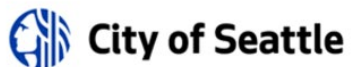


PIKE PINE RENAISSANCE: ACT ONE

Seattle Design Commission Update
December 2019



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

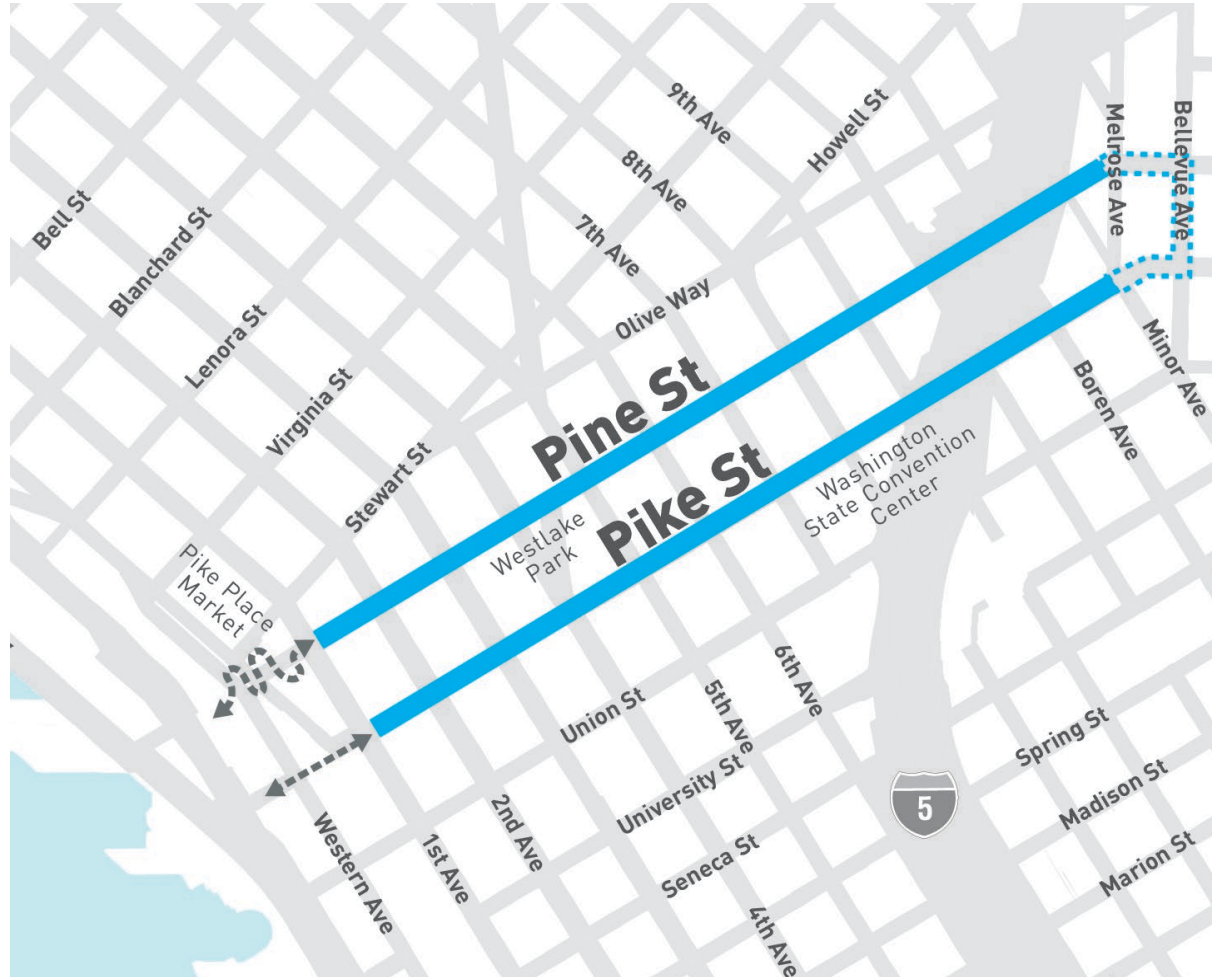
Pike and Pine will have a more consistent character and identity from end to end. The connection to Capitol Hill over the freeway will be more welcoming, with wider sidewalks, higher rails, greenery and pedestrian lighting. The connection to Pike Place Market will feature curbless streets to calm traffic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

