

# E Union St Protected Bike Lane



Chris Svolopoulos  
January 2020

# Agenda

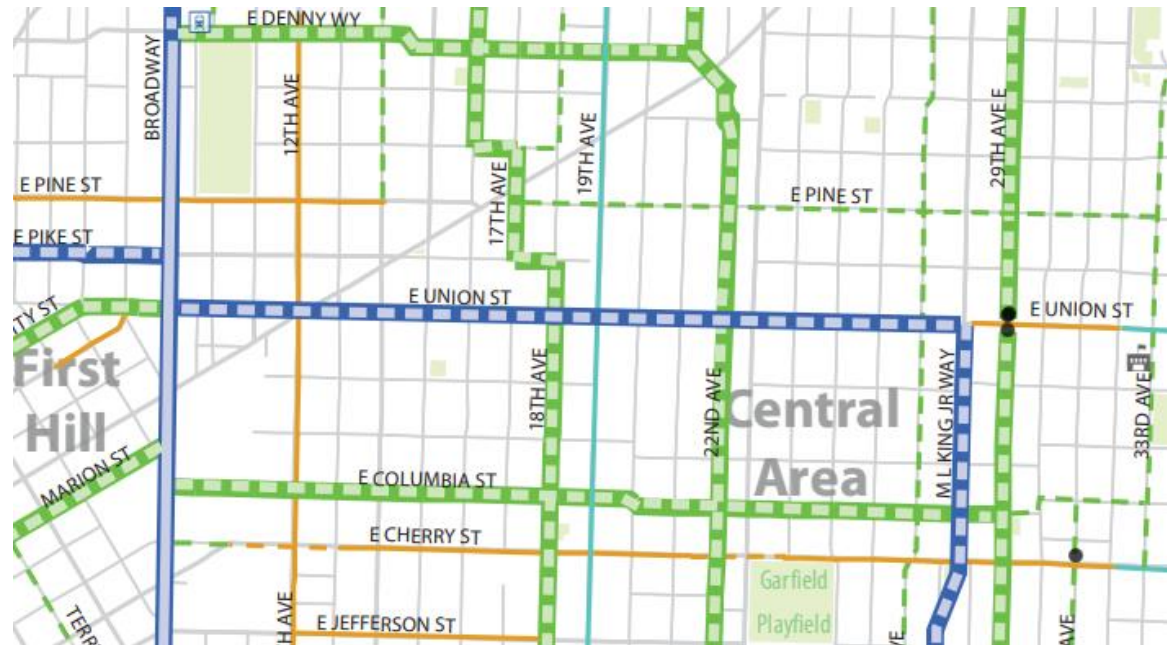
- Introductions
- Background
  - Bicycle Master Plan
  - Preferred Route
  - Madison BRT/RapidRide G
- Project Design
- Timeline
- Q&A

# Bicycle Master Plan

- Proposed network of interconnected bicycle facilities. Originally adopted in 2007.
- Recommendation for an east/west connection serving Capitol Hill and the Central District.
- Connection highlighted in 2014 BMP update and included in 2015 Move Seattle Levy.

# Preferred Route – Union St

- BMP identified Union St as recommended route.
- Alternative streets were evaluated based on multiple factors:
  - Parking
  - Roadway Width
  - Connections



