

After considering public comments to the draft Bicycle Master Plan network map, SDOT has developed four alternative east-west connected bicycle routes to serve people of all ages and abilities that could be considered for the final bicycle network map in the BMP Update. One alternative (Alternative A) is the initial recommendation from NE 65th Street that was in the June draft network map, and then there are three additional alternatives. These alternatives include different combinations of neighborhood greenways (residential streets optimized for pedestrians and people riding bikes) and cycle tracks (separated bicycle facilities). On the next page of the survey, you will see a definition and images of a cycle track.

When reviewing the alternatives, notice they include the removal of the proposed cycle track on NE Ravenna Boulevard between 15th Avenue NE and NE 55th Street that was shown in the June public review draft of the BMP and replace it with an existing off-street trail through Cowen/Ravenna Park to a neighborhood greenway on NE 57th Street. That then connects to a proposed off-street trail along the edge of lower Ravenna Park to a proposed cycle track on Ravenna Place which leads to the Burke-Gilman Trail.

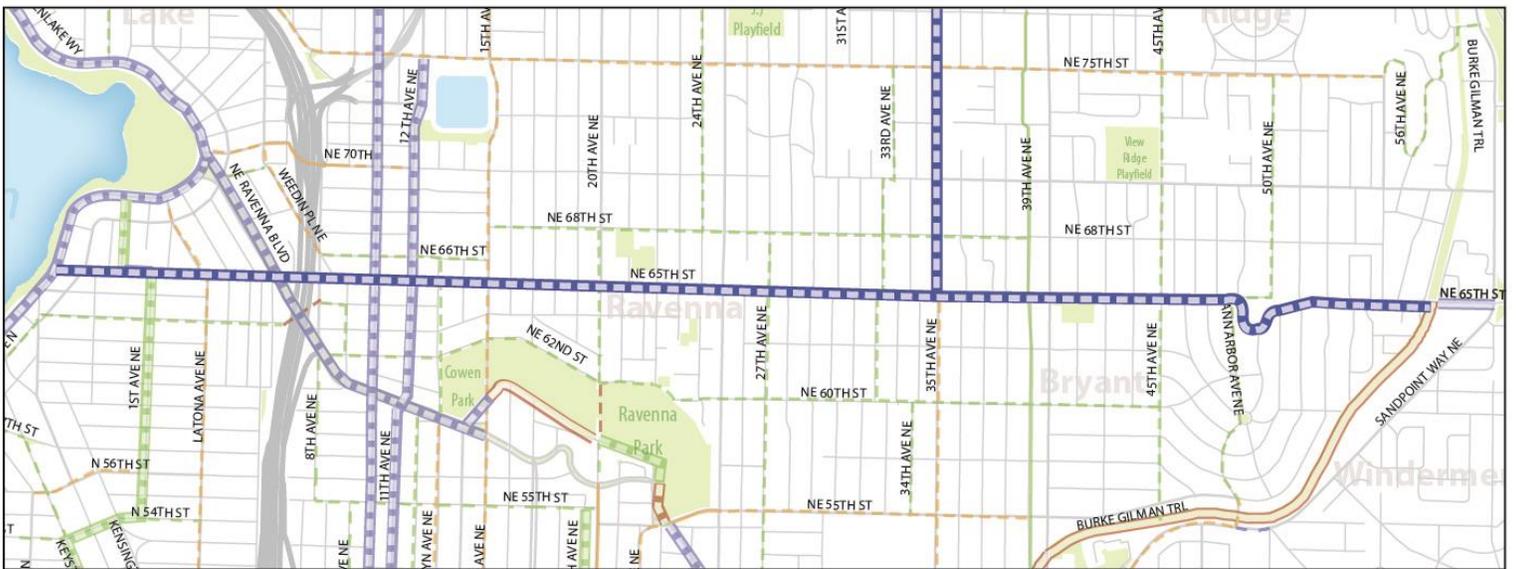
We are that you review the alternatives and rank them in a survey (see <http://www.surveymonkey.com/s/PBDKX6B>) based on your preference. This feedback provides SDOT a sense of the local community's priorities and vision for the future. This input will be considered and balanced with the need to create a connected network across the entire city to establish the final network map.

The legend for all of the maps shown on the next several pages is below. For information about the draft Bicycle Master Plan, go to http://www.seattle.gov/transportation/bikemaster_materials.htm

Legend		
Citywide Network		
	Existing	Proposed
Off street		
Cycle track		
Neighborhood greenway		
Local Connectors		
	Existing	Proposed
Off street		
Cycle track		
In street, minor separation		
Neighborhood greenway		
Shared street		

Alternative A is the recommendation that was a part of the June 2013 draft Bicycle Master Plan document.

