

# E UNION ST PROTECTED BIKE LANE



Fill out a survey to share your feedback on how the updated design reflects community feedback.

## PROJECT ELEMENTS

- Upgrade the existing bike lane into a parking protected bike lane (PBL) from 14th Ave to 22nd Ave and 24th Ave to 26th Ave
- Add an uphill PBL and a downhill sharrow lane from 26th Ave to Martin Luther King Jr Way. A sharrow is a lane painted with a bike symbol to make other users aware bikes are on the road

## PROJECT GOALS

- Enhance safety by upgrading the existing bicycle lanes
- Retain as much parking as possible along the corridor
- Improve transit speed and reliability
- Provide a comfortable and predictable bicycle connection between Broadway, the Central District, and MLK Jr Way

### E UNION ST PROTECTED BIKE LANE PROJECT INFORMATION

[www.seattle.gov/transportation/e-union-st](http://www.seattle.gov/transportation/e-union-st)  
JANUARY 2020



**Seattle**  
Department of  
Transportation

# UPDATED PROJECT DESIGN

## WHAT WE HEARD

During our 2019 outreach we heard the following themes:

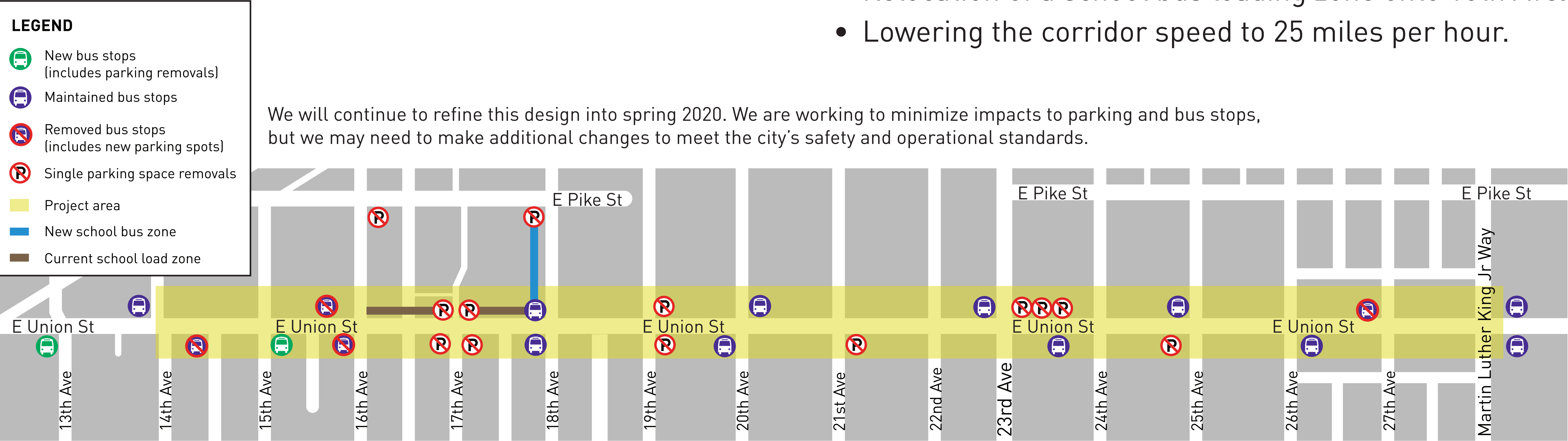
- Support for implementing the PBL.
- Concern about the PBL not crossing 23rd Ave.
- Need for increased safety near schools.
- Interest in reducing impacts to bus stops and routes.
- Need for increased pedestrian and bicyclist safety.

## DESIGN UPDATES

We’ve updated the design based on public input.

Key updates include:

- A complete PBL connection through the 23rd Ave intersection.
- Maintain all loading zones and minimize impacts to parking.
- Relocation of a school bus loading zone onto 18th Ave.
- Lowering the corridor speed to 25 miles per hour.