# Partnering with Rapid Ride G

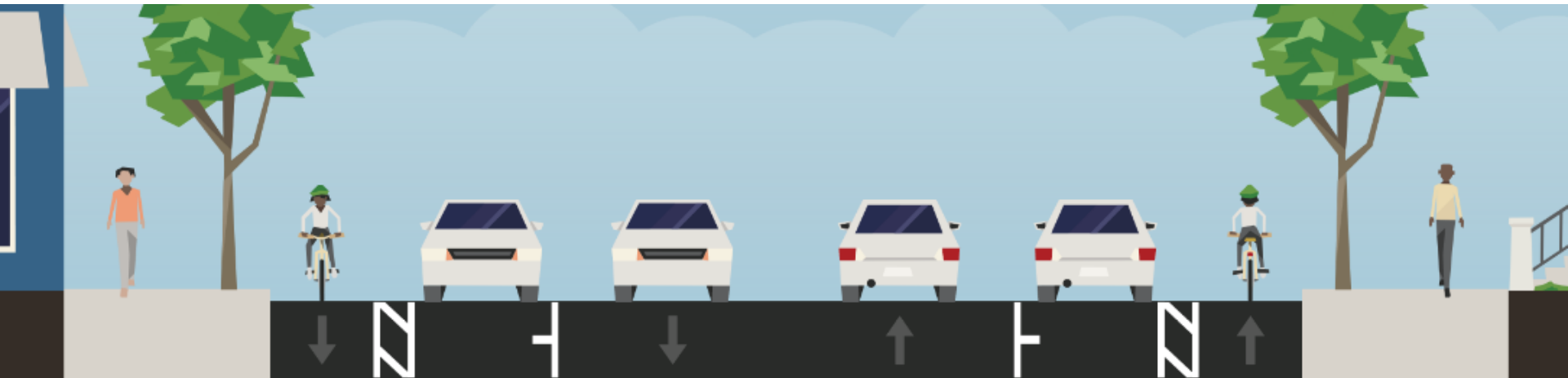
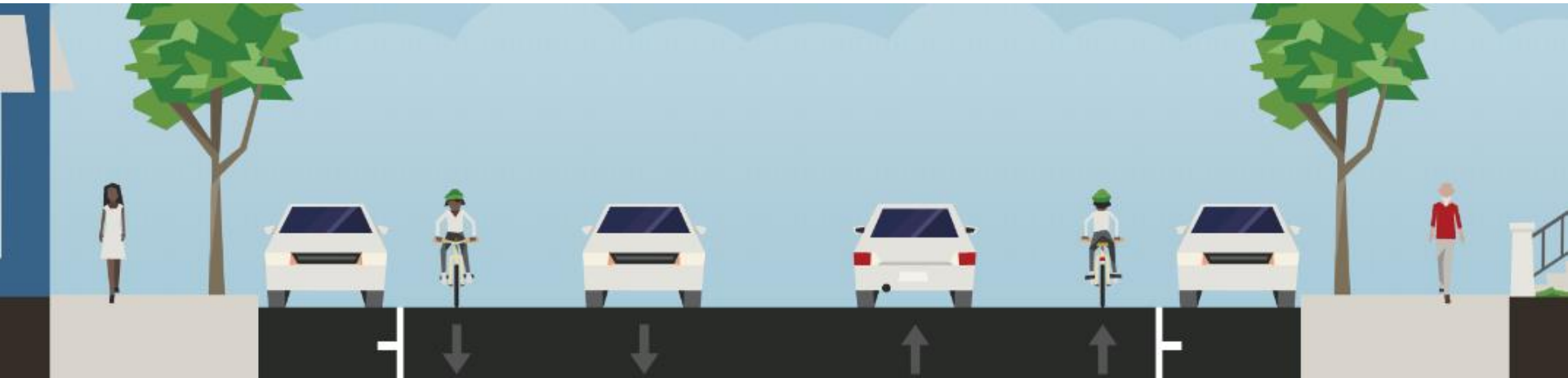
- Corridor design precludes a bicycle facility on E Madison St. Programs coordinating instead.
- RapidRide G includes bicycle connection at 12<sup>th</sup> Ave/E Union St/E Madison St intersection.
- BMP partnering with RapidRide G project to coordinate designs and carry facility east of 14<sup>th</sup> Ave.

