE: EAST FOCUS AREA (FUNDING FROM WSCC STREET VACATION PUBLIC BENEFIT PACKAGE)

STREETSCAPE: WSCC ON-SITE IMPROVEMENTS

ADD PROTECTED BIKE LANES (FUNDING FROM WSCC STREET VACATION PUBLIC BENEFIT PACKAGE)

ENHANCE PROTECTED BIKE LANES (FUNDING FROM SOURCE TBD)
QUESTIONS?
BACK-POCKET
WEST FOCUS AREA: PIKE 1ST – 4TH

1st – 2nd

2nd – 3rd

3rd – 4th

All cross-sections face east
WEST FOCUS AREA: PINE 1ST – 4TH

1st – 2nd

2nd – 3rd

3rd – 4th

All cross-sections face east
CENTRAL FOCUS AREA: 4TH – 9TH

Pike 4th – 9th

Pine 4th – 9th

Existing

Proposed

All cross-sections face east
EAST FOCUS AREA: PIKE 9TH – MELROSE

All cross-sections face east
EAST FOCUS AREA: PINE 9TH – MELROSE

9th – Boren

Boren – Minor

Minor - Melrose

All cross-sections face east
Pike-Pine Multimodal Corridor Options

Option A: Baseline

Option B: Downtown Couplet with PBL Pair on Pike East of 8th Ave

Option C: Pike and Pine One-Way Couplet
Pike Pine Multimodal Corridor Options
2nd Avenue to 8th Avenue

Existing

Protected bike lanes
Pike Pine Multimodal Corridor Options
8th Avenue to Broadway

Existing

Option B

Option C

* Typical cross sections between Belmont Ave and Boylston Ave looking east.
CHALLENGED PUBLIC SPACES / FRONTAGES
Based upon the existing conditions analysis, several portions of the Pike Pine corridor are challenged as public spaces and street frontages. These areas need improvement to become high-vitality areas that entice activity and encourage lingering.

TREES
Street trees are highly variable on Pike and Pine. Some blocks have intact, well-maintained groves, while others have sparse coverage or several trees in very poor condition. City policy is to plant street trees on all downtown streets.

STREET LEVEL VITALITY & INVESTMENT
Tenants and property owners are making a broad array of investments on Pike and Pine. Facade improvements, new retail and restaurants, and development projects affect the look and feel of the area. This map overlays recent and proposed private investment projects and street vitality.

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PAVEMENT CONDITIONS
The condition of pedestrian pavement contributes to the ease and safety of walking, and makes an impression about quality of the pedestrian environment. Paving conditions vary along Pike and Pine. Where recent development has occurred, sidewalks are generally in good condition, whereas in the west and east reaches pavement quality has degraded.

INTERSECTIONS
The relative ease or challenge of crossing the street at an intersection is a major component of the pedestrian experience, and can be affected by the following factors:
- crosswalk length
- queueing space
- volume, speed and type of cross-traffic
- position of curb ramp (single vs. bi-directional)

MOBILITY
Pike and Pine are important streets for all modes of transportation, including transit (bus and light rail), cycling, and walking. Future mobility demands are important to consider as higher levels of transit ridership are expected, a new streetcar line is being built, and new cycle facilities are being considered.
SEATING
Spending time on Pike and Pine often involves sitting for an activity—like having coffee, eating a meal, or waiting for transit. Sometimes a place can be comfortable to read, people-watch, or chat with a friend. Different types of seating support these different activities.

NIGHTTIME VISIBILITY
Visibility is important for feeling safe and welcome as a pedestrian, especially at night. Features such as highly transparent storefronts, open facades without alcoves, and consistent lighting all contribute to an inviting nighttime experience.

LIGHTING
Lighting levels and locations vary significantly between blocks. Consistent light levels, minimal glare, and the ability to recognize faces are considered best practices for urban space lighting. Supplementary light elements like signage, awning lights, storefront signs, and festival lights can contribute to a greater sense of comfort at night. This map depicts the different types of globe fixtures along Pike and Pine.
DESTINATIONS
Pike and Pine have some of Seattle’s most memorable places and destinations dispersed along the corridor, such as Westlake Park, the Paramount Theatre, and Pike Place Market. There are additional opportunities scattered along Pike and Pine for future active and social destinations.

GENERAL STREET LEVEL VITALITY
Sidewalk design, together with ground floor activity, transparent facades, and high-quality storefront design, combine to shape the way we feel about place. VITAL streets are areas with high levels of activity, which are often great places for people to stroll, shop, and encounter friends.

IDENTITY ZONES
Placemaking and activation builds upon the strengths of existing character and function. Distinct activity segments are highlighted here as concepts for further exploration.

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PIKE PINE PROTECTED BIKE LANES

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