



October 5th, 2021

To: Seattle City Council

**RE: Needed protected bike lane on 45th Street Bridge over I-5**

On Saturday, light rail service began at U District Station. Yet, there is not a safe, connected, convenient way to bike to and from the station and Upper Wallingford. We call on SDOT to rectify this as soon as possible by installing the planned protected bike lane (PBL) across I-5 in the 45th Street N corridor.

Seattle City Council added \$1 million of [funding in 2021 budget](#) toward the Route 44 multimodal project in order to make this connection possible. We were very disappointed to learn the safety improvements are apparently abandoned in recent designs.

These improvements are long planned and promised. The [U District Station Area Mobility Plan](#) “identified major obstacles for people trying to walk or bike to transit that could be included in this project. NE 45th Street has two of the top twenty most dangerous intersections for pedestrian collisions in the immediate vicinity of U District Station and crossing I-5 is both dangerous and generally unpleasant for anyone on foot or on a bike.” We would hate to see that major planning effort that consumed countless volunteer hours discarded.

The Seattle City Council backed the vision; the 45th Street bike facility as an explicit deliverable in the Move Seattle Levy language. Let’s meet that promise rather than risk voter confidence ahead of a much-needed new transportation levy.

Specifically, we call on SDOT to design a 45th Street N that:

- Adds a PBL for the uphill climb across the NE 45th I-5 bridge up into Wallingford, connecting to bike lanes on Latona and Thackeray;
- Adds an interchange and wayfinding at NE 8th so cyclists can enter and exit the roadway there for accessing light rail and UW;
- Adds protection for pedestrians over the I-5 bridge.

We look forward to Route 44 transit speed and reliability upgrades that the project offers, but success for this project means including a safe connection for people walking, rolling, and biking between Wallingford and the U District.

On behalf of The Urbanist, Transit Riders Union, Cascade Bicycle Club, and Seattle Greenways we ask the Seattle City Council to intervene to press for the promised and much needed safe bike connection on 45th Street in the final design for the street. The community needs a Route 44 multimodal project that ensures safety of all transportation system users.

Sincerely,

The Urbanist  
Seattle Transit Riders Union  
Cascade Bicycle Club  
Seattle Neighborhood Greenways