# Union St Protected Bicycle Lane (PBL)

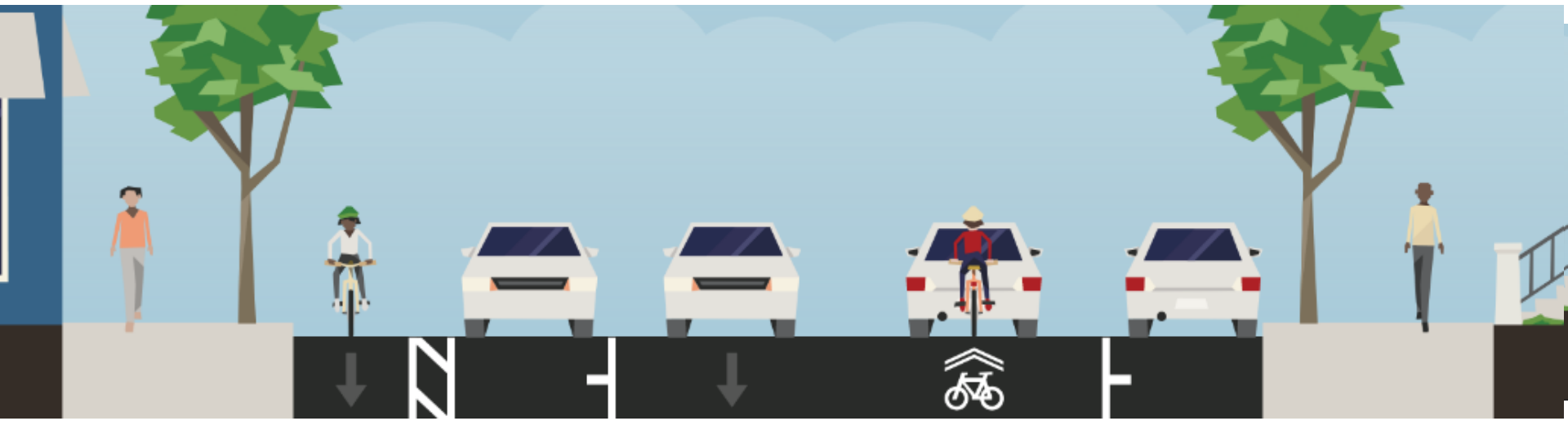
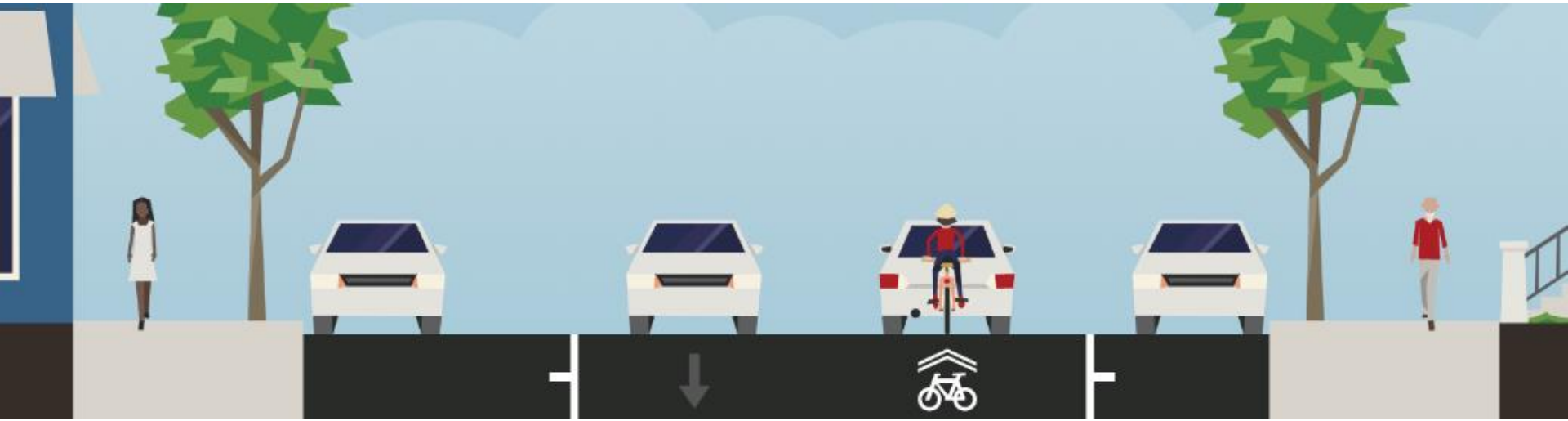
- Protected bicycle lanes west of 26th Ave, uphill protected bicycle lane east of 26th Ave.
- Facility extends from 14th Ave to MLK Jr Way S.
- Parking protected design.