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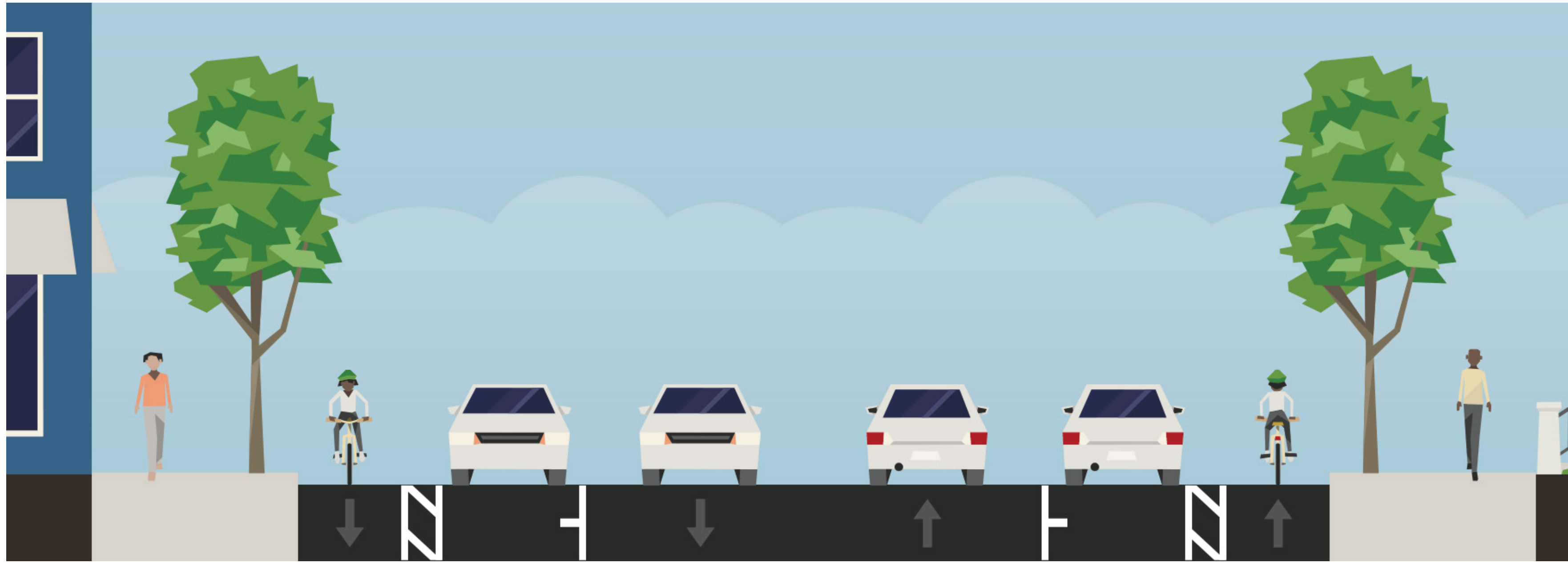
[www.seattle.gov/transportation/e-union-st](http://www.seattle.gov/transportation/e-union-st)