GUIDING PRINCIPLES

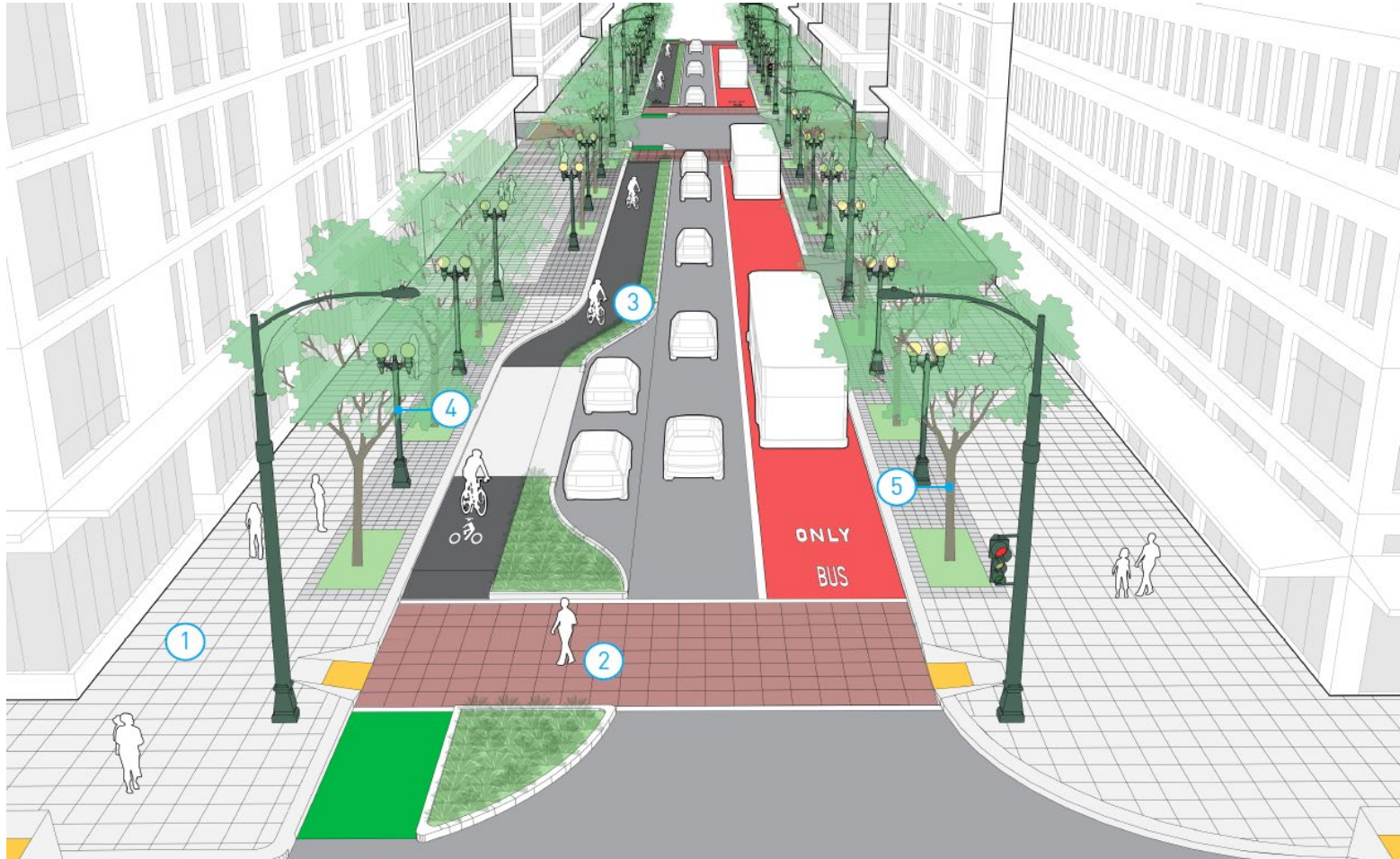
- Reinforce the role of Pike and Pine as **primary east-west pedestrian streets**
- Offer a **generous, safe and continuous** pedestrian experience
- Provide **places to linger** and enjoy city life
- Foster **stewardship and activation** by adjacent property owners and tenants



PROJECT LIMITS



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

PIKE BETWEEN 1ST AND 2ND - EXISTING



PIKE BETWEEN 1ST AND 2ND - PROPOSED



PIKE PINE RENAISSANCE
ACT ONE



Downtown
Seattle
Association



City of Seattle



PINE BETWEEN 3RD AND 4TH - EXISTING



PINE BETWEEN 3RD and 4TH – PROPOSED



EAST FOCUS AREA: 9TH – MELROSE AVENUES



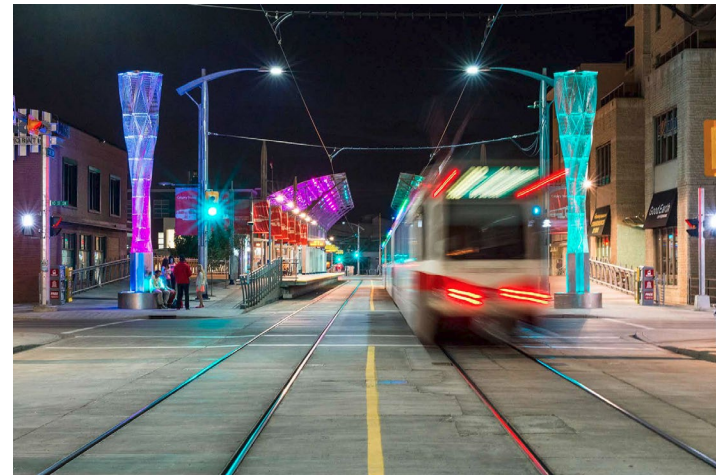
Higher overpass railings with integrated lighting