# Change to Road Design - West



# Change to Road Design - East

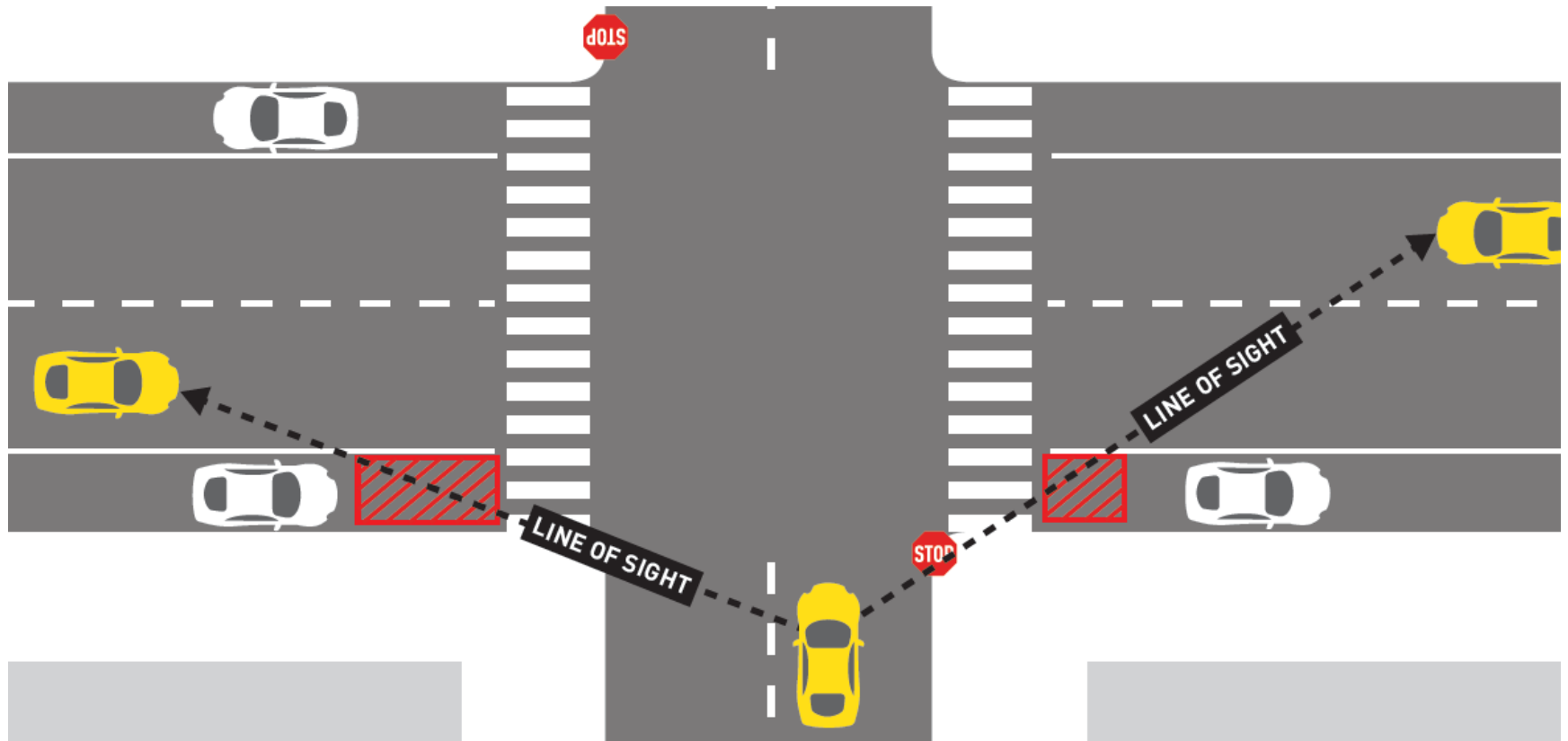




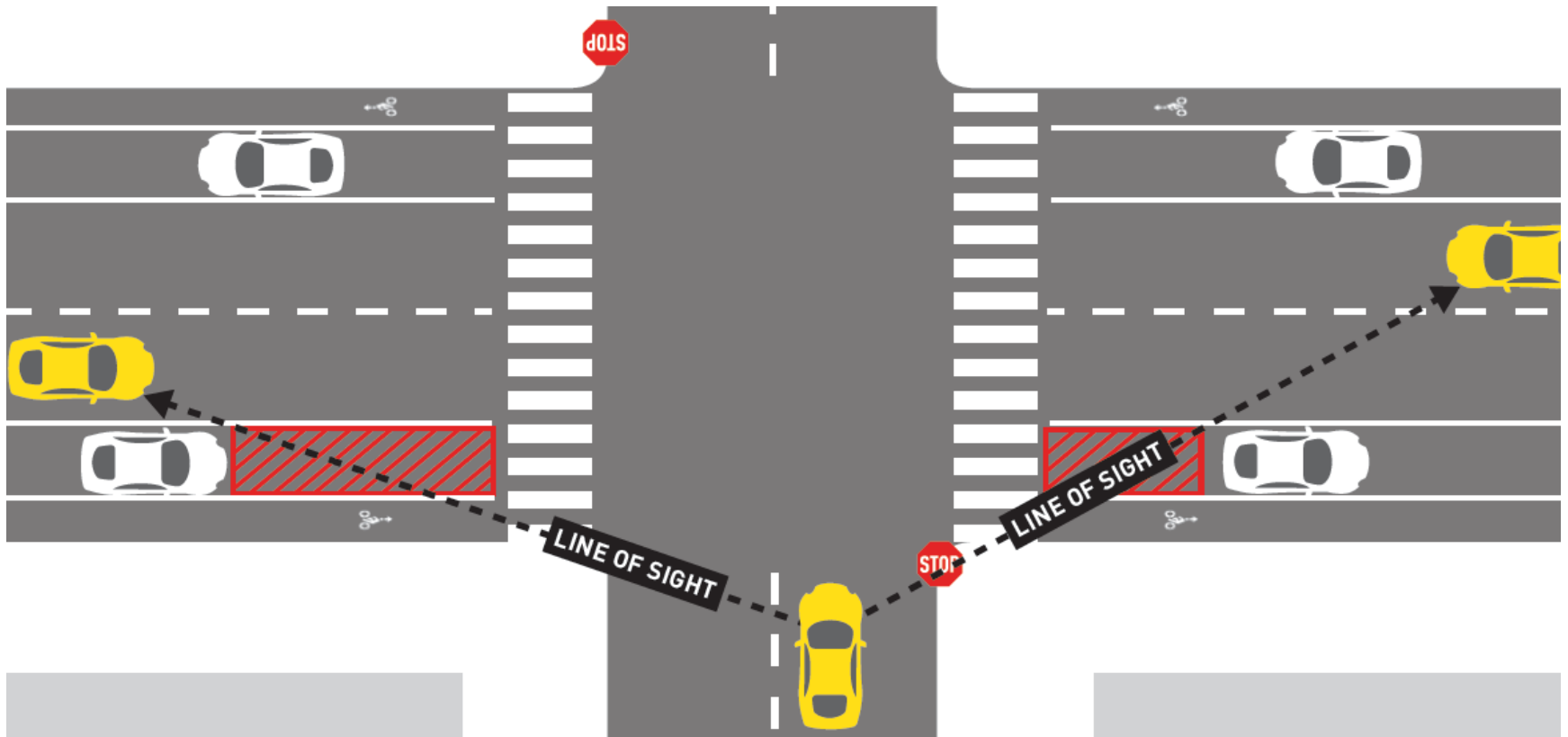
# Outreach To Date

- Initial outreach began in early 2019
  - Mailer
  - Door to door meetings
  - Drop in/table sessions
  - Briefings on request
- Conceptual design outreach survey in May 2019
- Main feedback messages
  - Majority of respondents support PBL
  - Concerns about bike/ped safety
    - Seattle World School bus operations
    - Intersection of 23<sup>rd</sup> and Union
    - Reducing speeds on Union
  - Interest in coordinating pedestrian improvements to corridor.

