

E UNION ST PROTECTED BIKE LANE



10% Design Outreach Summary

Introduction

In May 2019, the project team launched conceptual design outreach for the E Union St Protected Bike Lane (PBL). The team collected public comment on the PBL through an online survey available May 1-31. SDOT advertised the survey through the following:

- Emails to the Madison BRT project listserv and relevant stakeholders
- A print mailer to 9,270 residents within half a mile of the project corridor
- Door-to-door flyering to residents and businesses along E Union St
- Holding a pop-up event on the corridor on 5/18/19
- Information on the project website

Additionally, project staff were invited to attend a Central Seattle Greenways meeting on 5/13/19.

This report summarizes the survey responses we received in May. Free-response questions are summarized into topics and themes.

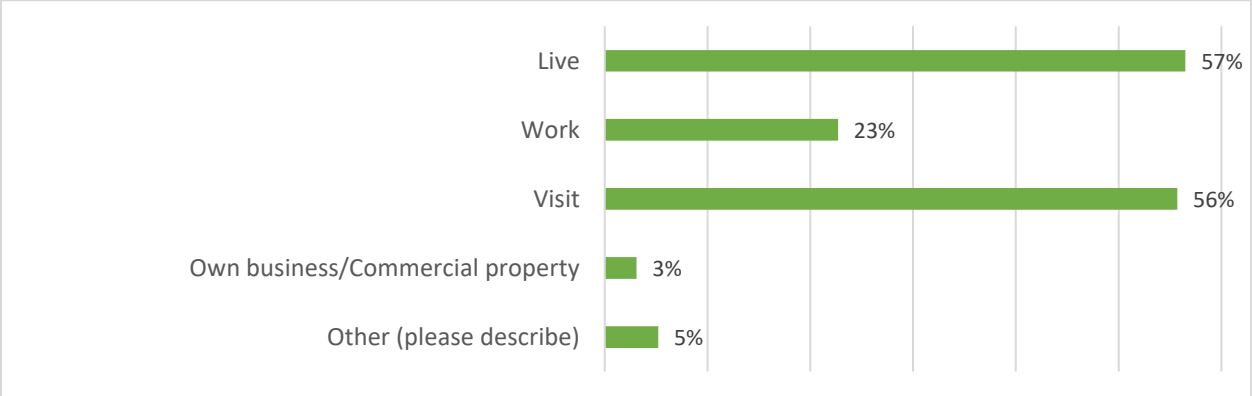
Comment types and counts

We received 1,040 responses to the survey. This includes 14 surveys that were completed in person at the pop-up event.

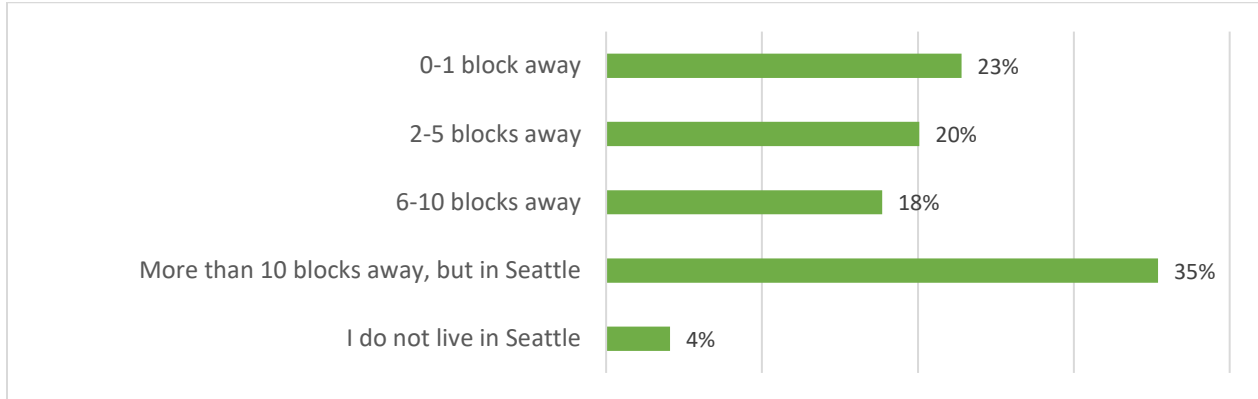
Public Feedback on Design Concept–Survey Responses

The following are the results from the multiple-choice questions on the survey.