JANUARY 2020





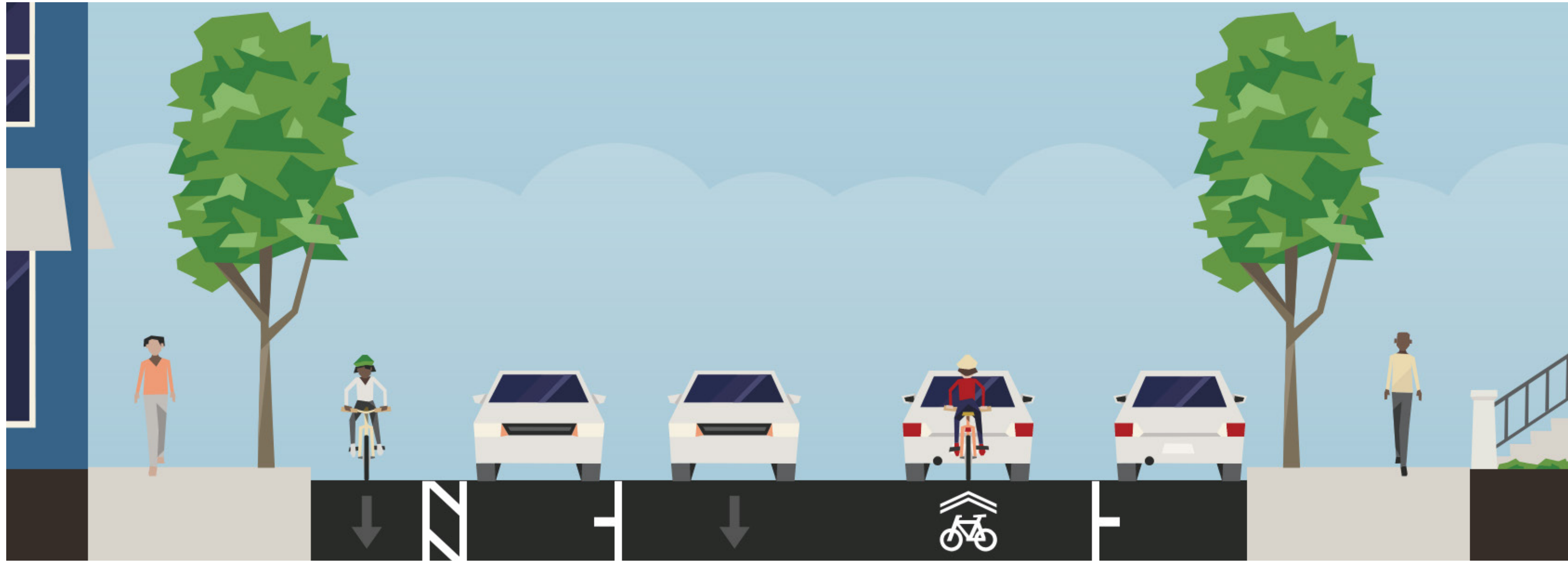
# UPDATED PROJECT DESIGN



PBL Concept (14th Ave to 26th Ave)



Example of a parking protected bike lane where parking and loading zones are moved away from the curb.



Uphill PBL/downhill sharrow concept (26th Ave to Martin Luther King Jr Way)



Example of a bus stop along a protected bike lane. Buses will yield to bicyclists when entering and leaving bus stops.