Wider sidewalks, buffering pedestrians from road

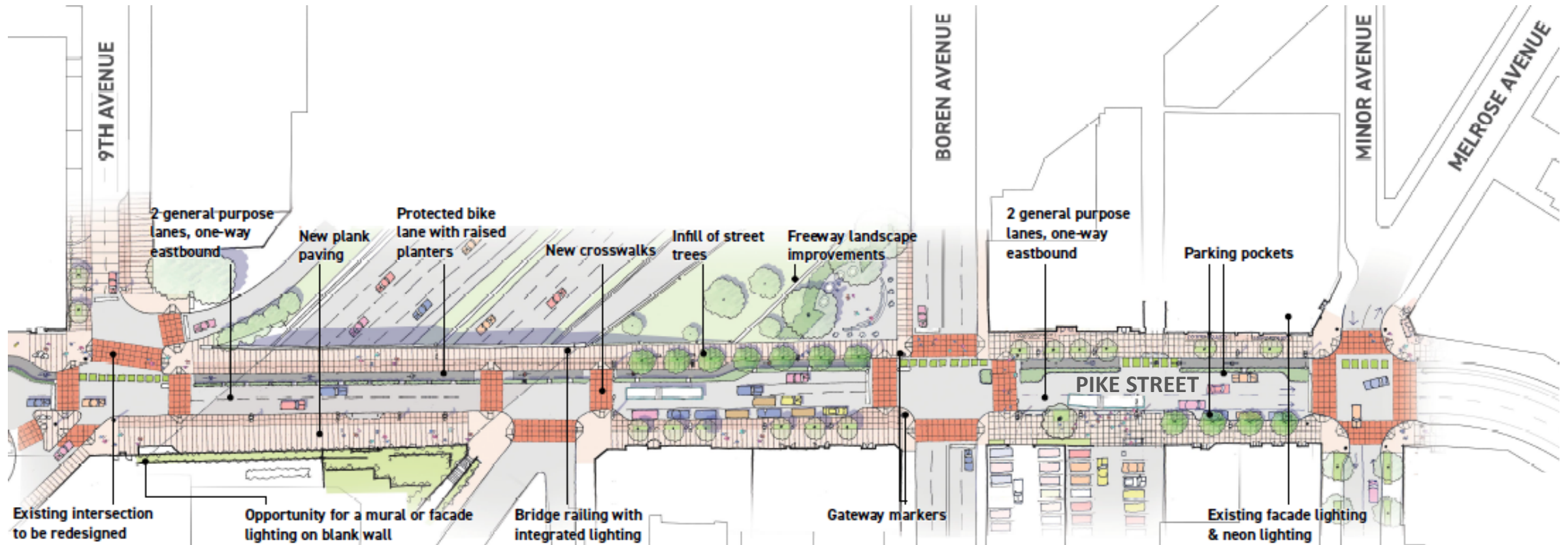


Increased landscaping



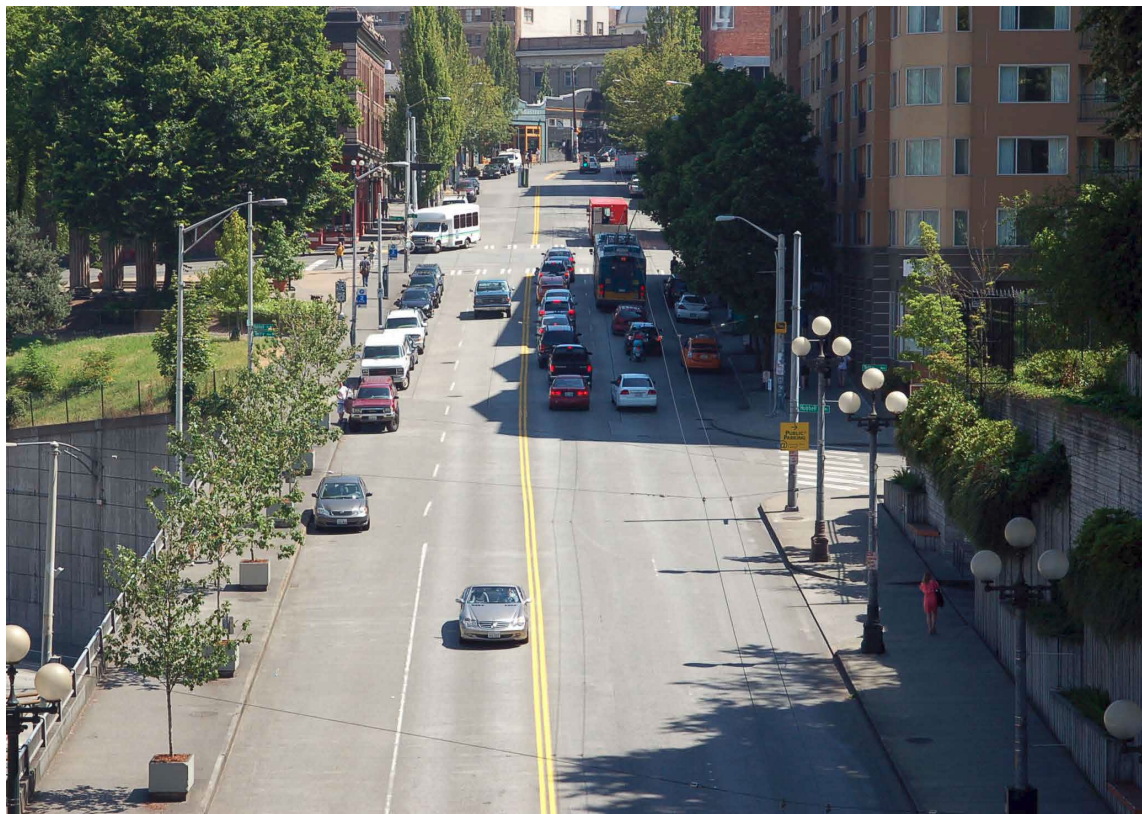
Gateway markers

EAST FOCUS AREA: PIKE 9TH – MELROSE