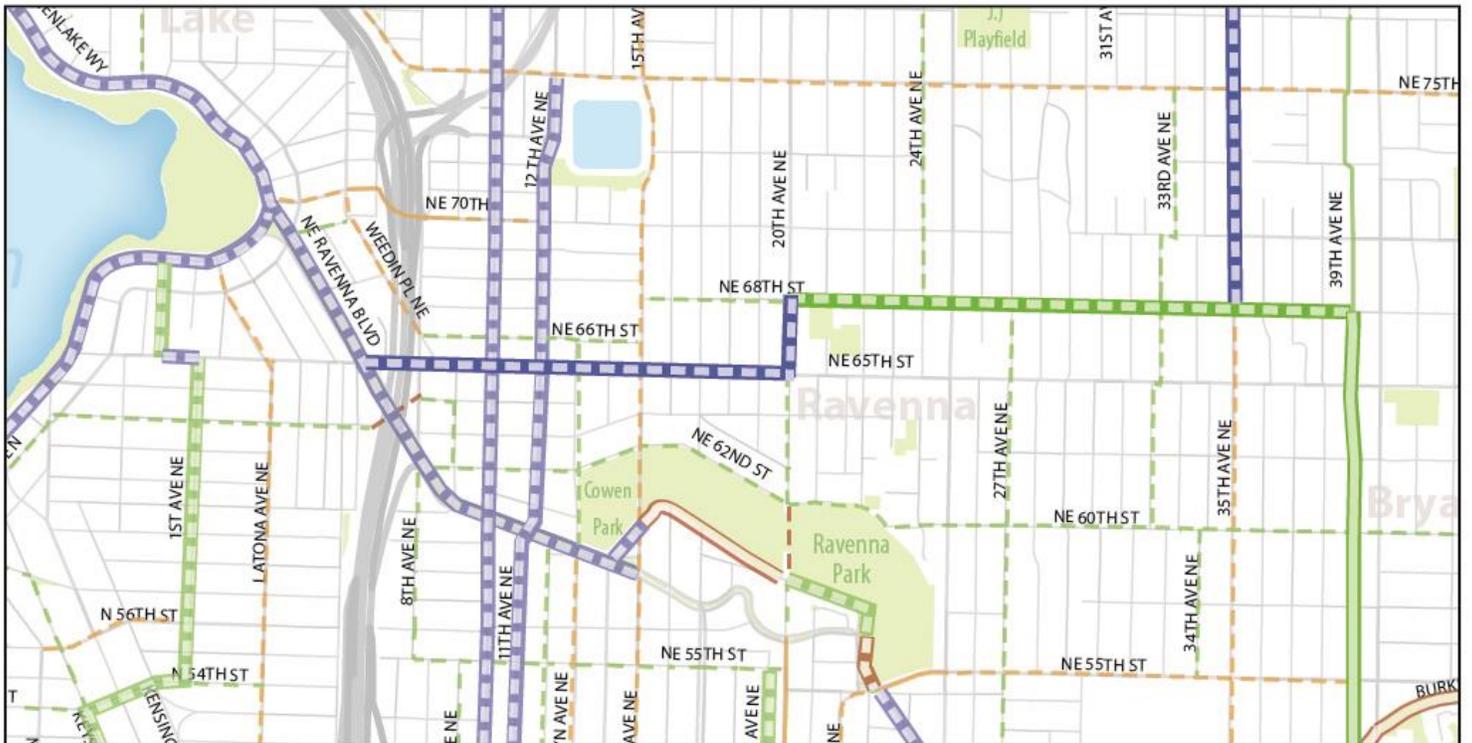
- Cycle track on NE 65th Street from Green Lake to Magnuson Park, to provide good bicycle connectivity to/from Green Lake, across I-5, the future Roosevelt Light Rail Station, the Roosevelt business district, and the Ravenna business district and Magnuson Park.**



Alternative C proposes a combination of a cycle track and neighborhood greenways for the east-west connection.

- Cycle track on NE 65th Street between NE Ravenna Blvd and 20th Ave NE, to provide good bicycle connectivity across I-5, to/from the future Roosevelt Light Rail Station, and the Roosevelt business district. There would be no cycle track east of 20th Avenue NE on NE 65th.

- Cycle track on NE 20th Street between NE 65th Street and NE 68th Street to connect to the proposed citywide neighborhood greenway on NE 68th Street, creating a primary east-west bicycle connection with a combination of cycle track on NE 65th Street and a neighborhood greenway on NE 68th Street.



Alternative D proposes no cycle track on NE 65th Street, and replaces it with the east-west bicycle connections summarized below:

- Cycle track added to Weedin Place NE to allow for safe east-west crossing of I-5 (as an alternative to using NE 65th Street). Under this alternative, there would be no improved bicycle connectivity or access along NE 65th Street, though SDOT may study NE 65th Street for broader safety improvements in the future.

- No cycle track on NE 35th Street—would be replaced by a citywide neighborhood greenway on 39th Avenue NE.

- A citywide neighborhood greenway using residential streets and a crossing under I-5 to provide an east-west connection south of NE 65th Street on NE 64th Street, NE 62nd Street and NE 60th Street.