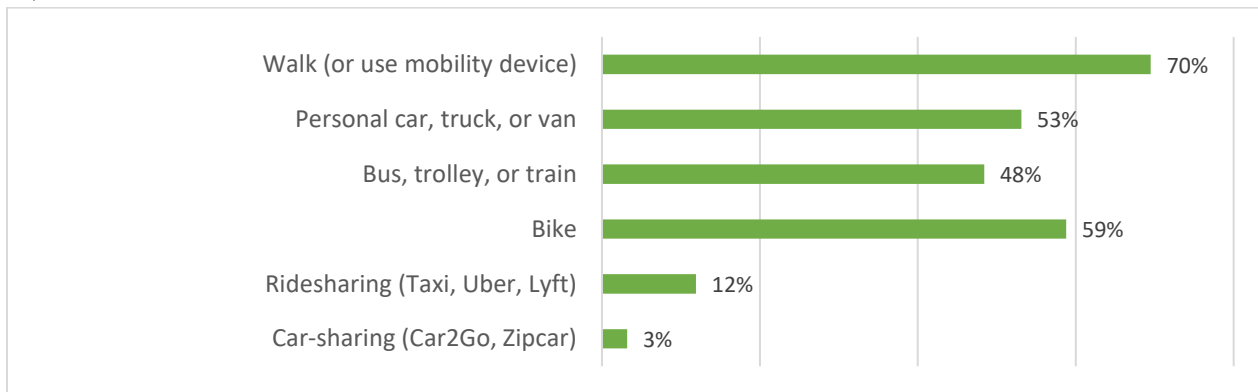
Q1: Please indicate your relationship to the neighborhoods adjacent to E Union Street. (Select all that apply.)



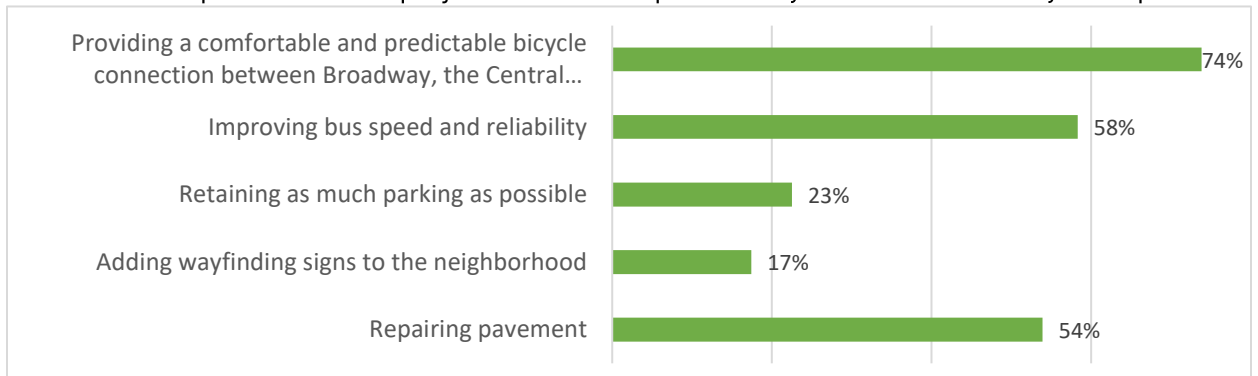
Q2. How many blocks away from E Union Street do you live?



Q3. How do you currently get around the area surrounding E Union St? (Please select your top 3.)



Q4. Which components of this project are most important to you? (Please select your top 3.)



Public Feedback on Design Concept– Topics and Themes

The topics presented below are summarized from the two free-response questions:

- Will the proposed changes to E Union St influence how you get around the area? If so, please describe.
- Do you have any additional information you'd like to share with the project team?

Key themes from the Union PBL survey are included below; refer to Appendix A for demographic details of the survey and next steps.

TOPIC: Support for implementing the PBL

We received a high volume of responses supporting the implementation of a PBL. Responders expressed that a PBL would make bike riding safer, encourage riders to bike more, and that a PBL would provide greater accessibility through the city. Commenters raised concerns about the safety of the current design which does not fully implement the PBL through 23rd Ave and E Union St or downhill of Martin Luther King Jr Way. Responders shared concerns about having to ride a bike on sidewalks and then switch to traffic when there isn't a clear connection between these modes. Commenters also shared the need for the bike lane to be protected to prevent drivers from pulling into the lane and hitting bicyclists with their car doors.

Theme heard: Implement a fully connected Protected Bike Lane (PBL) through the intersections of E Union St and 12th Ave, 14th Ave, 22nd Ave, 23rd Ave, 24th Ave, and Martin Luther King Jr Way.

In the feedback received, commenters identified these intersections as unsafe for walking or biking. Including sharrows between segments of the PBL was controversial in the survey responses. Some bicyclists liked the sharrows whereas others thought they should be removed.