# Intersection Visibility



# Intersection Visibility



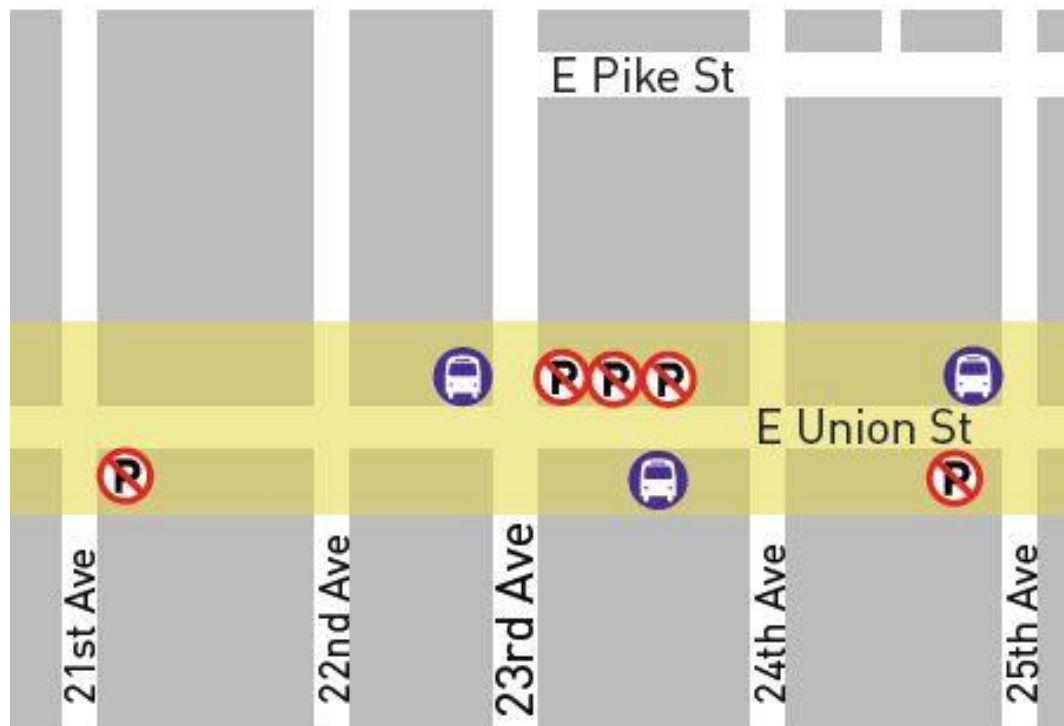
# Seattle World School Bus Zones

- Current lane too narrow for buses.
- Addresses bus load vs bike lane conflicts.
- Alternatives being reviewed with World School



# 23<sup>rd</sup> and Union Design

- Concerns about carrying protected facility through intersection.
- Met with local stakeholders to balance parking, transit, bicycle, and pedestrian safety needs.



# Other Planned Improvements

- Improving pedestrian crossings:
  - 23<sup>rd</sup> Ave: Leading Ped Interval and automated crossing
  - Union: multiple flashing crossings being reviewed
- Speed reductions – design and speed limit
- Rebalancing Route 2 stops to improve transit operations and reduce conflicts
- Opportunities for placemaking

# Metro Bus Stop Consolidation

- Involved King County Metro early in concept to evaluate existing Route 2 facilities.
- KCM proposes consolidating multiple stops along E Union St:
  - New eastbound stop at 13<sup>th</sup> Ave as part of Madison BRT.
  - Relocate existing eastbound stop at 14<sup>th</sup> Ave in response.
  - Close both stops at 16<sup>th</sup> due to stop distance and ridership.
  - Close westbound stop at 27<sup>th</sup> due to distance and ridership

# Estimated Impacts

- Total construction time is minimized
  - Two or three weekends of work for restriping
  - Signage updates will occur simultaneously
  - Union will still be open during work – expect some traffic control
- Minimized loss in parking
  - Majority of parking being retained on entire corridor
  - Total count available at 30% design milestone



# Project Timeline

- March 2020: Planning outreach completes
- June 2020: Final design updates
- Summer 2020: Construction

# Next Steps

- Complete the Union PBL survey!
- Sign up for email updates or follow the website
- Construction expected in late July/early August.

# Questions?

[UnionPBL@seattle.gov](mailto:UnionPBL@seattle.gov)

(206) 257-2202

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