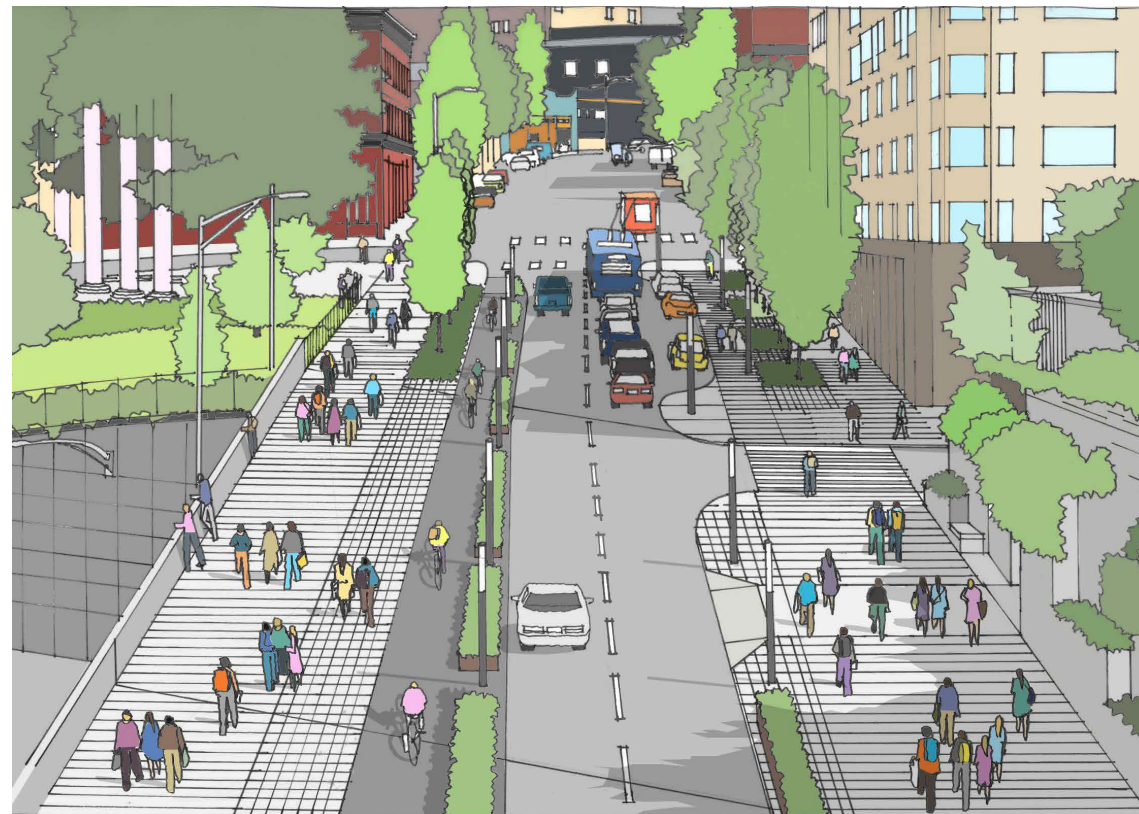


EAST FOCUS AREA: PIKE 9TH – MELROSE

Pike facing east from 9th Avenue

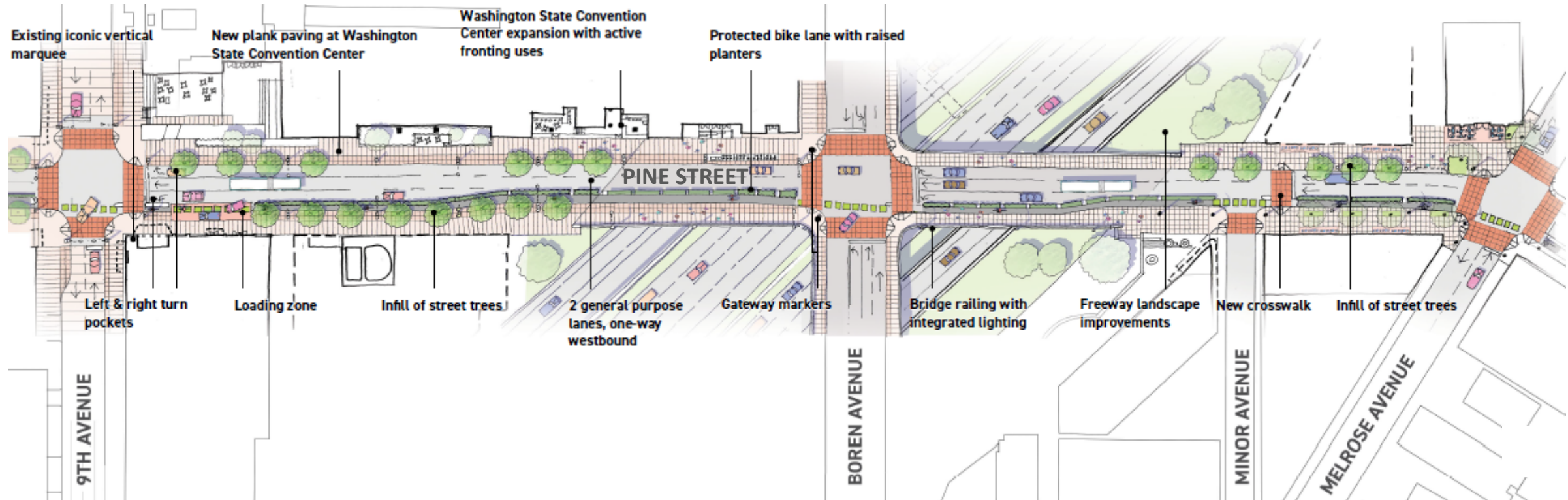


Existing



Proposed

EAST FOCUS AREA: PINE 9TH – MELROSE