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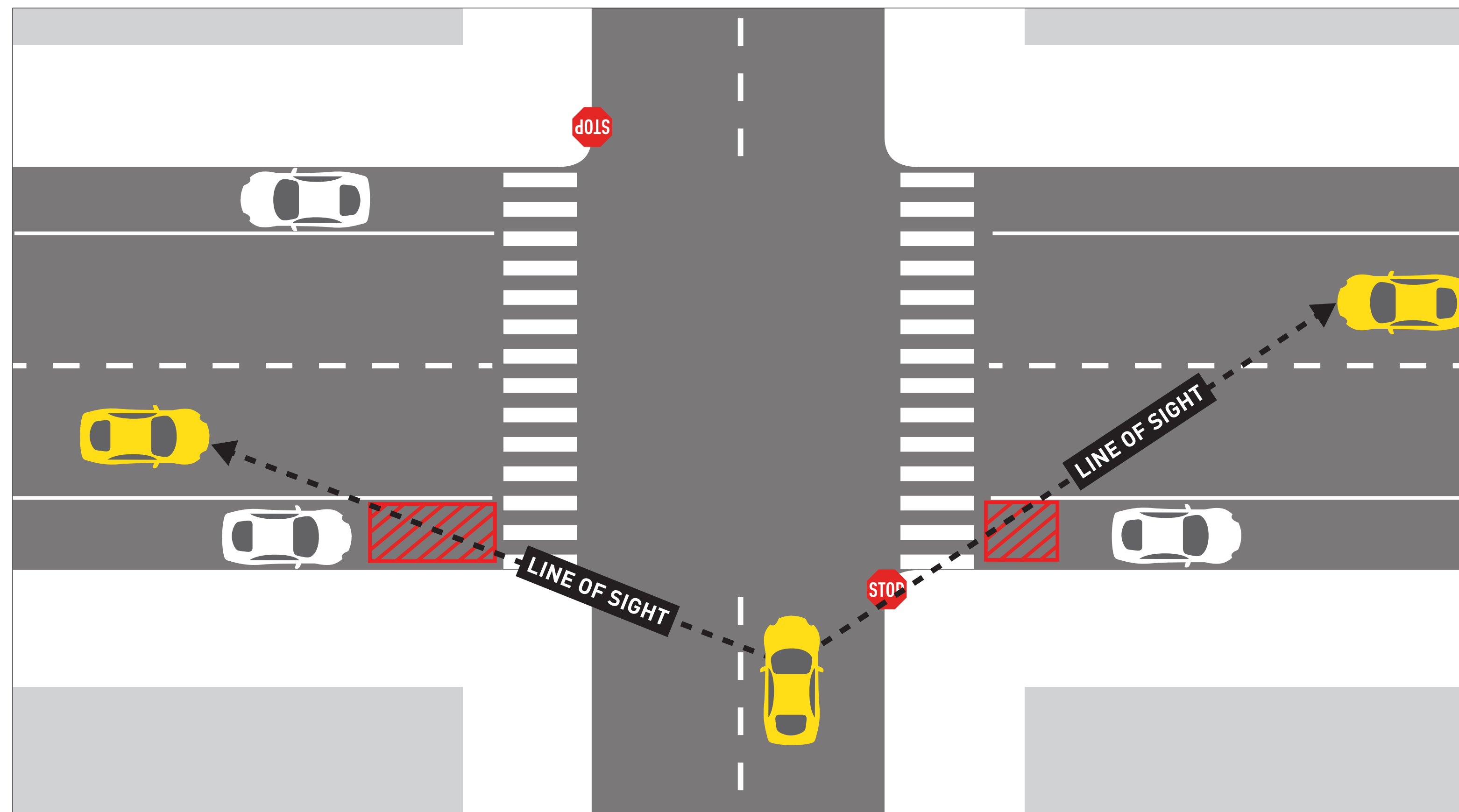