Common requests included:

- Implement PBLs through intersections and up hills
- Better separation and protection between bike riders and drivers
- Including a PBL near affordable housing developments (e.g., Liberty Bank Building)

Theme heard: Reduce impacts to bus stops and routes

Some commenters expressed concerns about bus stops being removed, relocated or consolidated due to a PBL which would impact their main form of commuting. Survey responders also shared concerns about busses crossing over the PBL for their stops causing safety issues between bus drivers and bike riders.

Common requests included:

- Implement bus islands and in-lane bus stops
- Reduce conflicts among bus commuters, traffic and bicyclists
- Provide clear sight lines for drivers to create greater visibility

Theme heard: Consider pedestrian and bicyclist safety

We received concerns about safety and conflicts between drivers, bike riders, and pedestrians. Commenters raised awareness that bike riders and pedestrians feel unsafe crossing through busy intersections (e.g., E Union St, E Madison St, 23rd Ave, Martin Luther King Jr Way, etc.) because drivers speed through streets and down hills, and drivers do not give pedestrians and bike riders the right of way when making turns at intersections.

Common requests included:

- Increasing bike lane and pedestrian visibility at busy intersections
- Providing better driver safety awareness and education on road sharing
- Regulating or reducing speed limits
- Public transit and bicyclists coexisting safely on roads
- Improve the quality of the paving to enhance safety
- Increase crossing time at 23rd Ave and E Union St for pedestrians
- Provide clear sightlines for drivers to increase pedestrian and biker visibility

TOPIC: School routes

We received conflicting opinions about a PBL being implemented near school routes (e.g., Seattle World School, Meter Music School, etc.). Commenters expressed concern that a PBL would interfere with entrances and loading zones making traffic worse. Commenters also expressed that safety precautions should be included for families, children, and people with accessibility needs utilizing the PBL or areas near the PBL.

Theme heard: Increase safety near school routes for families, children, and people with accessibility needs

Common requests included:

- Improve pavement near the bus stop in front of the Seattle World School
- Repair pavement near access ramps for wheelchair and stroller users
- Provide better education regarding right of way and driver safety at intersections and school crossings
- Reduce the speed limit near schools, parks, and playground near the Seattle World School
- Maintain street parking near the Seattle World School
- Include more crosswalks marked for pedestrians
- Include a PBL on Yesler and/or Jefferson to better benefit bicyclists

TOPIC: Gun violence

We received concerns about the active shootings that occurred on 21st Ave, 23rd Ave, and E Union St. Commenters acknowledged that this a separate issue, but important to address at locations where a PBL would be implemented and continue to impact the safety of residents, bike riders, pedestrians, and drivers.

Theme heard: Active shootings causing safety issues on 21st Ave, 23rd Ave, and E Union St.

Common requests included:

- Outreach to residents impacted by shootings
- Outreach to Black residents at Black cultural centers to address concerns
- Prioritizing safety around E Union St and Central District due to crime violence

TOPIC: Parking removal

We received significant comments regarding parking. Some commenters expressed concern about the impacts of removing parking on those with accessibility needs, residents, and businesses. Other commenters supported the removal of parking, especially parking for private and single occupancy vehicles.

Theme heard: Removing parking would negatively impact businesses, social service providers, and local residents

Commenters expressed concern the design would remove parking from businesses and social services for those that commute from outside the area and on a regular basis. Survey responders also shared that removing parking would impact residents who use street parking and impact those with accessibility needs, families, and non-English speakers.

Common requests included:

- Consider the needs of people who commute from outside the area, daily, and have mobility issues or children
- Maintain parking near businesses (e.g., 21st Ave, 23rd Ave, 24th Ave and E Union St), near the farmers market, and multipurpose housing (e.g., 22nd Ave, 24th Ave, etc.)
- Have a PBL that is compatible with street parking (e.g. City of Kirkland's bike lane)
- Add 30-minute loading zones for businesses rather than removing parking
- Relocate the proposed PBL on Union to residential neighborhoods to reduce parking impacts

Theme heard: Reduce parking for private and/or solo car drivers

Some commenters expressed support for removing parking spaces to create a better PBL and/or transit experience. Some commenters noted that many of the businesses have dedicated parking lots already and would not be impacted by parking removal and that the safety of bike riders and pedestrians is more important than parking.