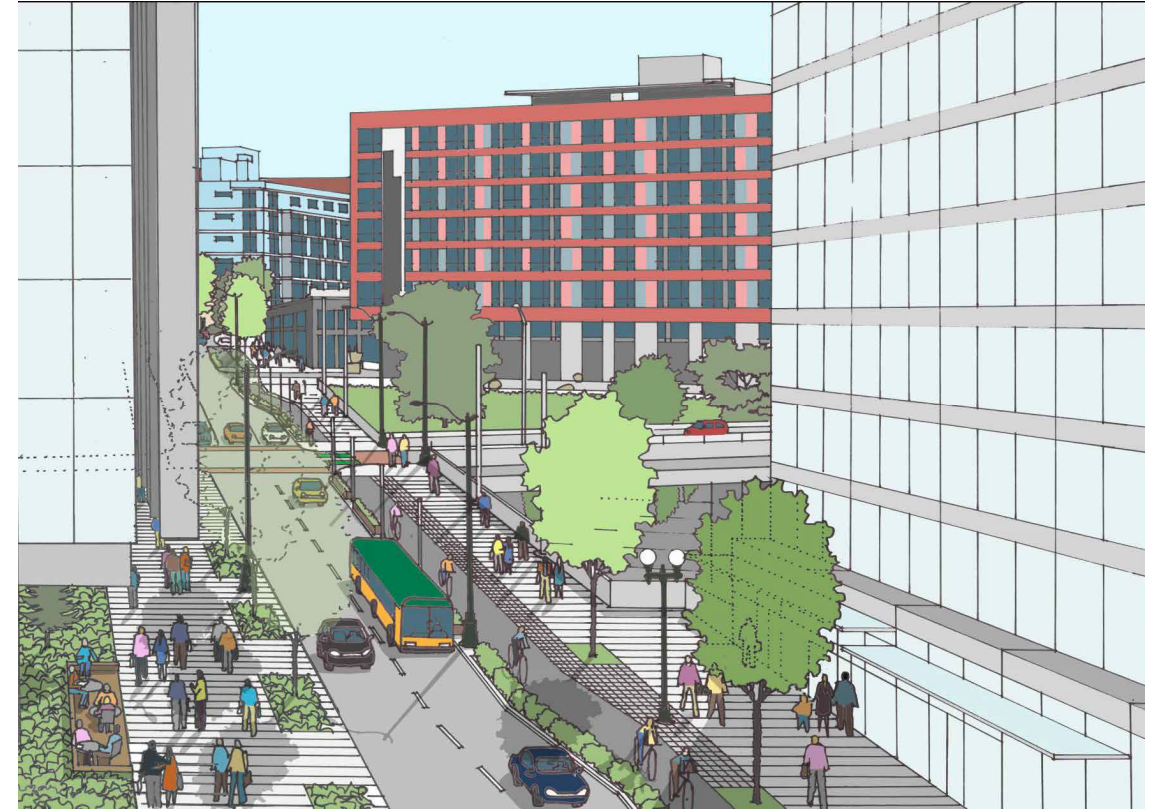


EAST FOCUS AREA: PINE 9TH – MELROSE

Pine facing east from 9th Avenue



Existing



Proposed

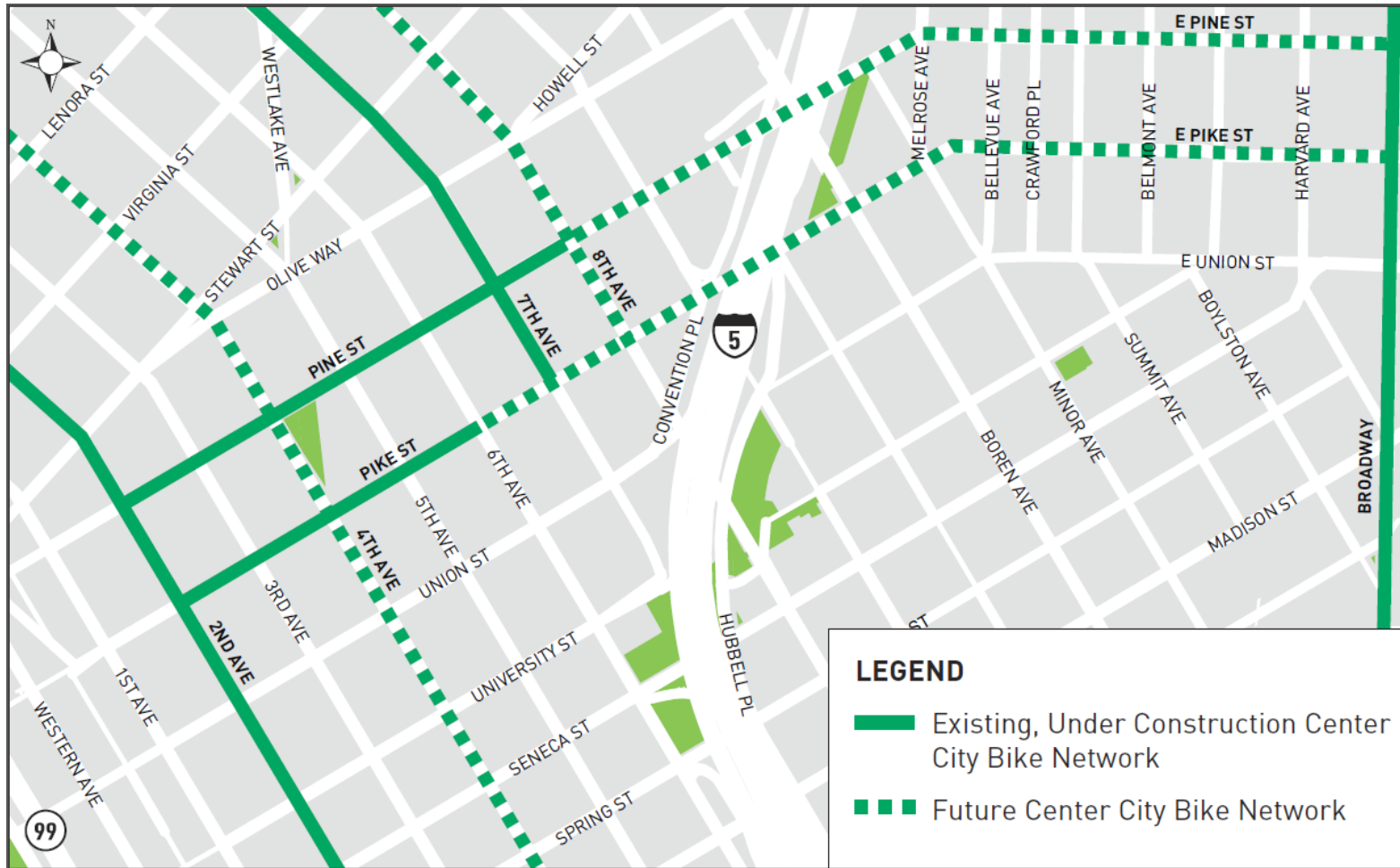
PROTECTED BIKE LANE



Raised protected bike lane



CENTER CITY BIKE CONNECTIONS



COMBINED STREETSCAPE AND PROTECTED BIKE LANE PROJECT

OWCP and SDOT are partnering to deliver both streetscape and bicycle lane improvements in a single capital project

