

## E Union St Protected Bike Lane

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### Open House Summary

#### Purpose

The open house will provide an opportunity for SDOT to share updated project information about the E Union St Protected Bike Lane with the community. The open house will focus on design progress since the spring 2019 and how the updated design reflects community input. This is also an opportunity to gather feedback about the design elements and how well they reflect the community feedback.

#### Goals

- Update community on the project design and show how it was revised in response to feedback.
- Listen to stakeholder comments and concerns and answer their questions.
- Encourage people to share input on how well the project design reflects past community input.

#### Date/Time/Location

In-Person Open House:

Wednesday, January 29, 2020

Open house starts at 5:30 PM

Presentation from 7-7:30 PM

Liberty Bank Building

2320 E Union St, Seattle WA 98122

#### Attendance

A total of 8 people signed in for the meeting. Approximately 10 others attended but did not sign in. 11 people stayed for the presentation portion of the meeting.

#### Question and Answer Session

After the presentation, the project team held a question and answer session which lasted approximately 30 minutes. The following questions and comments were discussed. The project's team response is included for each.

*Q: What will happen to the loading zone that is currently in front of Uncle Ikes?*

A: The loading zone will be moved further east. We are working with the surrounding businesses to determine their loading needs.

*Q: How was outreach conducted for this phase and the previous phase?*

A: In May 2019, we conducted the following outreach:

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

In early 2020, we conducted the following outreach:

- Emails to the project listserv
- A print mailer to residents within half a mile of E Union St
- Door-to-door flyering to businesses along E Union St
- Briefings with area neighborhood and business groups
- An Open House at Liberty Bank on 1/29/20
- Pop-up events at Tougo Coffee and Martin Luther King Day at Garfield High School
- Advertisements in The Facts and The Medium
- Posts on social media

We welcome feedback on additional tools and tactics for spreading this information to the community.

*Q: Why was a parking space removed near the glass shop driveway?*

A: This space is very small and is not a legal parking spot. SDOT has marked it accordingly.

*Q: What will happen to the bike lane near the Neighbor Lady where the curb is cut out?*

A: The bike lane will follow the curb.

*Q: Why is the curb extended at 23rd Ave and E Union St?*

A: The curb at 23rd Ave and E Union St has been in this configuration since at least 2007. The pavement has been resurfaced, but the shape has not change.

*C: General concern about the loss of parking near 23rd Ave and E Union St.*

R: The current design will remove three parking spots at this intersection. We are having conversations with area developers to see if business parking could be included in their lot.

*Q: Will trucks still be allowed to load in the middle of 23rd Ave once the bike lane is installed?*

A: Loading in the middle of 23rd Ave is not currently permitted and that will not change with the bike lane.

*Q: Will the bike lane be painted through the intersections?*

A: Yes, the road will be painted to indicate the bike lane through the intersections.

*C: General concern about the World School bus loading zone relocation.*

R: We are aware of the concerns about locating the school bus loading zone onto 18th Ave. We are working with the school to discuss options and have not made a final decision.

*Q: Does the schedule provide enough time to address design issues before construction?*

A: Yes, we plan to be able to address the design issues and still construct the bike lane in summer 2020.

*Q: Why doesn't the World School park their buses on their property?*

A: How the property is used is the World School's decision.

*Q: Is it possible to make a Residential Parking Zone (RPZ) near 23rd Ave and E Union St?*

A: Residents or neighborhood councils can submit a request for a new RPZ. For more information on this process, please visit the [RPZ web page](#).

*Q: Does SDOT have an estimate of bike traffic in the corridor?*

A: Yes, we consistently see around 400 bicycles per weekday travel on E Union St when not in inclement weather. Weekend counts are much more variable, but they trend even higher (500+) in comparable weather. We expect to see a significant increase in ridership when the PBL is installed. For comparison, we saw [400% increase](#) in bicycle use on 2nd Ave when it upgraded from a bike lane to a PBL.

*C: Support for the bike improvements, noting that bike lanes can lead to an increase in customers for adjacent businesses.*

R: Bike lanes offer more travel options for reaching businesses. Additional information about how bike lanes impact businesses is [available here](#) and in this [Seattle-specific study](#) about the impact of a bike lane on the business district at 65th and Latona.

*C: Concern that moving the bus stop from 27th to 25th will be a challenge for those with mobility issues due to the steep grade.*

R: We have passed this concern to King County Metro. Metro will make the decisions about the bus stop consolidation.

*Q: Is SDOT requiring a line of sight for this project that is beyond what is listed in the municipal codes?*

A: No, the requirements for line of sight associated with this project are based on the current codes.

*Q: Are the three spots at 23rd and Union being removed due to lack of space?*

A: Yes, there is not enough space to accommodate these parking spaces and the bike lane.

*Q: Who decides which city codes get enforced?*

A: SDOT is not responsible for code enforcement. Parking enforcement is handled by the Seattle Police Department.

*C: Request for a meeting with SDOT and the World School about the loading zone.*

R: We have reached out to the World School and asked for a meeting. We are waiting for a response. If possible, we will include project neighbors in this discussion.