# INTERSECTION UPDATES

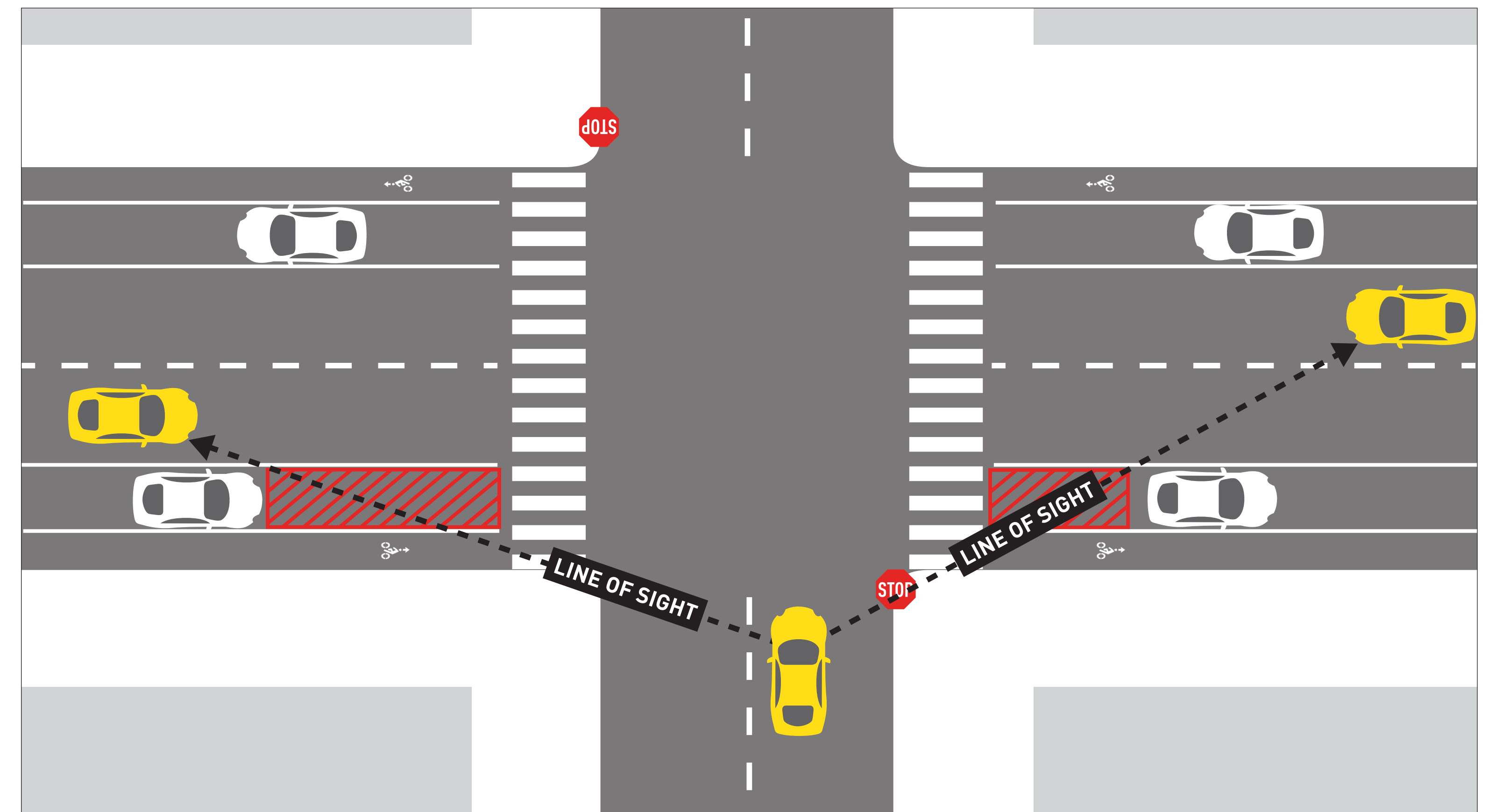
- We are planning to remove single parking spaces at some intersections to create greater visibility for drivers making turns onto E Union St. This parking removal will also help to enforce existing municipal codes related to on-street parking. These intersections include E Union St and:

- 17th Ave
- 19th Ave
- 21st Ave
- 25th Ave
- 27th Ave

- These intersection changes will make the corridor safer for bike riders, pedestrians, and drivers.
- Additional spots may be removed to comply with current design standards. However, we are working to minimize parking impacts as much as possible.



The red rectangle shows the area of the street that needs to be clear so drivers can see cars when entering the intersection. This is a city-wide safety standard.



The PBL will move the parking area closer to the center line of the roadway. To maintain a line of sight for drivers, more parking needs to be restricted.