Common requests included:

- Prioritize street space for moving vehicles, transit, bikes, and pedestrians, especially on arterials
- Remove parking to incentivize mode shift and help address carbon emissions
- Avoid subsidizing parking for private vehicles or consider permit parking for residents

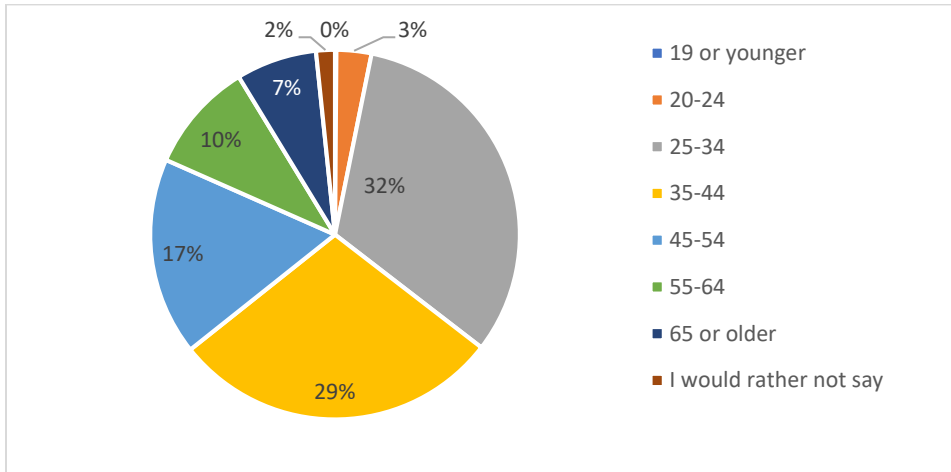
Next steps

Later this summer and into fall, we will continue to refine the design, incorporating public input. We will continue to engage with residents, businesses, and commuters who travel through the area on the latest project design and construction schedule. Construction is anticipated to begin in 2020.

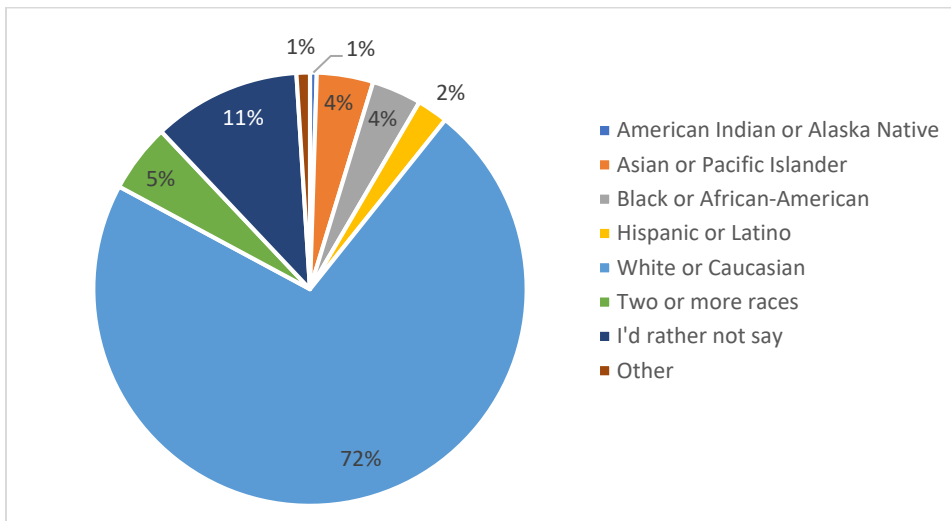
The latest information will also be available on our project website (www.seattle.gov/transportation/e-union-st), which includes a form to sign up for the project contact list. Questions about the open houses or the comments we heard can be sent to the project inbox at UnionPBL@seattle.gov or by calling 206-684-5312.

Appendix A. Survey respondent demographics

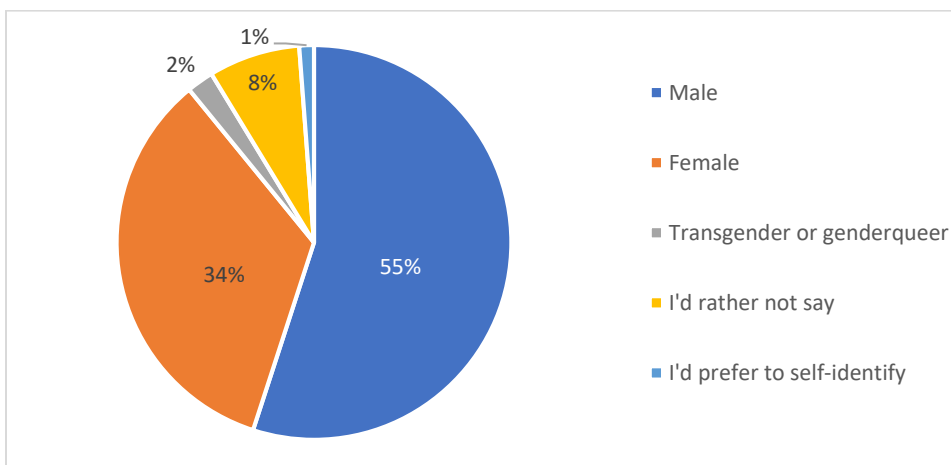
Age



Race/ethnicity



Gender



Annual household income

