

Pike/Pine: Improving mobility and comfort for people

Why this corridor is integral to making safe bicycling an option for people of all ages and abilities

WHY PIKE/PINE?

The Pike/Pine corridor is important to people that walk, take transit, drive cars or delivery trucks, who run businesses, and also those who get around by bike. Some may wonder why Pike/Pine is so integral to the Basic Bike Network, and whether an alternative street could work.

Most accessible

Pike/Pine offers the most favorable grade for people of all ages and abilities. It is the shortest, most direct and most intuitive route between downtown and neighborhoods to the East and has the least conflict with freeway access, as compared to other nearby corridors.

Most used

Pike and Pine have by far the highest current ridership numbers, despite the lack of protected lanes, which shows that people have already voted with their feet/pedals. During Cascade's annual bike counts last fall there were 328 people biking through Pine/Melrose and 119 through Pike/Melrose during a two-hour period.

Forms a network

The corridor directly connects two existing protected bike lanes on Broadway and 2nd Ave., forming the spine of a Center City Bike Network.

In addition, Pike/Pine provides access for people biking and walking to transit connections, including the bus, light rail and streetcar

Good for business and overall experience

Bike lanes on Pike/Pine would take people directly to businesses and destinations on the corridor. This is good for business: People biking make more frequent trips to local businesses than those that drive. Finally, protected bike lanes enhance safety and comfort for people walking, contributing to a better experience for people overall.



The Pike/Pine corridor is a popular route for people biking. But, safety improvements, including protected bike lanes, are needed to make the corridor predictable and comfortable for all users. Photo: David Seater

WHAT ABOUT NEARBY ALTERNATIVES, SUCH AS...

Union Street?

Union Street does not offer a direct connection; it connects with Pike St. at 9th Ave. In addition, streets south of Pike (from Union to Jackson) require people biking to go up and over First Hill, which is only accessible to the most physically fit and able.

Olive Way?

Olive Way presents several challenges for people biking. There is a difficult merge with the I-5 exit at Melrose where vehicles often speed. In addition, the Olive overpass is only one-way, and there is a curve around Denny and Olive that is too narrow for cars to safely pass someone on a bike. In terms of location, Olive is too far north to provide a direct connection to the Central Area and First Hill. This option does not offer a direct connection between existing bike lanes on Broadway and 2nd Avenue; it merges with Stewart Street through the downtown core, which is the planned route for the Center City Connector streetcar line. Finally, the lack of bikes on Olive currently indicates that it's not a good route for people biking.

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