

## UPDATE - 35<sup>th</sup> Ave. N.E. Cycle Track

On December 11, 2013, the Seattle City Council held a public hearing on departing Mayor Mike McGinn's Bicycle Master Plan Update (the Plan"). It would build a "cycle track" on 35<sup>th</sup> Ave. N.E. from N.E. 68<sup>th</sup> St. to N.E. 125<sup>th</sup> St. The Plan document, page 111, describes a "cycle track" as :

"a 7 foot wide one-way facility on each side of the street along the curb line. Many protected bike lanes may be implemented instead with a 12-foot wide, two-way facility on one side of the street. Typical improvements include a 3 foot wide continuous striped separation with vertical mounted traffic barrier, bike symbol and 'bike only' pavement markings, and information signage every ¼ mile."

See [www.seattle.gov/transportationides/bmp/nov13/recommended](http://www.seattle.gov/transportationides/bmp/nov13/recommended). Tracks on both sides of a street would take twenty feet of roadway. (7' track plus 3' of barrier totals 10' each way, and doubled for two directions.) If bike travel is combined on one side, it would take 17' of roadway.

35<sup>th</sup> Ave. N.E. is 40' for most of its way; some segments widen near intersections. A cycle track would mean one lane travel in each direction. METRO buses are 9 ½ feet mirror tip to mirror tip; big trucks are 10 ½' wide mirror tip to mirror tip. METRO requires bus lanes to be 11' wide on arterials, the recommended standard of the Federal Highway Safety Administration. Buses would stop for passengers in a traveled roadway. On-street parking would be prohibited; there will be no on-street loading zones for business or passengers at bus stops and no disabled parking. Any stopped vehicle in the moving lane --- e.g. buses to pick up or drop off passengers, mid-block left turning vehicles, garbage trucks, utility work --- will stop the whole flow of traffic in that direction. All right turns will come from moving lanes except at the few wider intersections. (Note: N.E. 75<sup>th</sup> St. between 15<sup>th</sup> and 35<sup>th</sup> Ave. N.E. is classified as "in street minor separation." Unlike a "minor separation," a "cycle track" has a physical barrier and one foot more for bike travel each way; it doesn't leave room for a turning lane on a 40' wide street.)

The City Council Transportation Committee plans on taking action at its meeting on January 14<sup>th</sup>. That leaves time to send in comments. Write, e-mail, or telephone the City Council and ask it to invite Mayor-elect Ed Murray to provide fresh input after he takes office January 1st. During his campaign, Candidate Murray promised to get all street users and abutters working together in a collaborative manner with participation by all affected. The Seattle City Council's address is 600 - 4<sup>th</sup> Ave., 2nd Floor, PO Box 34025, Seattle, WA 98124-4025. Phone 684-8888. After January 1st, E-mail especially in-coming Mayor Murray at [ed.murray@seattle.gov](mailto:ed.murray@seattle.gov) and the city councilmembers: [sally.bagshaw@seattle.gov](mailto:sally.bagshaw@seattle.gov) [tim.burgess@seattle.gov](mailto:tim.burgess@seattle.gov) [sally.clark@seattle.gov](mailto:sally.clark@seattle.gov) [kshama.sawant@seattle.gov](mailto:kshama.sawant@seattle.gov) [jean.godden@seattle.gov](mailto:jean.godden@seattle.gov) [bruce.harrell@seattle.gov](mailto:bruce.harrell@seattle.gov) [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov) [mike.obrien@seattle.gov](mailto:mike.obrien@seattle.gov) and [tom.rasmussen@seattle.gov](mailto:tom.rasmussen@seattle.gov) to make your views known. Hon. Jean Godden has undertaken to represent N.E. Seattle.

--- 35<sup>th</sup> Ave N.E. Committee