



PIKE PINE STREETScape AND BICYCLE IMPROVEMENTS

The Pike Pine Streetscape and Bicycle Improvements project is led by the City of Seattle's Office of the Waterfront and Civic Projects in coordination with the Downtown Seattle Association and the Seattle Department of Transportation. These improvements are part of the Waterfront Seattle Program and will achieve a key objective to improve east-west connections between the waterfront and surrounding neighborhoods.

This project will create a safe and vibrant pedestrian experience from Capitol Hill to Pike Place Market and the waterfront. It will also enhance existing protected bike lanes and fill in the gaps in the current bike network.

KEY FEATURES

Consistent features throughout the corridor will create continuity and identity on Pike and Pine streets, including:



CROSSWALK UPGRADES



SEATING



PROTECTED BIKE LANES



MORE TREES AND LANDSCAPING



Seattle
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THE PROJECT IS DRIVEN BY SEVERAL GOALS, INCLUDING:



Pike St & 2nd Ave looking west

SAFETY

Pike and Pine streets will prioritize safety for all users with more visible crosswalks, wider sidewalks and protected bike lanes. The 100 block of Pike St, adjacent to Pike Place Market, will feature a curbless street to calm vehicular traffic.

CONNECTION

The connection to Capitol Hill over the I-5 freeway will have wider sidewalks, a protected bike lane with greenery, higher railing and pedestrian lighting.



Pine St & Boren Ave looking east

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

DYNAMIC PUBLIC SPACES

There will be more greenery and corridor-specific art treatments. Public seating and sidewalk cafes will also help create places to linger and enjoy city life.



Pine St & 3rd Ave looking east

PROPOSED IMPROVEMENTS

1ST - 4TH AVENUES

- Curbless shared street at the 100 block of Pike St
- Increased legibility of transit station entrances
- Consistent quality of sidewalk paving and signature crosswalks
- Bike lanes protected with curbed buffers and ground plantings
- Widened sidewalk on Pine St between 3rd and 4th avenues
- Loading and unloading spaces

4TH - 9TH AVENUES

- Unique crosswalk design
- Bike lanes protected with curbed buffers and planters
- Higher-quality bike lane on Pike St between 6th and 9th avenues
- Infill missing trees and prune existing trees
- Public art and landscaping to tie to full corridor
- Build on successful activation and programming

9TH - MELROSE AVENUES

- One-way streets extended east to Bellevue Ave, allowing more space for pedestrians and bikes and keeping transit moving
- Wider sidewalks, buffering pedestrians from freeway noise
- Higher railings with integrated lighting
- Increased landscaping
- Protected bike lanes



We envision a dynamic corridor with functional public spaces.

DESIGNING WITH THE COMMUNITY

The project was informed by community input throughout the design process. We invited and engaged with the public and stakeholders through public meetings, briefings and pop-up events.

REINFORCING CORRIDOR IDENTITY THROUGH ART

Derek Bruno and Gage Hamilton developed artwork that will illustrate the landscape of Pike and Pine streets through wave forms that will be incorporated into railings, planters and bicycle buffers. The wave forms will be curved and water-like when closer to the Sound (the waterfront) and will be angular and mountain-like when closer to the Summit (Capitol Hill). "Sound to Summit" will contribute to giving the corridor a collective identity.



A mock-up of a bicycle buffer close to the waterfront with sine waves suggesting water and the Puget Sound.



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QUESTIONS OR COMMENTS?

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