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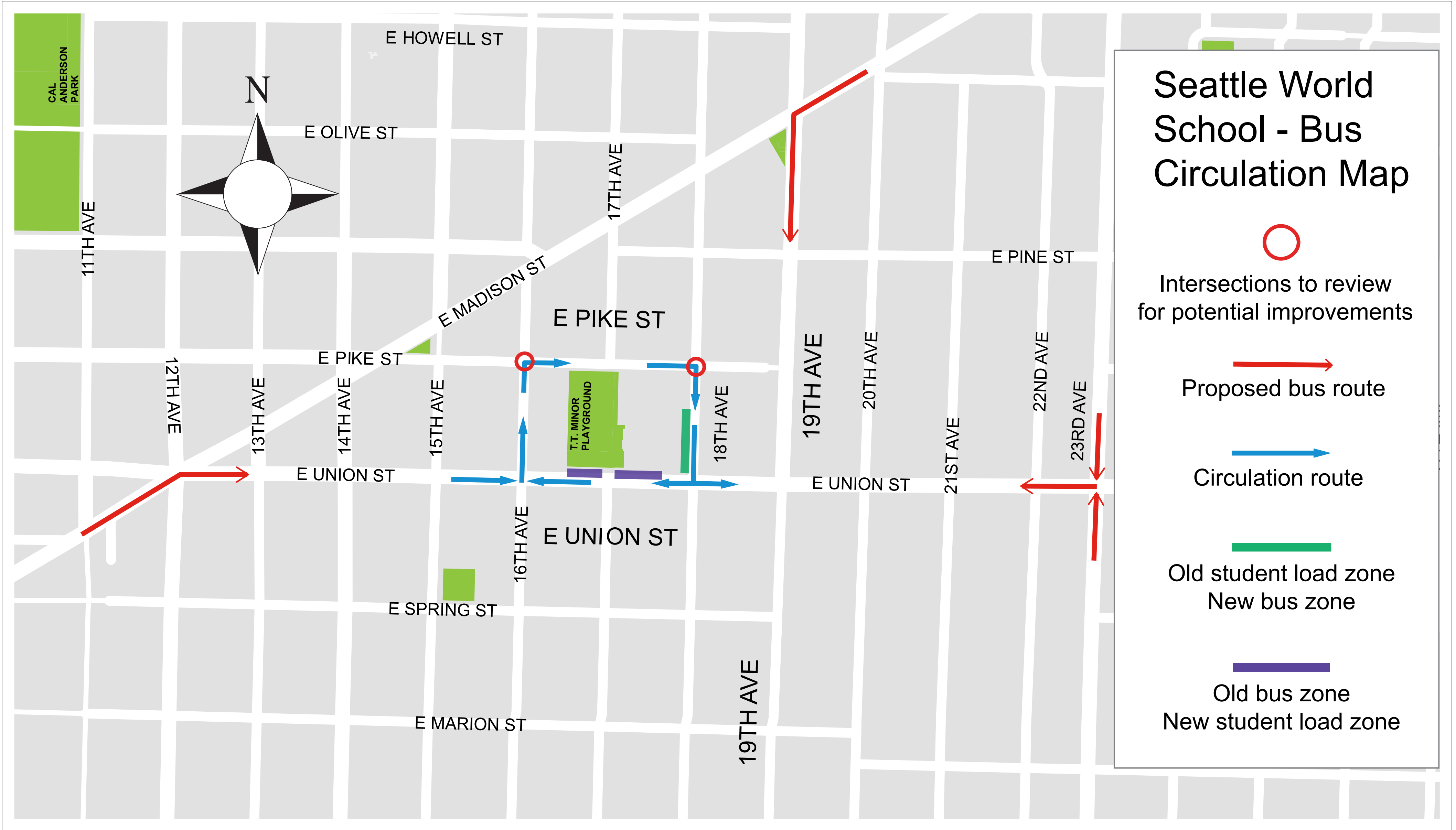




# LOADING ZONE UPDATES AT SEATTLE WORLD SCHOOL

The current bus loading zone on E Union St is not wide enough to fit school buses. The school bus loading zone will move to 18th Ave. This section of 18th Ave is currently signed as a school load zone. Moving the school buses will also reduce conflicts between school buses and bike riders. To accommodate bus turns one parking space will be removed from each of the following intersections:

- 16th Avenue and E Pike Street
- 18th Avenue and E Pike Street



Map demonstrates the circulation route buses will take near the Seattle World School to arrive at the new bus zone



Seattle World School



Example of the school buses that will use 18th Ave for loading and unloading.



# PROJECT TIMELINE

## NEXT STEPS

- Finalize the design in the first half of 2020.
- Inform the community of the final design and construction timing.

## CONSTRUCTION

- Construction is planned for summer 2020 and is weather dependent.
- It will take SDOT crews between 1-2 days to install the PBL.
- Construction is anticipated to cause minimal impacts.

## Project Schedule