Project owners:

- Monica Dewald (SDOT): Bicycle Master Plan implementation
- Steve Pearce (OWCP): streetscape/public realm improvements

Project Manager of combined Pike-Pine capital project:

- Thérèse Casper – OWCP

Project Manager for interim SDOT Pike PBL project:

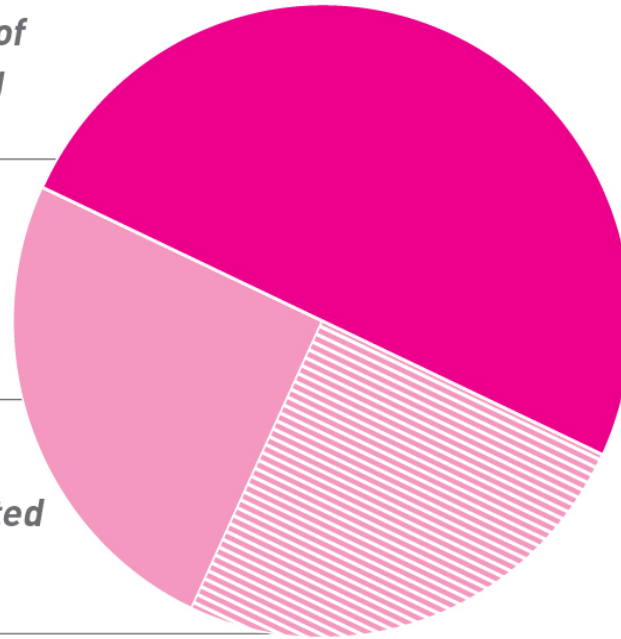
- Christiana Farrell – SDOT

BUDGET SOURCES

**Waterfront LID
and other City of
Seattle funding**
\$20M

**WSCC Public
Benefit
Streetscape
funding** \$10M

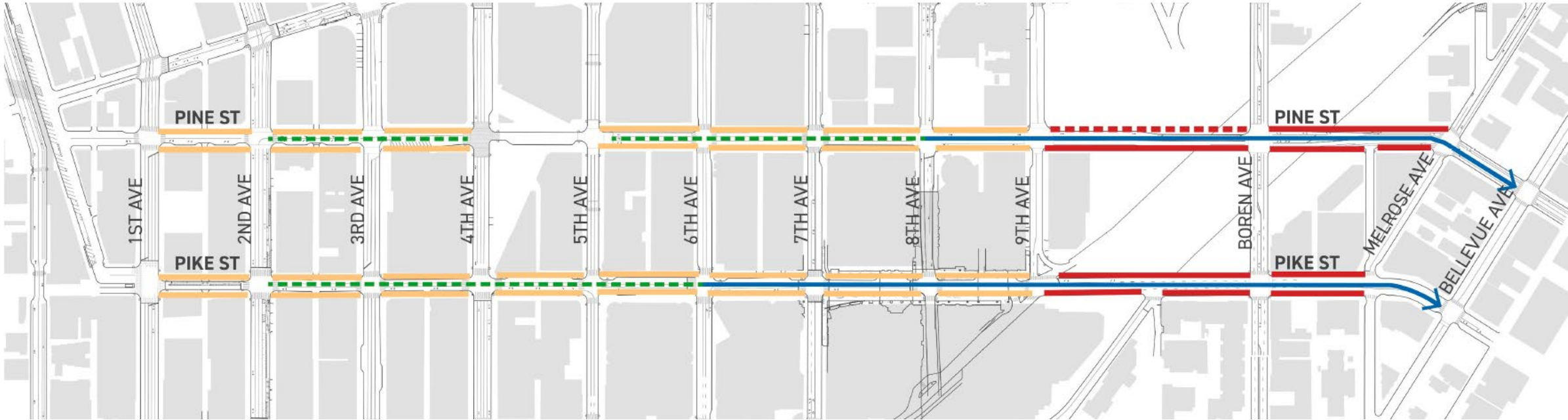
**WSCC Public
Benefit Protected
Bike Lanes**
\$7-10M



TOTAL = \$37 - 40M*

**Range in values is dependent on how much of WSCC public benefits funding for bicycle improvements are allocated to permanent improvements within the project area*

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)

PHASED PROJECT DELIVERY

- SDOT will complete final pieces of interim implementation of paint and post bicycle lanes between 8th and Broadway in 2020 – no changes to street network
- OWCP and SDOT will partner on a single capital project from 1st to Bellevue addressing both streetscape and PBL objectives – this project will extend the one-way couplet for bikes and vehicles east to Bellevue Avenue

WHAT HAS BEEN BUILT TO DATE?

Interim Protected Bike Lanes (“paint and post”):

- Pike - 2nd to 6th
- Pine - 2nd to 8th
- Pike - 9th to Broadway two-way

Interim public space:

- Pine Street between 3rd and 4th

SCHEDULE

Pike-Pine Renaissance Design and Construction Schedule:

- Begin 30% design – August 2019
- Complete 30% design and cost estimate – April 2020
- Complete environmental review – 3rd Q 2020
- Complete 100% design – September 2021
- Projected construction start date – June 2022

CONSTRUCTION TIMING CONSIDERATIONS

- Avoid “period of maximum constraint”
- Start construction after LINK to Northgate opening and the consequent reduction or elimination of redundant bus service in the corridor anticipated with September 2021 service change
- Avoid WSCC Addition construction
- Consider Center City Connector schedule – avoid cumulative impacts in area west of 3rd
- Consider cumulative effects of other public and private projects

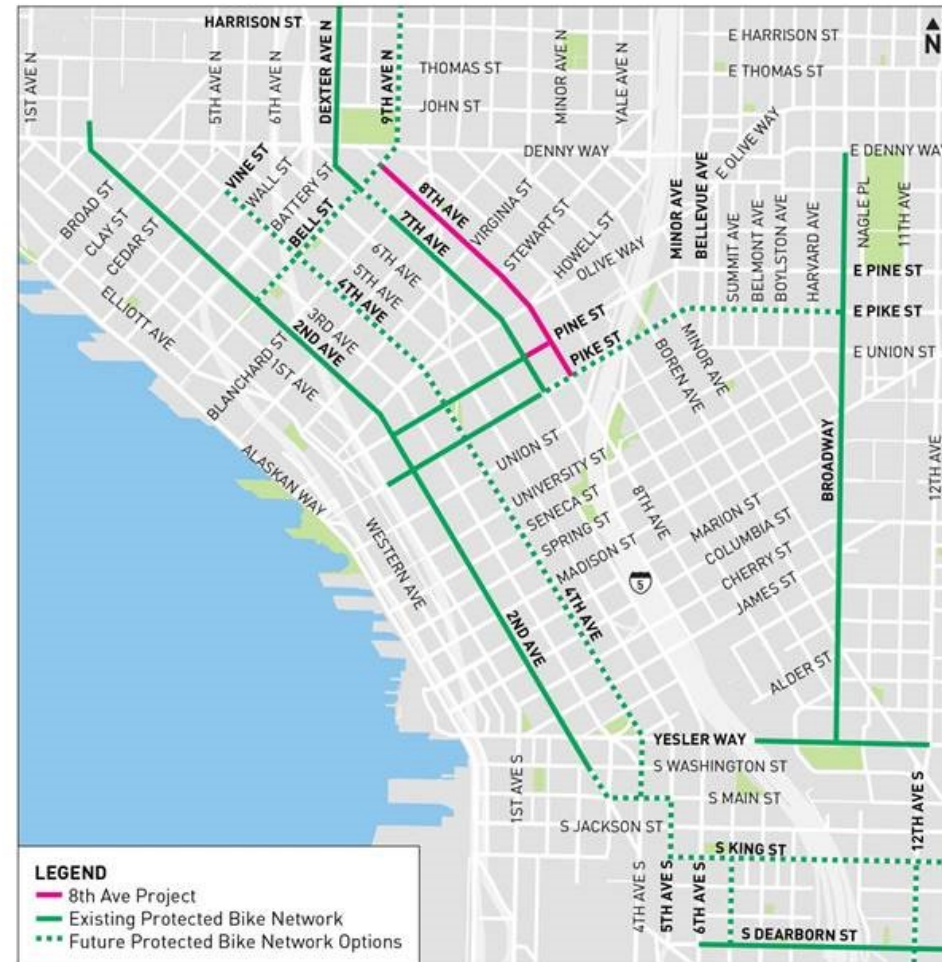
PUBLIC OUTREACH AND BOARD/COMMISSION REVIEW

- Continue Pike-Pine Sounding Board with addition of bicycle constituency representative(s)
- Public open houses at key milestones
- Seattle Design Commission review at 30%, 60%, 90% design
- Modal advisory board briefings at key milestones

QUESTIONS?

8TH AVENUE PROTECTED BIKE LANE

A ONE-WAY
NORTHBOUND
PROTECTED BIKE LANE
BETWEEN PIKE STREET
AND BELL STREET –
COMPLEMENTARY
SOUTHBOUND PBL IS
ON 7th AVENUE



- INTERIM PBL FUNDING THROUGH BOTH BMP AND WSCC
- WSCC WILL FUND PERMANENT PROJECT

8TH AVENUE INTERIM PBL



8TH AVENUE INTERIM PBL RIBBON CUTTING



PIKE PINE RENAISSANCE

ACT ONE

